

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

January 18, 2012

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1. INTRODUCTIONS

The January 18, 2012 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 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
Jim Prola, Co-Chair/Elected Representative, San Leandro
Kriss Worthington, Elected Representative, Berkeley
James T. Nelson, Citizen Representative, Berkeley
Olden Henson, Elected Representative, Hayward
Edward Bogue, Citizen Representative, Hayward
Michael McEneaney, Elected Representative, Marin County
Will Fernandez, Citizen Representative, San Leandro
Subru Bhat, Citizen Representative, Union City
Deborah Ale-Flint, Director of Aviation

Staff Members/Advisors:

Rob Forester, Airside Operations Manager, Port of Oakland
Larry Galindo, Noise Office, Port of Oakland
Wayne Bryant, Noise Office, Port of Oakland
Jesse Richardson, Noise Office, Port of Oakland
Sean Cullinane, Acting Air Traffic Manager, Oakland Tower
Patty Daniel, Traffic Management Officer, NorCal TRACON
James Baas, Flight Operations, FedEx
Jeff Dickinson, Southwest Airlines
Vince Mestre, Acoustical Consultant, Landrum & Brown
Harvey Hartmann, Airspace Consultant
Margaret Kavanaugh-Lynch, City of Alameda, Planning Services Manager
Rhea Hanrahan, HMMH
Courtney Meredith, Hayward Executive Airport
Chris Snideman, Whispertrack
Valerie E. Jensen, CSR, Stenographer
Mike McClintock, Forum Facilitator

A. New Assistant Director of Aviation

McClintock introduced Marily Mora, the Port's new Assistant Director of Aviation. Director Ale Flint said she was pleased to have Marily as part of her executive team and would be relying on her in the daily operation of the Airport.

B. New FAA Tower Chief

The Facilitator introduced Sean Cullinane as the new acting chief for the OAK air traffic control tower. Mr. Cullinane expressed his pleasure to be working with the Airport and said he was looking forward to a productive relationship. Also present from the FAA was Dennis Green. Dennis is the air traffic staff manager for the Northern California TRACON.

On another matter, too late for the agenda, McClintock advised the Forum that two members of the Forum communities had passed away recently. Ron Lappa, president of CLASS and Deanna Despain, Berkeley City Clerk were accorded a moment of silence in their memory.

2. ANNOUNCEMENTS

A. Correspondence – City of Berkeley

Facilitator McClintock noted that correspondence was received from the City of Berkeley concerning helicopter operations over the city. McClintock asked Councilmember Kriss Worthington if he wanted to discuss the letter. Worthington said that Berkeley City Hall is inundated with phone calls when there are media helicopters circling the city. He said the City wants to start a dialogue with them and, perhaps, the Forum could put this on its agenda for one of our meetings to get things going. He said that in some parts of the country the media pools its aviation resources so that instead of everybody having their own helicopter and competing to be first, they instead work together. He said he appreciated having this issue covered in the 2012 Work Plan.

B. 2d & 3d Qtr. 2011 Noise Compliance Reports

McClintock told the members that the second and third quarter 2011 noise reports were included with their agenda materials. He said if there were no questions he would entertain a motion to receive and file. Councilmember Olden Henson moved to receive and file the reports. Seconded by Co-Chair Prola. There being no discussion, the question was called. Motion carried unanimously.

C. UC Noise/Air Quality Symposium

The Facilitator noted that the annual UC Noise & Air Quality Symposium was scheduled for March 4 to 6, 2012. He said that the Forum tries to send one or two members to the meeting, usually the Co-Chairs get first preference, but this year neither Walt Jacobs nor Jim Prola can attend. McClintock asked anyone who might be interested in attending to contact Larry Galindo.

D. SWA New B-737 MAX Order

Captain Jeff Dickinson, SWA Assistant Chief Pilot, was called upon to tell the Forum about Southwest Airlines plan to acquire new B-737 MAX aircraft. Captain Dickinson presented two videos on the new aircraft. The first video was an announcement by SWA Chief Operating Officer Michael Van De Ven announcing the purchase to the pilots. The second video was a technical presentation prepared by the Boeing Airplane Company. Dickinson said that SWA has ordered 150 of the aircraft as its initial launch customer. McClintock asked if the significance of this order outweighed that of the B-787 because we'll see more MAXs here at Oakland than we're ever going to see of the B-787. Dickinson said that was correct because SWA tries to maintain a single type of aircraft for its fleet.

He called the Forum's attention to a graphic of the MAX's engines—you can actually see through the engine! Basically, what this is what is called a "ducted fan," i.e., a big prop they put a shroud around. A lot of the power is produced by moving the compressed air past the engine, which helps cool that engine at the same time. He said that the fluting at the end of the helps with the contour of the air flow going past the engine, which helps cool the engine. A large component of takeoff noise is created by the differential temperature between the air coming out the engine and the ambient air around the engine. The greater this differential, the greater the noise that is created.

He said that Southwest has committed not only to this aircraft but, also, to the newer B-737-800s, which are very fuel efficient, as is the MAX. That means there are fewer carbon emissions coming out of the aircraft themselves. So, overall, this should be a win-win situation for both Southwest Airlines and the environment. Jim Prola asked how much quieter these aircraft would be. Dickinson said he did not have the decibel information at this time because the MAX was still on the drawing boards (iPads?), but both aircraft would be quieter than the current SWA fleet. The MAX will not be in the fleet until 2017. In the meantime, Southwest is replacing the older aircraft in their fleet with newer the B-737-700s and -800s, both of which incorporate the latest technological advances. Councilmember Henson asked if the decision to buy these specific aircraft was based on fuel efficiency alone. Captain Dickinson replied that fuel economy was but one factor. Other factors included Southwest's existing fleet of B-737s, and the deal they got from Boeing. Southwest is a big Boeing customer.

Will Fernandez asked if the remaining planes in Southwest's fleet are being upgraded. Dickinson replied that Southwest can't spend all of its money on new aircraft. But as new aircraft are brought into the fleet the older aircraft are systematically retired. In 2012, SWA is getting 33 new aircraft and retiring 40 of its oldest, less fuel efficient planes. These are also some of its noisier aircraft. Southwest anticipates purchasing 50 new aircraft a year for the next seven years. Walt Jacobs said that he had heard that SWA was adding seats to its planes. Dickinson said that, yes, they were adding one extra row—six additional seats, but that the new seats were thinner and offered more leg room. He said they could maintain the same leg room and still add a row of seats, which means their per-unit costs go down, and they can afford to buy newer aircraft. The new seats also lightens the aircraft by about 635 pounds, which

means they'll burn less fuel. McClintock thanked Captain Dickinson for his presentation.

3. APPROVAL OF MINUTES (OCTOBER 19, 2011)

Facilitator McClintock submitted the draft minutes of the October 19, 2011 meeting for approval. Motion for approval was made. Seconded by Jim Prola. Minutes approved unanimously.

4. 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. Ms. Barbara Tuleja said she was concerned that a recent memorandum implied that the North Field Group and the Forum were started at the same time. She said this was not correct because the Forum evolved out work done by the communities working with the North Field Group. McClintock responded that Ms. Tuleja's recollection was correct. The North Field Group did predate the Forum. Subsequent to the formation of the Forum in 1998, the South Field Group was created. Later, the two research groups -- the North Field Group and the South Field Group -- were reorganized as committees of the Forum. The task of the two committees was to make recommendations to the Forum as to issues that needed to be studied or, conversely, the Forum would ask either the North Field or the South Field Group to perform studies and develop other information for the Forum.

Ms. Tuleja said that her concern was that since the two groups are considered Forum sub-committees that only people appointed to the committees could attend. Director Ale Flint replied that that was not correct. The meetings are open to the public. Ms. Ale Flint asked Barbara about the source of the memorandum because staff has done considerable research on the history of the Forum and has documented its origin and evolution. She offered to provide this information to Barbara in order to correct any incorrect assumptions or misperceptions. Larry Galindo offered to meet with Ms. Tuleja to review the origin and structure of the two research groups, which, incidentally, were based on appointments made by the cities of Alameda and San Leandro. There are no elected representatives on the two groups, but each group has two appointed citizen reps (one each from the two cities) plus one staff member from each community. He said the meetings are open to the public and any members of CLASS or CORE or other members of the Forum communities can attend the meetings.

There being no one else who wished to address the Forum the facilitator closed the public comment period.

5. WORK PLAN UPDATE FOR 2012

McClintock told the Forum that they had received a revised draft of the proposed Work Plan dated 1-6-12. He discussed several small changes he had made primarily for housekeeping purposes. The first major recommended change was to item number five, which was to establish a Forum position on proposed FAA blocking of aircraft registration information. He said this could have had potential impacts on the ability of the airport to gather timely information on aircraft operations because of an FAA policy to block the registration numbers from aircraft flying into and out of airports around the country. However, since this was put together, the FAA has backed off that position. He recommended that it be included in the Forum work plan just to monitor its status. The Forum will have the opportunity to comment on it when the FAA issues a notice of proposed rulemaking.

McClintock said that Initiative item No. 10 was recommended to monitor the progress of civilian use of unmanned aerial vehicles (UAVs). More and more local government agencies are opting for the use of unmanned aerial surveillance vehicles. These aircraft are flown remotely and are not subject to 14 CFR Part 36 noise limits or altitude restrictions. He said it was in the interest of Forum communities to monitor the development and application of this technology in the event that regulatory actions may be required. These aerial vehicles are not necessarily loud because they are primarily used for surveillance drones. But they will be operating in the airspace around civil airports. He recommended including this because it is something the Forum ought to be concerned about. McClintock thanked Jim Prola, Will Fernandez, Jim Nelson, Ernie DelliGatti, Rob Forester and Larry Galindo for their help on the Work Plan Update Subcommittee.

Larry Galindo asked Patty Daniel to give the Forum an update on the UAV issue from the perspective of the FAA. Ms. Daniel said she was a representative in the Northern California TRACON for unmanned aerial systems. She said the demand was growing among potential UAV users, including the military, law enforcement, farmers, and weather trackers. UAVs range in size from small enough to fit in your hand to the RQ-4 “Global Hawk” with a wingspan comparable to a B-757. The NorCal TRACON provides air traffic control services for the RQ-4. Any and all UAV systems require a certificate of authorization from the FAA in order to operate legally. Only a few such certificates have been approved—one in South Texas for the Border Patrol and one in Miami for crime prevention—and none can operate over densely populated areas. In Northern California NASA is doing some UAV flight testing at the Castle Airport in Merced County and at Crow’s Landing in Stanislaus County. The Air Force operates UAVs out of Beale Air Force Base north of Sacramento. Right now, all of these operations are restricted to the immediate area around the airports.

Olden Henson offered that “The technology is here, and it is not going to be suppressed. It’s probably inevitable that some jurisdiction will have them at some point in the future.” He asked “When these are hovering, is there a priority for the use of the airspace?” Ms. Daniel responded that in Miami they are used for observation and reconnaissance. For instance, they can go into buildings to see what is going on inside, rather than having to send in a police officer at the risk of his or her life. She said some of the biggest questions for the FAA are how

to control these things; how do you ensure they don't fly into each other; how do you ensure citizens' privacy; and how do you make sure that they aren't in the way of other aircraft operating in the same area? The integration of these systems into local airspace is a huge question. There is a whole office in Washington, D.C. trying to sort this stuff out under very specific guidance on how to make it work. Right now, she said, there is a very fine line between a radio-controlled aircraft you take down to a field in Alameda and do loop de loops with and one that can fly past somebody's window and see inside. Larry Galindo said that he had been asked if UAVs were currently operating in Oakland airspace. He said that at this time there were authorized UAV operations in or around Oakland, but there could be in the future.

McClintock next addressed proposed changes to the "Study" topics. He said he had added a new number 1, which is based on the letter that the City of Berkeley sent, i.e., study news helicopter operation-like activities and noise impacts on local communities and consider possible noise abatement recommendations. McClintock said that when he was discussing this with Larry Galindo earlier, Larry said that he thought it was about time to have another helicopter operators' meeting, perhaps in conjunction with the City of Hayward. Another new item was number 4—a request that the North Field Group and South Field Group initiate the study of aircraft noise and overflights in the Hayward-Castro Valley corridor. Olden Henson offered that this was what a number of his constituents wanted to see. Larry Galindo said that the Hayward-Castro Valley area was impacted primarily by the Southeast Plan. That changes the noise patterns and adds complexity, so a noise study would tell us how much traffic is coming off of Runway 11, as well as the San Francisco overflights coming across the Bay plus San Jose arrivals and Hayward departures. When they're under the Southeast Plan, it gets beyond the tolerance level and, as a result, there is a large increase in complaints. Olden said that he had been told that the area is a convergence zone for aircraft. Larry replied that it is the traffic nexus for all four airports in the region.

As for "Presentations," the only recommended change McClintock said was made was item 8, where the word "Hyena" was stricken. It was Vince's recommendation that "Hyena" be removed because there are a number of different physical and psychological noise studies going on right now, and Hyena is only one of them. It's a minor change. One of the recommendations that came out of the Work Plan subcommittee was that the completed studies and presentations be organized by their date of completion. He said there are close to 40 of them now. By putting them in some chronological order, it might make them more understandable and also give some idea of when the last time that issue was studied.

Lastly, McClintock said that in the previous work plans information on the National Organization to Ensure a Sound-Controlled Environment legislative priorities were included for information purposes. Because these priorities change he recommended that they be replaced with a link to the current policies. He said that that concluded the proposed changes to the Work Plan for 2012, and if no one had any other changes or modifications, he would entertain a motion for approval of the revised draft January 6, 2012 Work Plan. Co-Chair Prola moved

for approval. Co-Chair Jacobs seconded. The question was called and the motion was approved unanimously. McClintock thanked the Forum and the subcommittee for their assistance with updating the Work Plan for 2012.

6. NOISE ABATEMENT OFFICE REPORT

A. FAA Oakland Center Facility Tour

Larry Galindo opened with a discussion of the upcoming tour of the FAA's Oakland Air Route Traffic Control Center (Oakland Center). He said that for the last four years we made opportunities for Forum members and citizen representatives to go on a tour of the NorCal TRACON outside of Sacramento. Patty Daniel and her staff have been very generous with their time and welcoming our visits to see the TRACON facility and allowing us to better understand the role they play in managing our regional airspace. Because almost everyone has been to the TRACON, he said, this year he was planning to organize and invite Forum members to visit the Oakland Center, which is located near Fremont. He said a tour is being planned for early March, and it will include the FAA Flight District Standards Office (FSDO) on Bay Farm Island. The FSDO tour should be interesting because that office does not normally get involved in noise issues. However, when citizens call the Noise Office with positive identification of an aircraft being flown in an unsafe manner, we put them in contact with the Flight Standards Office. Mike Burnett and his staff take care of that. He said if anyone is interested, please let him know.

B. State Noise Officers Meeting

Mr. Galindo gave a capsule review of the November 17 meeting of airport noise officers with the California Division of Aeronautics. The issue of the FAA's proposed blocking of aircraft identification came up, where it was learned that the FAA will not be changing its policy at this time. If any aircraft operator wishes to have his or her aircraft identification information concealed for privacy purposes, all they need do is to request the FAA to conceal the information. The group was concerned that this policy would affect their ability to collect information needed for noise abatement purposes and to respond to community concerns. Right now this will not have any effect on Oakland's ability to track non-compliant flight operations because the Airport has a direct feed from the TRACON's radar. Public sites may have a problem accessing the data, however. He said they would continue to monitor this issue.

C. ANOMS Upgrade Project Completion

Mr. Galindo reported that a little more than two years ago the Port received a \$1.2 million FAA grant to upgrade its Airport Noise Operations Management System (ANOMS). The ANOMS system was completely rebuilt with 16 new permanent noise monitors and two portable noise monitors. The portable noise monitors are already being pressed into service in

Hayward and Alameda. He said this will enable the Port to get specific noise readings in areas where we do not have noise monitors. These portables are very valuable for community service. The ANOMS upgrade also included integrating the community noise complaint and pilot letters for timely responses. How this works, he said, is that every morning at 8:00 a.m. the system delivers reports on complaints, non-compliant flights, and noise. With this information the Noise Office can more quickly generate the letters they send to pilots in order to get their cooperation and conformance with procedures.

The system also generates automated reports on non-compliance with Port noise abatement procedures (NAPs). The Oakland Airport has 10 measurable NAPs that are searched every day to see who did a good job and who needs a reminder that there are noise-sensitive neighborhoods close to the airport. By having this information automated Galindo said the he and his staff can be even more efficient and productive. The ANOMS upgrade also enhances the processing of noise reports. Wayne Bryant prepares 18 monthly and quarterly reports to comply with agreements between the Port and neighboring communities. The system also has the ability to correlate weather conditions with noise complaints and non-compliant operations. Lastly, he said, they have revamped the web sites -- the web track (the public site where people can go to look at the flights themselves) and, also, the Noise Office web page. The web page has a new look and has interactive features for filing noise complaints and for pilots to find out about noise abatement procedures.

7. NOISE NEWS UPDATE

Vince Mestre began his presentation with an update on the FAA Reauthorization Act. He said the current FAA funding runs out on January 31, so when Congress shows up for the new session, they will have about seven days to either reauthorize the FAA or go back into the situation we had in the fall where non-essential FAA employees are put on furlough. He noted that the FAA was seeking public comment on the transition to performance-based navigation, both in terms of operational procedures like optimized profile descent or continuous descent approaches, area navigation -- which offers better control of flight tracks using GPS-based systems. RNAV/RNP will be a major topic at the UC Davis Air-Noise Symposium in March.

East Hampton, an airport on Long Island, is going to begin a Part 161 study to put a nighttime restriction on helicopter operations. Recall that Burbank spent about six million dollars trying to institute nighttime restrictions, which the FAA did not approve...good luck with that, East Hampton. United flew its first revenue passenger flight using fuel from algae. The flight was from Houston to Chicago. He said he could have had 20 articles on biofuels and aviation and the U.S. Navy has made a large financial commitment to biofuels strategic reasons. The European Union is putting into place an emissions trading scheme for greenhouse gases. The Obama administration is considering how to retaliate because U.S. airlines aren't being included. The issue is not that we shouldn't be controlling emissions, but who should be doing

it. The U.S. position is that it should be done at the ICAO level -- the International Civil Aviation Organization-- and not done on a country by country basis.

He addressed the block aircraft registration request that a private aircraft owner can make to the FAA to have their aircraft identification blocked on any public web sites that show flight tracking of aircraft -- there's at least a dozen different web sites you can go to and track aircraft. The FAA had a proposal late last year to allow blocking only if the operator could demonstrate a national security reason for blocking the aircraft information. After an outcry from aviation lobbyists, the FAA went back to the old program where, if you request to have your registration blocked, the FAA will comply with the request. For airports that don't get radar feed from the FAA, that means they cannot identify aircraft that come into and out of the airport based on this web-based tracking. Oakland gets a direct feed from the FAA which does not block these aircraft. It can block military, government and police operations, but it does not block the private operators. As for the B-737 MAX, Mestre said that we should expect to see a substantial noise reduction from the engines that will be on this aircraft. Both Southwest and Jet Blue are investing in new aircraft with the Pratt & Whitney geared turbofan engines. Vince addressed Whispertrack and said that this is a great program for getting the word out to pilots who are not based here about what the noise abatement procedures are. So this is a big step forward in reaching out to those pilots.

Mestre said his main topic tonight was drones. He described an article in the L.A. Times about the use of civilian drones – actually tiny UAVs for civilian use, primarily by police departments. He described a drone that weighed only about five and a half pounds and can be operated out of the trunk of a police vehicle. The FAA was supposed to publish rules for operating civilian unmanned aerial vehicles in the U.S. airspace by the end of January. He said that drones are fairly wide ranging in size and use. Recently, police in North Dakota called in a military surveillance drone to help find an elusive criminal in the Badlands. The drone was able to pinpoint his location and he was arrested. There is a privacy concern. A watchdog group known as the Electronic Frontier Foundation has sued the FAA over its as yet unpublished rules. Vince showed some pictures of various types of drones and noted that there is no environmental review policy for drone operations. Soon you will be able to buy camera-equipped drones at the local radio shack. They may look like toys but they've got high-definition video with a broadcast range of several hundred feet. The potential for the use of drones is expanding rapidly, even for medevac use, and they are less costly to operate and maintain than manned aircraft or helicopters. There is also no published noise information for any of these aircraft, although there are some oblique references to stealth of these aircraft. Lastly, he talked about the upcoming UC Davis Air-Noise Symposium the first week of March. The main topic will be what is happening now with GPS-based navigation procedures.

8. STATUS REPORTS—NORTH AND SOUTH FIELD WORKING GROUPS

Rob Forester presented status reports for the North and South Field Working Groups. He said the combined meetings of the North and South Field Groups are continuing to work well, and that they plan to keep this new format. He gave an update on non-compliant operators, saying that in the last quarter there were two aircraft operators that had multiple operations that were not in compliance with noise abatement procedures. The Noise Office contacted one of the offenders, who met with staff to discuss the noise levels their aircraft was producing. This fostered some good discussion as to the differences in noise between some jets and propeller aircraft. The operator was flying one of the new light jets which are actually quieter than some propeller-driven aircraft. The topic has been placed on hold, but is anticipated to be reopened at an upcoming meeting with the potential to maybe modify certain noise abatement procedures with recognition of the fact that some of these much quieter jets are now in operation, and rather than classifying them as non-compliant operations make some allowance for their lower noise emissions levels.

Forester said that the framework for the Fly Quiet Award Program has been completed and they are in the process of refining some of the award criteria. He said there was good news with the new ANOMS system. They are now collecting all the data needed to process and determine who the award winners will be. Getting into the North and South Field Group issues, he said efforts were continuing with the Coast Guard to encourage them to operate on Runway 29, when able and when safe, in order to try to mitigate some of the noise impacts of Coast Guard aircraft doing pattern work at the North Field. Gene Reindel presented the results of the study he completed on the impacts of potentially changing the preferred North Field arrival runway from 27 Right to 27 Left. This was as a result of a request that came to the Forum. The Forum concurred with having the North Field Research Group look at what some of the pros and cons of making this change. There were some requests for follow-up information to help clarify some of the impacts that could happen if the change were to be implemented. Gene will report back to the group at its next meeting. The South Field Group continued to focus on HMMH's study of the impacts of the phase-out of FedEx's B-727s.

A. FedEx Noise Contours Presentation

Rhea Hanrahan of HMMH presented the results of the comparative noise analysis for the phase-out of the FedEx B-727 aircraft. She said the change has been gradual, but significant in that in 2007 there were over 3,000 B-727 operations at OAK compared to 370 in 2010. Data for 2010 were the most recent complete data available. She showed slides comparing the 2007 noise contours with 2010 contours. Overall, every single RMT location between 2007 and 2010 did show a noise level reduction of about one and a half dB, although some monitor sites showed as much as a 3.0 dB noise level reduction. She said one reason why the community might not have noticed this change right away is because the Phase-out occurred over many years, so it wasn't an overnight change. Also, the total FedEx operations during the day for the same period actually decreased. The good news is that the loudest aircraft at Oakland is no longer the 727 and, overall, the fleet is getting quieter fleet. As with South-

west, operators are replacing their louder aircraft with more fuel efficient aircraft which are also quieter.

9. WHISPERTRACK PRESENTATION

McClintock introduced Chris Snideman, founder and president of Whispertrack, who made a presentation on his system. Snideman said that he appreciated the assistance he received from Director Ale Flint and her staff in helping him to get the system developed and implemented. He said he developed Whispertrack in response to the threats that noise and air quality represent to airports and their environs. Chris said that he has a tech background and is a pilot with 25 years' experience. He developed Whispertrack as a means to help aircraft operators reduce their impacts on communities, particularly with respect to noise. He noted that there is no centralized source of information for pilots on airport noise abatement procedures. His desire for the Whispertrack system was to be able to consolidate all available flight planning information into a data base that pilots can access directly from the cockpit. He showed examples of noise abatement procedures at Truckee-Tahoe Airport that got him thinking about how such information could be centralized and standardized to make them more readily available and increase awareness of their existence. The low awareness of local noise abatement procedures equals low compliance with the procedures, and this results in increased complaints from communities. There's a high cost to airports to try to create awareness and the information needs to get to the pilots.

So the concept behind Whispertrack is simple: Give airports an intuitive, web-based tool to manage and update noise abatement procedures and then give them a system to distribute the noise abatement procedures to flight crews and aircraft operators throughout the entire national air transportation system. Pilots have several ways for getting information right now for navigation, flight planning, and weather data. Whispertrack becomes part of that system. So, with Whispertrack, noise abatement procedures are standardized, centralized, and inexpensive to manage and distribute. The good news is that more and more airports are adopting and implementing Whispertrack. He showed an example of Oakland's Whispertrack constant management system. This is not the public site; this is what Oakland management sees. He reviewed the informational categories: Mandatory Restrictions, Curfews, Images and Diagrams. He explained how this information would be used and how the Airport can maintain, update and supplement it.

Once the system is set up, it is a simple matter for a pilot to come directly to the Whispertrack database and extract Oakland's current noise abatement information. The benefit to this is that pilots get used to seeing noise abatement as one of the things they check in their flight planning process. It was just really hard to do so before. It required a great effort on their part, which resulted in low compliance. Councilmember Worthington asked if this is primarily a system that pilots can use in flight planning, and is a consolidated source for all the flight planning information, plus noise abatement procedures for a given airport. Snideman replied this was correct. Larry Galindo thanked Mr. Snideman for his presentation, and noted that

Chris is not one of the Port's consultants. He was present as a guest in response to an invitation from the Port, because his product is very helpful in providing information to pilots before they leave the ground and arrive at Oakland.

10. NEXT MEETING – April 18, 2012

11. ADJOURNMENT

There being no new business, the meeting was adjourned at 8:21 p.m.