

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

**January 19, 2022**

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**1. INTRODUCTIONS**

The January 19, 2022 meeting of the Oakland Airport-Community Noise Management Forum was called to order at 6:35 p.m. by the Forum’s facilitator, Mike McClintock. McClintock noted that this meeting was a regular meeting and that there was a quorum. He welcomed all who were attending online or by smartphone.

**Forum Members/Alternates Present**

Co-Chair Trish Herrera Spencer, Councilmember, City of Alameda  
Co-Chair Walt Jacobs, Citizen Representative, Alameda  
Ernest DelliGatti, Citizen Representative, Alameda County  
Councilmember Rigel Robinson, Berkeley  
James Nelson, Citizen Representative, Berkeley  
Edward Bogue, Citizen Representative, Hayward  
Bart Lounsbury, Interim Citizen Representative, Oakland  
Peter Marcuzzo, Chair(*Emeritus*), NextGen Subcommittee  
Bryant L. Francis, Director of Aviation

**Staff Members/Advisors/Officials Present**

Alex Katz, Office of Rep. Barbara Lee  
Craig Simon, Assistant Director of Aviation  
Matt P. Davis, Airport Operations Manager  
Diego Gonzalez, Port Governmental Affairs Representative  
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor  
Joan Zatopek, Port Aviation Planning and Development Manager  
Susan Fizzell, Port Sr. Aviation Project Manager  
Colleen Liang, Port Environmental Supervisor  
Rolanda Rogers, Port Airside Operations Assistant  
Kathy Ornelas, City of San Leandro/NextGen Subcommittee  
Rhea Hanrahan, HMMH, Principal Consultant  
Sarah Yenson, HMMH, Airspace Consultant  
Tim Middleton, HMMH, Consultant  
Christian Valdes, Technical Consultant, Landrum & Brown  
Valerie E. Jensen Harris, Court Reporter  
Michael McClintock, Forum Facilitator

**FAA Representatives Present**

Raquel Girvin, Regional Administrator, FAA Western-Pacific Region  
Bonnie Malgarini, FAA Western Service Area Operations Support Group  
Joseph Bert, FAA Western Service Area Operations Support Group  
Alana Jaress, FAA Western-Pacific Region Community Engagement Office

**A. Remembering Alameda County Supervisor Wilma Chan**

The facilitator announced that this was the first Forum meeting of the New Year. He noted the tragic passing of Supervisor Wilma Chan; saying that she had been very supportive of the Forum over the past many, many years, and it's very tragic that she's no longer with us. He asked for a moment of silence to remember Wilma and wish her well. She will be missed. Dave Brown, Wilma's assistant for many years has been appointed as the interim Supervisor for Alameda County Supervisory District 3.

**B. Recognition for Service—Peter Marcuzzo**

The facilitator introduced the next item on the agenda—recognizing Peter Marcuzzo for his service to the Forum and community. He stated that he would be missed on the Forum and that he would like to see

Peter at future Forum meetings; and that if any air traffic issues come up we would like to be able to tap on his broad knowledge and experience. We also understand that there may be some things that Peter is continuing to work on that could be productive for the Forum communities. He said that the Forum appreciates everything that Peter has done for it and in recognition for his service the Forum presents him with the first silver Eagle award for outstanding leadership and accomplishment from 2015 to 2022. Co-Chair Trish Herrera-Spencer said that the Forum appreciates all of Peter's efforts in working with it and the FAA to mitigate the problems created by NextGen implementation.

Co-Chair Walt Jacobs added that Peter represented a valuable resource to the Forum and that he really helped to maintain focus on the major issues rather than using a shotgun approach and asking the FAA for a million different things. He said he was aware of the issues that Peter was continuing to work on behind the scenes including WNDSR TWO and San Lorenzo One. Peter has been indispensable, said Jacobs, even though he may not believe that; and he has brought to us not only his ability to run a committee, but his background working for the FAA and his understanding of the agency's policies and procedures. Walt thanked Peter and wished him best of luck for whatever it would be that he would be doing next. Benny Lee said he remembered when Peter stepped up and took over the role of NextGen Subcommittee Chair; he exemplified what all leaders should do. Director of Aviation Francis thanked Peter on behalf of the Port and the Airport for all of his contributions over the last several years. He said, the Port appreciates all of the assistance that he has lent to the Forum. He wished Peter all the best. Assistant Director of Aviation Craig Simon echoed Director Francis's words, saying that Peter had a lot of knowledge and really cared about trying to make some changes. He said it was a pleasure to have worked with Peter. Matt P. Davis, Airport Operations Manager, said that Peter embodies what the Forum and its members strive for—solutions to problems that affect the local communities. He noted that Peter's vast understanding of airspace and air traffic issues really were an asset to the group especially in the development of the 37 different requests/recommendations submitted to the FAA to address the concerns of East Bay communities. Davis said both the Port and the Forum will miss him and that the Forum and the subcommittee are a lot better for all the work that Peter has done.

FAA Western-Pacific Regional Administrator Raquel Girvin said she recognized early-on that Peter was a great liaison between what the communities and airport were looking for and understanding where the FAA is coming from. So, she said, it was a good working relationship, and she wished Peter all the best. Ernie Delli Gatti said that his and Peter's careers in the U.S. Air Force had crossed many times, and that one thing he could say about Peter was that he was always the consummate professional, from pilot to controller, to chairing the Forum's NextGen Subcommittee and always asking the probing questions. He wished Peter the best of luck.

Reva Fabrikant spoke on behalf of Save Our Skies East Bay and all the residents who are impacted by NextGen noise and herself personally. She thanked Peter for all of his hard work and his years of service as Oakland's citizen representative to the Forum and as the chair of the NextGen Subcommittee. We are really going to miss you. She also thanked Bart Lounsbury for stepping in to take over the role Oakland's citizen representative to the Forum and Trish Herrera Spencer, as well, for assuming the chair of the NextGen Subcommittee. She offered that Save Our Skies East Bay is here to help.

### **C. New Oakland Citizen Representative**

The facilitator introduced Mr. Bart Lounsbury as the interim citizen representative for the City of Oakland until a formal appointment is made. Mr. Lounsbury thanked the Forum for his welcome and said, "I can't

fill Peter's shoes. I won't try to do that. I bring a different background. Peter has been a fantastic representative from the City of Oakland. I will certainly do my best as well.” Mr. Lounsbury’s background is in law and urban planning. He is currently the managing counsel for the University of California system-wide, and his practice area is environmental law. He is very familiar with CEQA and NEPA and used to work for the federal government in foreign service doing environmental review. He thanked Peter for his service to the community. The facilitator thanked Mr. Lounsbury and said he was looking forward to working with him.

The facilitator also noted that the City of Richmond had appointed Ms. Amelia Berto Morgan as its citizen representative just prior to the October Forum meeting. Unfortunately, Ms. Berto Morgan didn't get proper recognition at that time. So, he said, Amelia, welcome aboard. We look forward to working with you. McClintock added that we also have a new FAA air traffic control tower manager, Mr. Tommy Singleton. He welcomed Mr. Singleton on board also, saying that the Forum looks forward to working with him and his staff of controllers

## **2. ANNOUNCEMENTS**

The facilitator reiterated that it is important to recognize that the proposed Terminal Modernization Project is separate and apart from the role and responsibility of the Forum. Any questions or comments related to the Terminal Modernization and Development Project need to be directed to the Terminal Modernization site. CEQA, the California Environmental Quality Act, provides opportunities for public comment on the proposed project and the project EIR. Port environmental staff are engaged in the execution of the CEQA process for this project. However, he noted, because a lot of people have expressed interest in the proposed terminal project, the Forum will continue to provide interested parties with the dates and times for such opportunities. However, the Forum should not be expected to become engaged in a separate state-mandated procedure and legal process. The facilitator asked that interested persons seeking information about the project avail themselves of the information available on the project website.

### **A. Acceptance of 3<sup>rd</sup> Quarter 2021 Noise Abatement Report (Receive and File)**

The facilitator noted that Forum members had received the noise abatement report for the 3<sup>rd</sup> Quarter of 2021. He asked if there were any questions or comments, if none, he would entertain a motion to receive and file. Benny Lee commented that he seen the compliance numbers improve significantly. He asked about the North Field VFR departure because he saw that it gone down to 87 compliance percent with fewer flights. Jesse Richardson responded that with regards to North Field VFR departure compliance in the 3<sup>rd</sup> quarter of 2021 there was 87 percent compliance compared to 93 percent compliance in the second quarter of 2021 even with fewer flights in the third quarter. He said that, in part, the airport needs to continue its educational outreach to North Field pilots, so they try to keep educating the VFR pilots and the prop pilots to adhere to the right turn to avoid Alameda. He said he would be meeting with the Oakland fliers next week and he'll drop off some more brochures and he'll try to do better educating the pilots to avoid flying over the residential area. Benny said to keep up the good work because when He looks at this report he sees that half of the procedures are at a hundred percent, but when he first started seeing the reports it was only now and then that we would get a hundred percent. Benny moved to receive and file the noise abatement report. Seconded by Walt Jacobs. There being no additional questions or comments, the Facilitator called for the question. Motion carried.

### **B. Santa Clara/Santa Cruz Counties Roundtable Update**

Facilitator McClintock announced that the Santa Clara-Santa Cruz Counties Roundtable has been disbanded. He said he understood that reason they have disbanded is because they do not have a source of financial support and fiduciary responsibility. The Roundtable was one of the few roundtables in the country that was not supported financially by their local airport. So, until they find somebody who can provide them financial support, they are disbanded. He said this is unfortunate because, when we get to the workplan for 2022, one of the things we had plans to do was to reach out to the other roundtables in the Bay Area --San Francisco and Santa Cruz/Santa Clara -- except now there's only the San Francisco Airport Community Roundtable and, of course, the Forum. So, this doesn't leave the Forum a lot to do. So, we'll have to place this on the back burner until things change, but it's still important that we continue working with other roundtables to present a united front where appropriate.

### **3. APPROVAL OF MINUTES**

#### **A. October 20, 2021**

The facilitator noted that Forum members have received copies of the draft Minutes from the October 20, 2021 Forum meeting. He asked if there were any questions or comments? If there were no questions, comments, errors, or omissions the facilitator said he would entertain a motion to approve. There being no questions Co-Chair Jacobs moved approval. Ernie Delli Gatti seconded. There being no discussion, the facilitator called the question. Motion approved with one abstention (Benny Lee).

### **4. NEXTGEN RELATED NOISE CONCERNS**

#### **A. Subcommittee Report**

Forum NextGen subcommittee chairperson Trish Herrera Spencer stated that the subcommittee met with FAA subject matter experts on January 12. She noted that HUSSH is still a work in progress and staff and consultants are looking for a viable alternative to the FAA's "not feasible" alternative. The WNDSR arrival procedure is also being reviewed. Peter Marcuzzo is looking into another alternative involving Travis AFB airspace. As to the Cal State visual approach, she said, the FAA has withdrawn its submission to the IFP Gateway. However, the proposed San Lorenzo 1 approach is still on the table with the recommendation that that the existing RNAV (RNP) Z approach to Runway 30 be monitored for noise complaints for the next six months and that flight track usage will be analyzed. Currently, not as many noise complaints are being received as was the case previously when aircraft used a VFR approach; but we shouldn't assume that there is not as much disturbance to the community.

Peter Marcuzzo said that he and Ernie Delli Gatti had been working together on this, and that Ernie had sent him some plots showing aircraft encroaching north of the Hayward Airport over the areas of San Lorenzo, Hayward and San Leandro. Peter said that he had proposed that six months be taken to monitor and analyze the RNP Z arrival procedure. Peter also noted that the 100-degree radial is another issue that needs to be looked at because of the effects of changes in magnetic declination over the years. This may require changing from the 100-degree radial to a 105-degree radial to make sure the aircraft are avoiding overflying any residential areas to the extent possible. Co-Chair Spencer asked if Peter could give Forum members any insight into his work involving Travis AFB airspace. Peter said that he was motivated to look deeper into the question of why the FAA considered Travis airspace to be inviolate. He said his thoughts were that if Travis airspace could not be encroached upon then why not turn the aircraft prior to entering the restricted airspace. He said he was working on this idea now. Ernie Delli Gatti said that just because there has not been an increase in noise reporting, that doesn't mean that the residents of Castro Valley, San Lorenzo and Hayward aren't experiencing an increase in jet noise. In fact, if anything, he said, "we're kind of getting double-banged not only with noise from aircraft that are headed into Oakland

but also Hayward Airport as well.” So, when he talks to his neighbors and other residents they're fed up that it's more of the same. Benny Lee offered that the Viewpoint program offers a great tool for reporting noise events. He encouraged the Forum communities, especially Hayward and San Leandro, to use their city social media resources to inform residents of the availability of Viewpoint to report aircraft noise events.

### **B. FAA Noise Forum Meetings Update**

Jesse Richardson reported that there have been no meetings.

### **C. FAA Regional Administrator's Update**

FAA Western-Pacific Regional Administrator Raquel Girvin began with the announcement that, in response to a request from the airport, adjusting the initial heading on OAKLAND FIVE departures appears doable and that the agency is working through the feasibility process, which will take about 24 to 36 months. With respect to the San Lorenzo 1 Charted Visual approach, she said, one of the things that they have conveyed is that the FAA is trying to reduce the number of charted visual approaches because the benefits of performance-based navigation (PBN) procedures are inherently better. So, she added, the development of any new charted visual approaches would require justification for why they are necessary instead of using the RNAV RNP. Regardless, she said, if the Forum would like to proceed with the SLZ 1 procedure in the future, the Forum needs to work with the FAA to justify why the RNAV procedure won't suffice. With respect to WNDJR and HUSSH, the FAA is at the ready to work with the Forum on any new ideas or alternatives. Ms. Girvin said that the agency has discussed complexity of the region's airspace and how they continue to manage it and ensure that we have the safest and most efficient airspace in the entire Bay Area. So, she concluded, the FAA is looking forward to continuing to work with the Forum on these matters.

## **5. PUBLIC COMMENT**

In advance of any public comments on items not on the night's agenda, the facilitator reiterated the statement he read into the record earlier. The statement being that the Forum will not be dealing with issues related to the Terminal Modernization Project. That project is a separate and distinct project being carried out under the California Environmental Quality Act in the form of an EIR, or environmental impact report. There is a web site for the Terminal Development Program. Facilitator McClintock asked the project manager if there are any updates on the project for the Forum. Ms. Colleen Liang replied that there were no updates at this time.

The facilitator opened the public comment period with the announcement that this is an opportunity for the public to speak on issues not on the agenda but relevant to airport noise and air quality at the Oakland International Airport. Laurie Earp addressed her comments to the FAA, saying that “things haven't changed...[and the FAA doesn't] take into consideration what's going on for the people who are living with the [NextGen implementation] decisions that were made by the FAA despite the many suggestions [for mitigation].” Ms. Earp described the nature of the comings and goings of airplanes over her neighborhood. She offered that it “would be really wonderful to have something concrete and a way of having a discussion with the members of this Forum...and there are no discussions going on, nothing constructive other than the egregious situation that we've had to live under in our open spaces and in our homes.” She suggested that the Forum needed to figure out how to speak with San Francisco Airport – because they are not represented here, and because we have a lot of San Francisco planes and it's incomprehensible, the amount of pollution, both sound and physical, that is being concentrated over us. Ms. Earp concluded with her sentiment that “every time you have a meeting, we come and plead with you, but for some reason,

as taxpayers, we have no influence over anything here.” Ms. Susan Stevenson said she lives near Ms. Earp and that she just wanted to second that it is very bad. It's continuous, and it is both Oakland planes and a lot of SFO planes too. She said she has monitored the planes and probably more than half of the planes that were really loud were SFO planes, and lots of them were coming from places that didn't seem logical that they would have been coming over Oakland to get to SFO, e.g., Puerto Vallarta or Seattle. So, she said, she didn't know what the process is for working with SFO. As for noise complaints, she said, she is not sure that her complaints on stopjetnoise go to Oakland. She thinks they may automatically go to San Francisco. But it would be good if they could go to Oakland -- how could we do that? The Montclarion would be a good way to notify people of how to submit noise complaints to the Oakland airport. The facilitator asked Jesse Richardson if he could reach out to Ms. Stevenson and provide her with information on how to make a noise complaint, perhaps even under Jesse's upcoming agenda item on Viewpoint update. Mr. Richardson replied that yes, he could cover how the community can submit their stopjetnoise complaints to the Oakland Airport. And, he said, it's very simple. He gets hundreds of complaints from individuals calling and lodging complaints using that app.

## **6. FORUM 2022 WORK PLAN**

The facilitator noted that Agenda Item #6 was the Forum's annual work program for 2022. He said the work program was last approved in January of 2021. The proposed work plan for 2022 is not all that different--mainly just some housekeeping items. There's not a lot of changes in it. One change has to do with work plan initiatives on Page 2, item 2. It says that on March 9, 2018, the FAA entered into the IFP gateway a proposal to create an OAK departure procedure to fly down the bay during nighttime hours. This proposed procedure received approval of its initial feasibility and it is anticipated that it will be approved in the spring of 2022. The recommended change is adding wording that the Forum is to follow up on the status of this proposed action. On initiative number 3, “Support and maintain the Forum subcommittee to address NextGen implementation and issues affecting East Bay,” there's a number of bullet items. The second-to-the-last bullet item on Page 3 is that the “FAA should also be entreated to provide the Forum with definitive information on timelines that are scheduled and the next steps for the review process under the HUSSH and WNDSR 2.” This particular line has been overtaken by events, and the proposed change is: “Forum NextGen Subcommittee to work with Port staff and airspace design consultant, which is to be selected by the Port, to develop workable alternatives to the HUSSH and WNDSR 2 procedures.” On initiative number 6 on Page 4, “Support N.O.I.S.E. in lobbying for lowering the FAA DNL noise standard to 55 decibels and pursue a change in FAA order 5010.1f.” That was a typo. The correct number is 1050.1f. Just a minor change, but of great significance if you are trying to find that order. On Item #17 of the work plan the following notation was added: “There is no action pending, as the Santa Clara/Santa Cruz County Roundtable has disbanded for lack of having a fiscal sponsor.” When, and if, the Santa Clara/Santa Cruz Roundtable comes back, we will continue to engage with them, he said.

The facilitator asked if there were any questions or comments. Benny Lee addressed formalizing the Forum's coalition building efforts, saying that there are a number of city councilmembers on the Forum, and that some of them attend the National League of Cities Congressional Cities Conference, which is coming up in about two months. He encouraged those who are not part of the NLC to join and to participate. N.O.I.S.E. is affiliated with the National League of Cities and participates in its annual conference. This is where we can actually work with cities on a national level to actually increase that advocacy. Lee said he attends these conferences and that he has met a lot of people at them. So, he said, councilmembers who are on the Forum should become more engaged with NLC because the conference is great for training. He said you can learn a lot of different things, and there is an advocacy group specifically to address aircraft noise issues. The facilitator added that if anyone was going to be back in Washington D.C. for the National League of Cities conference, they should make it a point to meet the people from N.O.I.S.E.,

because they're comprised of groups like the Forum and the San Francisco Roundtable. He said he believed that one could learn a lot there and that you can make some good contacts on the national scene. Benny Lee moved approval of the Forum's draft work plan for 2022. Seconded by Rigel Robinson. The motion was approved.

## **7. NOISE OFFICE REPORT**

The facilitator announced that Matt P. Davis would begin by recapping the action items from the last meeting of the North Field/South Field Working group.

### **A. Update on Action Items from NF/SF Working Group and October 20, 2021 Forum Meeting**

Davis began by noting that the NF/SF Group meets quarterly between Forum meetings and primarily addresses technical issues. It is somewhat separate from the NextGen issues in some ways, but, again, a lot of good work gets done by the group each time they meet. One of the things they continue to work on is finding incentives for North Field operators to comply with voluntary noise abatement procedures and attend meetings. Matt said that Jesse Richardson has done a very good job of working with the FBOs, continuing to get information out, new pilot education literature, new posters, and new things to help FBOs, and helping to encourage the use of voluntary noise abatement procedures. He said Jesse has done a lot of good work monitoring the closure of Taxiway B for maintenance and repair. When the Taxiway B is closed—as the main North Field to South Field artery-- it requires that jets depart from the North Field because they have to. There's no way for them to get to the South Field through the airport.

One of the concerns, as brought forth by subcommittee members and the community at large, was that once pilots get used to doing that, they want to continue to fly off the North Field even when the taxiways are back open. Jesse did a great job with outreach, and they've seen no increase in the use of North Field for jet departures as a result of construction. So that's really good news. Also, Matt said, they're continuing to look to find ways to meet and talk with chronic violators. These are primarily individuals the noise office has reached out to because they don't fly the procedures as published. Fortunately, they are only a small percentage, but, still, any noncompliance is too many. So, he said, we'll continue to look for ways to meet with them. Some are more willing to meet than others. Sometimes there's a change in leadership and management, and those folks are usually more apt to meet with us. Some other folks are a little more entrenched and don't communicate very well with us, but we continue to look for ways to work with them. Benny Lee commented that it would be great if all of the noise abatement procedures were at a hundred percent, but that's our goal, he said, to try to get there.

Matt P. Davis added that there was a lot of work done on the Taxiway B rehabilitation project. This taxiway is the main artery between the North and South Field, and every fifteen or so years it has to be rebuilt. Fortunately, he said, we were able to get in there and get it done. He thanked Alameda and CLASS for their cooperation and support in getting the project completed. Matt Pourfarzaneh said he wanted to acknowledge the work of the noise office, especially Jesse and Matt, for being on top of this issue and, after the completion, making sure those airplanes go back to using Taxiway B to get to the South Field for takeoff.

### **B. Viewpoint Update**

Jesse Richardson provided the Forum with an update on the Viewpoint app, starting off with the announcement that all sixteen of the airport's remote noise monitors have been upgraded. Jesse was very excited about this because the old noise monitors had been in place for about ten years. He was also excited about a new program called Insightful that will be on-line for the community later this year. Insightful is a



product that can be used to educate the community about noise in general and, also, at the Oakland Airport. He said the RFP for the Noise Forum's consultant is currently being advertised. They're asking for proposals to be submitted by January 27. Jesse said they were also working on a web site refresh to bring it up to date. With regard to Ms. Stevenson's question in regards to stopjetnoise complaints he said the noise office gets hundreds of complaints from the stopjetnoise app. These complaints go directly to SFO. However, after you submit your stopjetnoise complaint to SFO, their app creates a report. If you can e-mail that report to the noise office Jesse will input that information into the noise complaint database, and your complaints will be shared with the group, and they'll also be included in the quarterly noise report. Ernie Delli Gatti shared the link: [oaknoiseprogramatportoakland.com](http://oaknoiseprogramatportoakland.com). Delli Gatti continued, saying that he encourages community members and Forum members to use the Viewpoint app. He feels that Viewpoint is just as good as, if not better, than stopjetnoise.

Councilmember Fred Simon asked if residents can see any reporting specific to their neighborhood in Viewpoint, e.g., like their neighbors, how they are tracking and where they are tracking? Jesse said yes, if you visit the web site and go to our dashboards, there's reports and there is also a historical tab where the individual can look back at activity during certain time periods. Noise complaint activity is logged under the documents tab in Viewpoint and is included in the quarterly noise reports. Simon asked if a resident could go to Viewpoint to lodge a noise complaint, is there a quick and easy view for them to see "Hey, my neighbor three blocks down also lodged a complaint." So, he asked, is there any type of view on the Viewpoint website so people can see who is complaining nearby, so they can say, "Oh, I'm not the only one complaining?" Jesse replied that you could see the information by zip code, but not necessarily that of your neighbor. Benny Lee encouraged everyone to use the resources of the airport noise office including Viewpoint because it helps to unify the information more effectively. Oftentimes, when Jesse has to merge that information into the system, it takes a lot of additional work. Benny also noted that he understands the ease of using stopjetnoise, but stopjetnoise is not owned by the Oakland Airport.

Matt Pourfarzaneh asked Jesse why, when he wants to file a complaint, the app doesn't load or it takes a long time to load. Jesse replied that he would look into this and get back to Matt, but asked that Matt first provide him with an e-mail detailing what the issue is, so he could discuss it with the contractor for them to investigate the issue and see if they can duplicate it and pinpoint the issue and get it resolved. Reva Fabrikant commented on stopjetnoise. She said, for those of us who live under SFO and Oakland flights, we have no idea, when we hear a plane, where it's coming from, or what airport it's associated with. Stopjetnoise identifies that for us, so that's why it's so easy to use. She said it takes too much time to complain to both SFO and OAK individually. If the Oakland app would identify the airport that the plane is associated with that would make it a lot more usable for those of us who live with both noise sources. Jesse Richardson replied that in Viewpoint, once you use the "Submit Now" button, it correlates whether it's an Oakland flight or a SFO flight or Hayward flight, it does identify that in our ANOMS system, he said. Ernie Delli Gatti replied to Reva's question, saying that any noise complaints that you try and make to San Francisco are a waste of time. He said he has analyzed this and, basically, SFO just receives and files away the complaints. What he means by this is that if you are fortunate enough to get a noise complaint in, they just throw it on the pile. They get hundreds of thousands of noise complaints every couple of months. They do not have the staff, nor do they have the time, to go ahead and investigate each and every one. So, truthfully, it just sits there. Nothing's done. Ernie encouraged Reva to file any noise complaints with the OAK noise office.

Benny Lee said he highly encourages the app on flyquietaakland. John Hamilton said that he had had problems that were similar to Matt Pourfarzaneh's. He said he had found that the most reliable way for him to submit a complaint was through Viewpoint, but it is still cumbersome. Especially having to wait 22 minutes before starting the Viewpoint reporting process. If we can't make it possible for people to

reliably and easily produce a noise complaint, then it's not going to be recorded, and they give up. And there's noise complaint fatigue. He said he has heard this from many of his neighbors who have simply given up. So, his concern is that the way in which we're reporting noise needs to be improved. Jesse thanked Mr. Hamilton and asked that the facilitator make the public participants aware of the FAA noise portal where they can lodge complaints directly with the FAA. Laurie Earp said she has a life as do other people who are impacted by aircraft noise. She wants to know who is doing anything about all these noise complaints. It has come to the point where she and her neighbors are fatigued by having to complain so much, especially since it appears that no one is really listening. She feels that an action plan to make some changes is needed and who is going to do something about all these complaints? Benny Lee replied that a lot of changes have occurred over the nine years that he has been on the Forum. Take the noise abatement reports for example; we review the numbers; we see where progress is being made and challenge why when the numbers are not satisfactory. Pilot education is an important part of the noise office's outreach to airport users, and offenders are contacted and counseled about being a good neighbor. The challenge that we have is that everything is voluntary. No citations, no fines or punishment. That's the law. As for the FAA, they have the big picture—the use of the national and regional airspace. They are solely responsible for the control of aircraft while in flight. Fortunately, the regional FAA Administrator, Raquel Girvin, has been attending Forum meetings for the last three years, along with FAA subject matter experts. Prior to that, Benny said, we had no serious FAA attendance or participation. So, he said, we have been working with the FAA, but the FAA is a very large governmental agency with lots of layers and with NextGen they are carrying out a mandate from Congress. Unfortunately, everybody sees that NextGen is a step backwards, and dealing with any large governmental organization is a time-consuming process, which can become very expensive if litigation is involved. So, the Forum is comprised of volunteers from the various city councils and communities. The Forum has support from the Port of Oakland and its technical experts and consultants in addition to a number of community members with FAA air traffic and airline experience and expertise. So, Benny said, we do this because we care, but we also are aware of the challenges and limitations before us. Ms. Earp thanked Benny for his response and his valuable insight.

## **8. NOISE NEWS AND UPDATE**

Christian Valdes of Landrum & Brown began his presentation with news out of Washington. Last November, he said, the U.S. Transportation Secretary announced the U.S. aviation climate action plan, which sets goals to achieve net zero greenhouse emissions from the U.S. aviation sector by 2050. The 40-page plan's primary goals are to:

- Increase production of Sustainable Aviation Fuels (SAF);
- Develop new aircraft technologies;
- Increase operational efficiency; and
- Cut airport emissions.

Christian noted that United Airlines became the first to fly an aircraft full of passengers using 100 percent SAF in one engine. SAF has the potential to deliver the performance of petroleum-based jet fuel with a fraction of the carbon footprint.

Southern Airways Express, one of the largest commuter airlines in the U.S., entered into a \$250-million deal to purchase 20 zero emissions electric Seaglidors, half plane and half boat. These vehicles fly just a few feet above water on a harbor-to-harbor basis along coastal corridors to avoid overflying homes and other noise-sensitive areas. Initial markets they plan on serving are Boston, Nantucket, Palm Beach and Miami. The larger of two proposed types would carry 100 passengers at 80 mph flying 100 feet above the water. Its range is 180 miles. Hydrogen-fueled planes may be the next new innovation in commercial air transportation. The Airspace Technology Institute unveiled a design for a liquid-hydrogen-powered

aircraft capable of matching the performance of current mid-sized aircraft without producing carbon emissions. Hydrogen propulsion is seen as one of the more promising technologies for achieving carbon-neutral commercial flights. However, it's expensive and challenging, Christian said. Another company making headlines is Zeroavia, which develops hydrogen-electric powertrains. The hydrogen is converted to electricity in flight using a fuel cell. The electricity produced then powers the electric motors. Hydrogen electric aircraft of up to 20 seats are expected to enter service in 2024 and those with 200 or more seats by 2040. Embraer is exploring four concepts using renewable energy propulsion technology, the "Energia" family of aircraft. Each aircraft will use a different means of propulsion, including:

- hybrid electric propulsion;
- full electric propulsion;
- hydrogen electric engines, and
- hydrogen or SAF propulsion.

These types of motors will greatly reduce carbon emissions, decrease noise 60 to 80 percent, and have ranges of 200 to 500 miles.

At the January Forum meeting, Christian said he mentioned the Governmental Accountability Office performed a review of the FAA implementation of performance-based navigation procedures with regard to noise and the FAA's activities. Congress urged the FAA to apply the three recommendations in the report that could improve the public understanding of PBN, including:

- Use of supplemental noise metrics like SEL, number above and time above;
- Update guidance to incorporate additional communication tools; and
- Provide clearer information to airports and communities on what communities can expect from the FAA

Another recommendation was to update guidance to incorporate additional communication tools. Stakeholders that participated in the report felt identifying areas of significant noise impact based on the DNL metric was not detailed enough, and the use of supplemental metrics could help, especially when trying to describe the post-implementation impacts of concentrated flight paths. Lastly, what happens after PBN implementation? In some instances, it reduced noise in communities, and no ongoing dialogue was necessary. However, in some cases, it can increase noise in some communities, and those communities felt they couldn't discuss meaningful changes to the PBN procedures. Fortunately, last year's FAA portfolio of goals talks about encouraging information, presentations and web pages to be used in post-implementation outreach efforts.

The De Havilland 8-400 has been recertified as the first propeller-driven aircraft and the first regional aircraft in the world to meet the FAA Stage 5 noise standards. This puts the Dash 8-400 ahead of the current regional jets in lowering noise, especially since new regional designs proposed to meet these standards are several years away from entering service. In related news, the De Havilland Company plans to install hydrogen fuel cells and electric motors for future models of the Dash 8.

Shortly after the release of the FAA's Neighborhood Environmental Survey last year, which found aircraft noise annoyance has increased in comparison to the 40-year-old aircraft annoyance curves, the House Quiet Skies Caucus expressed concerns that the FAA's existing noise policy is outdated. Last summer the FAA said it was working on an agreement with the Federal Mediation and Conciliation Service to assist with the noise policy review. That agreement is now signed. The two agencies continue to work on the framework for implementation. FAA Administrator Dickson spoke to the Aero Club last November. In his speech, he mentioned there are many opportunities for improvement ahead for aviation and transit technology, and climate change. The makeup of passengers is different now compared to the period before March of 2020 and the impacts of the pandemic. Also, much progress has been made in the field

of advanced air mobility, AAM, air taxis. Dickson expects the FAA will certify the first electric air taxi in 2024. He envisions an AAM network of routes that fit below the commercial aviation network, and AAM will leverage local and regional airports serving as the way to connect smaller communities with bigger cities. Relative to integrating services, he stated the need to address local community concerns and solving noise and privacy issues.

The Airport Cooperative Research Program (ACRP) recently released a wave of RFPs for research projects. The first is 00-99, incorporating environmental justice and equity principles and data into airport decision-making. An objective of the research project is to collect and use data when developing operational decisions that may impact vulnerable populations, to solicit information from public and private stakeholders that are part of the process and to select the appropriate environmental justice tools for screening and decision-making. The other project of interest is Project 02-102, a balanced look at local airport activity and climate change. This research effort looks to provide guidance to balance benefits and disbenefits of air travel, economic and environmental impacts, and sustainability efforts. It also looks to provide guidance to build partnerships with key influencers in local communities to participate and prepare the relevant emerging issues that could affect attitude for their product and to develop messaging and communication strategies that allow airports to translate evidence-based research findings. Both research projects have budgets of \$400,000 and an 18-month time frame.

Christian's last slide was a YouTube video comparing the relative noise levels of two fixed-wing aircraft, three helicopters and one AAM air taxi. All were comparatively quiet at the same distance and altitude, but the AAM air taxi was the quietest. Co-Chair Jacobs asked what the term "environmental justice" means. Christian replied that it means the protection of a vulnerable population, either low income and minority populations. Executive Order 12898, was signed on February 11, 1994. It requires Federal agencies to achieve EJ by identifying and addressing disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, of their programs, policies, and activities on minority populations and low-income populations. Rigel Robinson asked if Christian thought there was a future for the Regent Seaglider on the West Coast? Christian replied that having lived in the Bay Area for a time, he knows that there are lots of little harbors and lots of congestion on the bridges. So, yes, he thought there would be a good opportunity for such alternative transportation. Jon Hamilton asked if there were to be a proliferation of these electric air taxis flying around, at what altitude would they operate? Christian opined that they might operate like helicopters at about 1000 feet above ground level. Co-Chair Herrera Spencer said she looked forward to playing that video over again where she can focus on the sound. She asked about the 5G implementation issue around airports. Benny Lee responded from a technical perspective suggesting that technical evolution will mitigate any current problems. Matt P. Davis offered that the airport is tracking the issue very closely to see any potential disruption to aircraft in flight. However, he said, at OAK we have seen no disruptions. Raquel Girvin offered that if people wished to follow this issue they should go to the FAA's website for any current information.

## **9. CONFIRM NEXT MEETING DATE**

The next meeting is scheduled for April 20, 2022.

## **10. NEW BUSINESS/ADJOURNMENT**

Facilitator McClintock again thanked the FAA, elected officials, and all who participated in tonight's meeting.

The meeting was adjourned at 8:30 p.m.