

**MEETING MINUTES
OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM**

January 16, 2013

INDEX TO THE PROCEEDINGS

	PAGE
1. INTRODUCTIONS	2
2. ANNOUNCEMENTS	3
A. Deborah Ale Flint—Acting Port Executive Director	3
B. Kristi McKenney—Acting Aviation Director	3
C. Darron Evans—Acting Operations Supervisor	3
D. Acceptance of 3rd Qtr 2012 Noise Report (Accept and File).....	3
E. Annual Forum Dues Report	3
F. UC Davis Annual Noise/Air Quality Symposium	4
3. CORRESPONDENCE.....	4
A. NBAA Letter Sent	4
B. Berkeley Letter on New Forum Appointment	4
4. APPROVAL OF MINUTES (10/17/2012).....	4
5. PUBLIC COMMENT.....	4
6. 2013 WORK PLAN	6
7. NOISE OFFICE REPORT.....	8
A. Forum 2013 Tours of New FAA Air Traffic Control Tower	8
B. Forum Fly Quiet Awards Program	8
8. NOISE NEWS AND UPDATE.....	9
9. STATUS REPORTS-NORTH AND SOUTH FIELD WORKING GROUPS	10
A. Federal Express Boeing B-777 Impact on OAK Fleet Mix	11
B. Magnetic Variation Shift—Runway Designations Change	11
10. RUNWAY SAFETY AREAS PROJECT UPDATE	11
11. CONFIRM NEXT SCHEDULED MEETING DATE (APRIL 17, 2013)	12
12. NEW BUSINESS/ADJOURNMENT	12

1. INTRODUCTIONS

The January 16, 2013 Oakland Airport-Community Noise Management Forum meeting was called to order at 6:36 p.m. by the Forum's Facilitator, Michael McClintock. Mr. McClintock welcomed the Forum members and guests. He introduced the two newest appointees to the Forum: Councilmember Jesse Arreguin from Berkeley and Councilmember Pat Gacoscos from Union City. He noted that Councilmember Benny Lee had been appointed to the Forum from San Leandro and that Mr. Lee replaced Councilmember and Forum elected Co-Chair Diana Souza. Because Ms. Souza was no longer the elected representative from San Leandro, McClintock said that it would be necessary to have an election to replace her as the elected Co-Chair. Next, he asked the Forum members and advisors to introduce themselves for the benefit of the audience:

Forum Members/Alternates Present:

Walt Jacobs, Co-Chair/Citizen Representative, Alameda
Ernest DelliGatti, Citizen Representative, Alameda County
Jesse Arreguin, Elected Representative, Berkeley
Margery Eriksson, Alternate Citizen Representative, Berkeley
Barbara Halliday, Elected Representative, Hayward
Edward Bogue, Citizen Representative, Hayward
Michael McEneaney, Elected Representative, Marin County
Diana Souza, Elected Representative, San Leandro
Will Fernandez, Citizen Representative, San Leandro
Pat Gacoscos, Elected Representative, Union City
Subru Bhat, Citizen Representative, Union City
Kristi McKenney, Acting, Director of Aviation

Staff Members/Advisors:

Darron Evans, Acting Airside Operations Manager
Larry Galindo, Noise Office, Port of Oakland
Wayne Bryant, Noise Office, Port of Oakland
Jesse Richardson, Noise Office, Port of Oakland
Susan Fizzell, Noise and Environmental Office
Vince Mestre, Acoustical Consultant, Landrum & Brown
Gene Reindel, Acoustical Consultant, Harris Miller Miller & Hanson
Harvey Hartmann, Airspace Consultant
Jeff Dickinson, Assistant Chief Pilot, Southwest Airlines
Sean Cullinane, FAA Air Traffic Manager, Oakland Tower
Dennis Green, Staff Manager, FAA NorCal TRACON
David Norris, Operations Manager, FAA NorCal TRACON

Courtney Meredith, Hayward Executive Airport
Valerie E. Jensen, CSR, Stenographer
Mike McClintock, Forum Facilitator

2. ANNOUNCEMENTS

A. Deborah Ale Flint—Acting Port Executive Director

The facilitator said that he had several announcements to make. First of all, Deborah Ale Flint has been appointed as the Acting Executive Director of the Port of Oakland. Director Flint was not present but had sent the facilitator an e-mail asking that her thoughts be conveyed to the Forum. The facilitator read the following: *“I am very proud of the aviation team lead by Kristi McKenney, Marily Mora, Darron Evans and the airside noise team, which has ensured excellent transition, continued progress on work and a working initiative during this time...”* The facilitator said that Director Flint obviously has a lot of confidence in her aviation staff and that they should keep up the good work.

B. Kristi McKenney—Acting Port Aviation Director

The facilitator introduced Ms. McKenney as the Acting Director of Aviation. She said it was nice to be back with the Forum as she has worked with the group from its inception and has made many presentations to the group. She said the Forum has covered a lot of issues to get where they are today, and that she has been pleased to see the amount of interest and participation on the part of members. She said she was looking forward to working with the Forum in her new, albeit interim, role. She thanked the members for the service they provide in representing their communities and said that she and Deborah would continue to support the Forum.

C. Darron Evans—Acting Operations Supervisor

McClintock introduced Darron Evans, the Port’s Acting Operations Manager. Mr. Evans thanked the Forum and said that he would be looking forward to working with the group. McClintock responded that the Forum would look forward to working with him as well.

D. Acceptance of 3rd Quarter 2012 Noise Report

The facilitator announced this as the “Acceptance of the Third Quarter Noise Report.” He said, typically, we receive and file, unless there are any questions, additions or otherwise. He said if there were no questions he would entertain a motion to receive and file. Motion was received and seconded. Motion carried.

E. Annual Forum Dues Report

McClintock said that next on the agenda was the annual Forum dues report. He called on Jesse Richardson to make the report. Mr. Richardson said that with the exception of one member community, all of the dues had been paid. He said he was working on the matter and that it should be resolved very quickly.

F. UC Davis Annual Noise/Air Quality Symposium

McClintock said there was one more informational item under announcements. This was the annual UC Davis Noise and Air Quality Symposium. This year the symposium will be held at the Westin South Coast Plaza Hotel in Costa Mesa in Orange County. He said if any Forum members would like to attend they should let the facilitator know. Co-Chair Walt Jacobs asked about the dates. McClintock replied March 3-6, 2013.

3. CORRESPONDENCE

A. NBAA Letter Sent

McClintock said that at the last meeting we talked about the FAA and the blocked aircraft registration procedures and policies that the FAA had been thinking of implementing. He said that Will Fernandez had requested that the Forum draft a letter to the National Business Aviation Association. The letter was prepared and Mr. Fernandez hand carried it to the NBBA convention in Orlando, Florida. He said that the letter was subsequently forwarded to the vice-president of Environmental and Government Affairs. He said he hoped to have a response back very soon. McClintock said that he had also followed up with N.O.I.S.E., the National Organization to Insure a Sound Controlled Environment, on this issue, but had not been able to make a connection. McClintock said that he and Will would keep the Forum informed on any new developments.

B. Letter from Berkeley on New Appointee to Forum

The facilitator reminded the Forum that copies of the letter from the City of Berkeley appointing Mr. Arreguin to the Forum was included with their agenda packages.

4. APPROVAL OF MINUTES (OCTOBER 17, 2012)

Facilitator McClintock submitted the draft minutes of the October 17, 2012 Forum meeting for approval. The facilitator said that Forum members had received copies of the draft minutes with their agenda materials. He asked if there were any corrections or additions. There were none and the question was called. Councilmember Halliday moved approval. Seconded by Mr. McEneaney. Motion approved with three abstentions (Ericksson, Arreguin, and Gacoscos).

5. PUBLIC COMMENT

The facilitator announced that this was the time for members of the public to speak on issues not on the agenda but relevant to airport noise at Oakland International Airport. John Manuel said that in the Minutes on the October Forum meeting, he noticed that FedEx was very clear about “what they're going to be doing with some of their noisemakers,” but he didn't see what their time frame was for eliminating their noisier aircraft. He asked if the Forum could be informed of FedEx's plans for updating its fleet. He said that for residents of San Leandro, Allegiant Air “is one of the major noisemakers [they] have to deal with on a daily basis.” He asked if the rolling takeoff procedure could be applied to Allegiant, or if Allegiant's MD-80s

could use a little more runway for takeoffs, i.e. “could they not give so much throttle on the get-go and make a lot less noise in the process?” Mr. Manuel asked about the status of San Leandro’s appointment of a representative to the North Field/South Field Study Group. Co-Chair Diana Souza replied that she would look into it.

Mr. Manuel asked about any compliance criteria the Port had concerning engine performance for new air carriers. Acting Aviation Director McKenney replied that it is the FAA that certifies commercial service aircraft for compliance with its noise standards. The Port does not certify the aircraft or the air carrier. Larry Galindo explained that any air carriers entering into an operating agreement with the Port of Oakland for operations at the airport have to hold a 14 CFR Part 121 certificate issued by the U.S Department of Transportation/FAA. In order to get this certificate the aircraft engines have to be compliant with the noise standards set forth in 14 CFR Part 36 for Stage 3 aircraft. The engines on Allegiant’s aircraft fleet are all Part 36 Stage 3 compliant. Mr. Manuel asked if these aircraft were Stage 2 compliant, but used hush-kits to make them Stage 3 compliant. Gene Reindel of HMMH responded that MD-80 aircraft are Stage 3 compliant without hush-kits. Mr. Manuel concluded his remarks by noting that there seemed to be excessive use of the ground run-up enclosure (GRE) at night. He said he knows it is not a plane getting ready for departure because the noise is sustained.

Gerd Marggraff, said he wanted to support John Manuel’s comments, and added that he believed that Allegiant’s MD-80s were as noisy as some of the “old FedEx planes.” He asked if the Forum could arrange to have representative of Allegiant attend a Forum meeting, and/or a South Field/North Field meeting because he “would like to know their business strategy.” He said if they insist on flying noisy airplanes into Oakland that should be made public, because he thought that the public was unaware that Allegiant is so noisy. He said he has neighbors coming to him and saying, “Since when is FedEx flying in here again with their noisy aircraft?” He said that this situation has set the Port’s noise program back significantly. He noted that this would not be such a problem if “Allegiant only flew two or three times a week..., but now, with five or six flights a day, it is really noticed.” He said he wanted to know why they are insisting on flying “old” aircraft into Oakland. He asked again if a representative from Allegiant could be invited to the Forum. Larry Galindo responded that an Allegiant representative had already attended a North Field group meeting to respond to the question of what Allegiant’s plans were to update its fleet. The answer given was that at the present time, the MD-80-series aircraft are the type of aircraft best suited for the stage lengths for the services being provided by Allegiant at the Oakland Airport.

With respect to the use of the rolling takeoff procedure, this issue was addressed at a previous North Field/ South Field Group meeting. Galindo said that Allegiant does not use the rolling takeoff procedure per se, but at times may use throttle control to lessen noise impact on takeoffs on Runway 29. Galindo also noted that the rolling takeoff procedures was used only at night and that standard noise abatement takeoff procedures for MD-80-series aircraft are not used at OAK because of the 2,000-foot hold procedure in place by air traffic control to resolve potential conflicts with San Francisco International Airport departures. Because Mr. Manuel and Mr. Marggraff did not attend the referenced North Field/South Field Group meeting(s), McClintock asked if Mr. Galindo could meet with the gentlemen to clarify their understanding of the issues. Galindo replied that he could. As for the Question concerning GRE activity, Mr. Galindo said he would need specific date and times in order to correlate with our logs for the run-ups, which are strictly controlled.

Councilmember Arreguin noted that this issue was reported on at the last Forum meeting. He said that reduced power takeoffs were discussed as a means of noise mitigation. He asked if this and other potential mitigations have been studied to see if they might be feasible. Mr. Galindo replied that, as a principle, the noise office does not try to get into the cockpit, i.e. the safety of the passengers on a fully-loaded aircraft is the sole responsibility of the pilot in command of that flight. It would not be appropriate for the noise office to advise a pilot as to what power settings to use. Mr. Arreguin expressed concern over the fact that older aircraft seem to be creating problems in the community by generating excessive noise, and that it was his desire that other potential mitigations be looked at to see if they could improve Allegiant's overall noise performance.

Co-Chair Jacobs asked about FedEx's use of B-777 aircraft, and what engines would be used and what might be their noise impact be. McClintock replied that Jim Baas of FedEx had said that both FedEx's B-777s and B-757s were former air carrier aircraft that have been converted for cargo operations. As such, these aircraft have probably come from a variety of different airlines, but in all cases the engines are Part 36 Stage 3 compliant. Larry Galindo added that he had information from Jim Baas on the B-777 engines that he would make available to the Forum and that Capt. Baas should be able to address the question of their fleet mix in more detail at the next meeting. In the meantime, he said, the only fleet plan target date he was aware of from FedEx is that the phase-out of the B-727s was completed by the end of 2012. He said he has not heard of any other phase-out plans. Ernie Delli-Gatti said that he was interested in knowing what engines the FedEx B-777s would use. He noted that there were three choices: Pratt & Whitney; General Electric, or Rolls Royce. As for the B-757s they would be equipped with Pratt & Whitney engines. There being no other questions or comments, the facilitator closed the public comment period.

6. 2013 WORK PLAN

The facilitator explained that the Forum updates its Work Plan Every year. He said, there are three components to the work plan. The first is legislative and regulatory initiatives, the second is studies, and the third component is presentations. He said he had provided the Forum with a draft of the proposed updates to Work Plan. One of the proposed updates is to prepare a 14 CFR Part 161 status report. This would be a report on the status of Part 161 studies currently underway at airports around the country. He noted that the Part 161 process is essentially a study that evaluates the cost benefits of noise abatement measures. The FAA requires that such a study be conducted before an airport can impose any specific noise abatement procedures, e.g. curfews or other flight restrictions. Under A, Initiatives, it is recommended that the Forum formalize its coalition building and outreach efforts with other regional and national noise forums. This has been an ongoing initiative and it has been suggested that we need to plan and organize a joint meeting with key members of the SFO Roundtable and develop an agenda around issues that could foster collaboration between the two noise committees. The prospect, if successful, of an annual joint meeting would be pursued. Next is to "Establish a Forum position on proposed FAA blocking of aircraft registration (BARR) information." This item would have the Forum's community noise consultant advise the Forum on the current status of the FAA's blocked flight registration policy for the purpose of having the Forum adopt a position on the FAA's policy, which is still evolving and currently being reviewed by the FAA.

An important update, that Larry Galindo will present later, is the concept of the Forum implementing a noise abatement award program. The idea behind this is to reward good behavior in complying with the Port's noise abatement procedures and to make our communities aware that positive effects are being achieved. A new issue that has recently surfaced has to do with monitoring the progress of civilian use of unmanned aerial vehicles i.e. drones. This is an issue that is starting to take on a life of its own and the Forum should work to define any noise-related issues that are appropriate to the purpose and role of the Forum, allowing always for the safety of aircraft in flight and for people on the ground, and public privacy concerns.

Under presentations, we recommend adding tours of the new FAA Oakland Aircraft Control Tower for Forum members, advisors and other interested parties. OAK Air Traffic Manager, Sean Cullinane offered that he and his staff would be happy to accommodate the Forum and others in touring the new ATCT facility, but cautioned that because of the sensitive nature of the tower's operation he would like to keep the tours down to groups of no more than five people at a time. Under completed studies, McClintock said that there is a listing of approximately 40 studies that have been completed over the years. He is recommending adding the Runway 27 Preferential Runway Study to this list. He noted also that there is nothing to prevent anyone from asking to revisit any of these studies if there is new information or new circumstances that would warrant a new look. McClintock said that this represented the significant changes to the Work Plan that was before the Forum for approval. He said that if there were any additional ideas or suggestions, now was the time to bring them forward.

Jesse Arreguin said that he felt it was important for the Port to continue to encourage voluntary compliance with its aircraft operators. He said there were two issues of particular concern to Berkeley. The first was helicopter noise, especially from news helicopters. This has become such a problem that the City is considering a local policy to deal with the issues of low overflight and prolonged hovering news helicopters, especially with respect to their coverage of events on the University campus. He said it might be worthwhile to have a dialog with the helicopter news organizations. McClintock responded that that item is currently listed under studies, B1, on Page 3, "Study news helicopters operational activity and noise impacts on local communities and possible noise abatement recommendation..." It was noted that there was a Bill in Congress -- HR 627 -- which would have regulated the altitude of helicopter flight in Los Angeles County. While that bill was specific to Los Angeles County, there may be potential efforts on a legislative level to address this problem elsewhere. Councilmember Halliday said that she was in support of this because Hayward had similar problems with helicopter activities, especially since many of the helicopter news and traffic reporting operations were based at the Hayward Executive Airport. The facilitator said that the whole issue of helicopter noise, particularly from the news and traffic helicopters, has risen to the top of the priorities as a principal concern. McClintock said that staff could get to work on this right away and report back to the Forum at the April or July meetings.

Ms. Halliday asked about a presentation on the ALUC (Airport Land Use Commission) planning process currently listed under studies. McClintock said that every county in the State of California that has a public use airport has, by law, an Airport Land Use Commission, which is responsible for reviewing proposed developments in proximity to airports, unless the community has adopted a specific noise compatibility plan for its airport(s). Ms. Halliday asked for a formal presentation on the subject at an upcoming meeting.

Co-Chair Jacobs said that a lot of questions had come up, and that in another organization that he belongs to those questions are pulled out of the Minutes and distributed with the agenda package for the next meeting to see what follow-up has occurred or may be required. He asked that one be provided summarizing action items from this meeting. Councilmember Arreguin said that he would report back to the Forum on discussions at the Berkeley City Council with regard to the drone issue. He said the City is doing a lot of research on the drone issue and will be holding a workshop on the subject. The issue for Berkeley is the potential impact on personal privacy, however, need for search and rescue and other legitimate surveillance issues cannot be ignored. He said he also thought that a presentation on the helicopter issue would be worthwhile. Walt Jacobs asked if Berkeley's problems were with traffic, news or incident operations. Jesse replied that all of the above were at issue, but more so for news coverage. Ms. Ericksson concurred.

McClintock asked if there were any more questions. He said that it appeared that the issues of drones and helicopters were of priority and that he and Larry Galindo would get together to work up a plan of action. Larry said that his staff had conducted helicopter studies in the past and had made presentations to the North and South Field Groups. They have also met with helicopter operators in Hayward. Galindo suggested that McClintock and he meet with Councilmembers Arreguin and Halliday to pursue these issues and get some direction as to how best to proceed. McClintock directed the Forum back to the need to approve the updated Work Plan. He asked for a motion to approve. Co-Chair Jacobs moved approval of the updated work plan. Seconded by Mr. Arreguin. The question was called and the motion carried.

7. NOISE OFFICE REPORT

A. Forum 2013 Tours of New FAA Air Traffic Control Tower

By way of background for the new Forum members, Larry Galindo said that the airport has conducted tours of the Northern California TRACON facility near Sacramento for the last three years to help educate Forum members and build a good rapport with the NCT staff. He introduced Dennis Green and Dave Norris from the NorCal TRACON, said that he appreciated their interest in attending Forum meetings to keep abreast of local issues. He said the TRACON was a very impressive facility and Forum members should plan on seeing it if they have not already done so. Also on important things to see, is the new air traffic control tower facility currently under construction. He said he was working with Sean Cullinane to organize the tours once the new facility becomes operational. He asked that Forum members let him know of their interest in touring this new, state-of-the-art facility.

B. Forum Fly Quiet Awards Program

Mr. Galindo next introduced the Oakland Airport-Community Noise Forum Fly Quiet Awards. He said his staff had been working on this for three years with the goal of recognizing aircraft operators who demonstrate outstanding compliance with the Oakland noise abatement program. He said that the difficulty in pulling the program together is manifold, i.e. the Port has a very robust noise abatement program combined with multiple runways and a comprehensive noise monitoring system. He said the noise abatement program includes nine measurable noise abatement procedures; that apply, respectively, to the airlines, corporate jet

traffic on North Field, and fixed-wing general aviation operators. He said, thanks to the efforts of Wayne Bryant and other noise office staff, they were well along in identifying the awards categories and performance metrics, but needed further input from the Forum. He said he would be meeting with the facilitator, Co-Chair Jacobs, and Will Fernandez, the originator of the awards concept. He said that he expected to bring the program back to the Forum at its April meeting with the actual awards program to take place at a special meeting of the Forum on July 17. He said that he hoped the awards program would help to encourage greater compliance with the noise abatement procedures and help to promote awareness of the collaborative efforts amongst all of the aviation stakeholders who cooperate with our noise program. In the words of Wayne Bryant, "It takes all of us." If it was just up to the Noise Office to try to obtain voluntary cooperation from our pilots, the noise abatement program would be very, very anemic. Fortunately, he said, we also have a very strong relationship and support from our air traffic control tower and Sean Cullinane's staff. He said, we are one of but a few airports that he knows of where a corporate jet asks for clearance to take off and they're given a noise abatement advisory virtually every time they leave. Larry said that a lot of work remains to be done, and the awards program represents but one of the many tools he has to work with.

8. NOISE NEWS UPDATE

Vince Mestre began with an overview of the European Union's market-based emissions trading scheme to reduce greenhouse gases and reduce global warming, and California's plan to control emissions of greenhouse gases. He said that the U.S had filed suit in the World Court against the EU's emissions trading scheme. As a result, the International Civil Aviation Organization (ICAO) has undertaken to develop an internationally-based emissions trading scheme in order to ensure that different countries or regions don't introduce their own emissions trading schemes. However, given ICAO's track record this could take some time. He said that San Francisco could be a focal point for determining the metrics for calculating emissions. On another issue, he said that the infamous fiscal cliff bill that got passed at the last minute -- The American Taxpayer Relief Act of 2012-- included a big incentive for biofuel manufacturers, both in terms of grants and tax breaks for the development and use of biofuels. He said this was actually big news because there was no discussion of this, to his knowledge, prior to this bill actually being passed.

He next presented two articles dealing with leaded gasoline, noting that small piston-powered propeller aircraft use leaded fuel for the most part. They are not certified to use unleaded fuel and nearly everyone is in agreement that lead needs to be out of fuel, because it's a really nasty material. However, there are some real logistical problems in developing an unleaded fuel that the FAA and manufacturers will approve for these small aircraft. As a result, the National Research Council of Canada and the FAA have formed a cooperative team to work on a drop-in unleaded fuel alternative for general aviation aircraft. So this is a big step forward in the development of unleaded fuel for piston aircraft. He said another hot topic is the lawsuits in the State of California to prohibit the sale of leaded aviation fuel in the state, but there is not, at the present time, an approved substitute fuel. Southern California representative Henry Waxman has fired off a very strong letter to the FAA telling them that they are moving too slow in the elimination of leaded avgas and he wants to see a stepped-up time table. The FAA has responded by creating a special office to deal with the issue.

He discussed the role of the ACRP (Airport Cooperative Research Program) in developing sustainability programs that all airports can use. One of the more innovative concepts designed to save fuel and reduce carbon emissions is a semi-robotic tug that attaches to the nose gear of an aircraft and is controlled by the pilot. The pilot operates it to taxi out to the vicinity of the runway, at which point the ground crew disconnects it and the aircraft proceeds to take-off. In the same vein, the FAA is now offering grants to airports to help purchase zero emission ground vehicles. Margery Ericksson asked if this applied to people movers. Mestre replied that, no, it applies primarily to ground vehicles relative to servicing aircraft. Susan Fizzell offered that shuttle buses and pool cars may be eligible. Vince recognized Susan as the Chairperson of an ACRP committee addressing this specific issue. His next item dealt with the Climate Registry, which is a centralized location to keep emission inventories of greenhouse gas emissions. The Climate Registry is rather fussy about the data they use and set rather high standards. Delta Airlines is the first legacy carrier to meet their requirements and join the Climate Registry. There will be other airlines that will follow. This is, again, one of the mechanisms to manage greenhouse gas emissions, and to compare how they may have changed over time.

Mestre discussed the status of the FAA's NextGen air traffic initiative and noted that an agreement had been made to obtain satellite tracking data from a Canadian firm. This represents a real step forward in the implementation and functionality of the NextGen program. He also updated the Forum on the status of new aircraft engine technology including the geared turbofan, which provides a tremendous reduction in noise level and a big reduction in fuel burn. The competing technology to the geared turbofan is something we call the "open rotor." Back in the 1980s, it was called the "unducted fan" and it wasn't practical then. He said it was his hope that it stays unpractical because they are quite noisy. These new geared turbofan jet engines will start appearing in the not-too-distant future and are a lot quieter than the engines we have now.

He addressed his favorite topic—drones, saying that Congress estimates that there will be ten-thousand unmanned aircraft in the next five years in the United States. The new word for drones is "unmanned aircraft," as "Drone" already has such a bad name that they wanted to call them something else. These drones vary in size from the palm of your hand to the size of a large business jet and none of them are quiet. Clearly, some are noisier than others, but the issue of noise just has not been brought up. The FAA was supposed to have rules for integrating drones into the national air space system a year ago, and they haven't quite figured out how to do that yet. Mestre wrapped up his presentation with some humorous uses for drones, including the "taco drone." He noted also that the University of Cambridge has a research program to investigate the aerodynamic and acoustical aspect of birds in flight. Some birds, like owls, are extremely quiet as they attack their prey. Even at relatively high speeds, they drop from the top of a tree to pick up a mouse or rat with remarkably little aerodynamic noise.

9. STATUS REPORTS—NORTH AND SOUTH FIELD WORKING GROUPS

Darron Evans began his presentation by commending Larry Galindo and his staff for the good work that they do. He gave a recap of the North Field/South Field Group meeting on Decem-

ber 19. There were two topics on the agenda: FedEx's introduction of the B-777 into its fleet mix at OAK; and the shift in the magnetic declination of the runways at OAK.

A. Federal Express B-777 Impact on OAK Fleet Mix

Evans said that currently, the average number of FedEx B-777 departures at Oakland are 30 a month, or about one per day. These aircraft are replacing the older MD-11s, which is very beneficial because they produce less noise impact on the communities. Both the North Field Group and South Field Group commended FedEx for its ongoing phase-out of its older aircraft types. Larry Galindo presented an e-mail from Jim Baas concerning the B-777 engine type. Larry read that the triple-7 is powered by two General Electric model GE 90, 110B1L engines. The engines are rated at 110 thousand pounds of takeoff thrust each. He said that to get an idea of the size of these engines, Gene Reindel, told him that the diameter of each engine is approximately the same size as a B-737 fuselage. That's about 100 inches. Very large, very powerful, and very quiet when compared to the 3-engine MD-11.

B. Magnetic Variation Shift—Runway Designations Change

Mr. Evans noted that runways are named by their magnetic headings, e.g. Runway 11-29 has magnetic headings of 110 and 290 degrees, respectively. There is a tolerance of 5 degrees before a runway's designation needs to be changed. There is a natural and progressive shifting of the earth's magnetic pole that causes the magnetic headings of the runways to change. Hence, the need to renumber them. The runway designations for three of the airport's runways will need to be changed in 2014 or 2015. Runway 11-29 will be redesignated Runway 12-30. Runways 27L and 27R will be called Runways 28L and 28R. Runways 9L and 9R will be designated 10R and 10L.

10. RUNWAY SAFETY AREAS PROJECT UPDATE

Larry Galindo recapped that the Airport is currently engaged in a \$100 million runway safety area (RSA) project mandated by the FAA. He said that construction is anticipated to start in April of this year. He said that Port staff has been working with the airlines to minimize potential impacts from construction. He explained that there would be no long-term noise impacts because the RSAs do not change the airport's operational level and the runway pavement infrastructure remains the same. He noted that there would be short-term noise impacts during construction, especially during Southeast plan conditions associated with bad weather. This would be specific to Runway 11 during Southeast plan because of the need to relocate the runway's landing threshold 520 feet to the northwest. The effect of this change will have only minimal impact on aircraft operations and noise since Southeast plan operations occur annually less than 10 percent of the time. Associated with this will be the relocation of the ILS to south of the runway which will allow better flow of aircraft to the runway. In order to reduce potential noise impacts on nearby communities, the majority of the RSA construction work for South Field will be performed while the runway is in operation. Activities requiring closure will be performed during the existing Monday morning closure hours from 1 a.m. to 5:30 a.m. There may be some use of North Field for air carrier operations during the FAA flight checks of the runway, but the Port will work with the FAA to minimize the impacts of these flight checks. The Noise Office will issue a community noise advisory whenever North Field air carrier operations are anticipated.

11. NEXT MEETING – April 17, 2013

12. NEW BUSINESS/ADJOURNMENT

There being no new business the meeting was adjourned at 8:07 p.m.

End