

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

April 18, 2012

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**1. INTRODUCTIONS**

The April 18, 2012 Oakland Airport-Community Noise Management Forum meeting was called to order at 6:33 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:**

Jim Prola, Co-Chair/Elected Representative, San Leandro

Barbara Tuleja, Alt. for Walt Jacobs, Co-Chair/Citizen Representative, Alameda  
Doug deHaan, Elected Representative, Alameda  
Ernest DelliGatti, Citizen Representative, Alameda County  
Kriss Worthington, Elected Representative, Berkeley  
Olden Henson, Elected Representative, Hayward  
Edward Bogue, Citizen Representative, Hayward  
Michael McEneaney, Elected Representative, Marin County  
Diana Souza, Elected Representative, San Leandro  
Kathy Ornelas, Alt. for Will Fernandez, Citizen Representative, San Leandro  
Emily Duncan, Elected Representative, Union City  
Marily Mora, Alt. for Deborah Ale-Flint, Director of Aviation

**Staff Members/Advisors:**

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  
Dennis Green, Staff Manager, NorCal TRACON  
David J. Dodd, FAA, NorCal TRACON  
Susan Fizzell, Noise and Environmental Office  
Vince Mestre, Acoustical Consultant, Landrum & Brown  
Harvey Hartmann, Airspace Consultant  
Courtney Meredith, Hayward Executive Airport  
Valerie E. Jensen, CSR, Stenographer  
Mike McClintock, Forum Facilitator

**2. ANNOUNCEMENTS**

Facilitator McClintock noted the passing of Walter Hirt of San Leandro. Mr. Hirt was a regular at Forum meetings for many years and a moment of silence was observed in his memory.

**A. New Alameda/San Leandro Appointments to Forum**

McClintock introduced two new appointees to the Forum. The Forum welcomed Councilmember Diana Souza from San Leandro and from the City of Alameda, Councilmember Doug deHaan.

**B. Kathy Ornelas Retirement**

The Facilitator recognized Kathy Ornelas for her long service to the Forum as the San Leandro staff person assigned to the Airport. Kathy's service predates the Forum with her involvement with the North Field Group prior to 1998. Barbara Tuleja added that the Forum

evolved out of the meetings held by North Field Group and was designed to hear and respond to community noise issues. Kathy was actively involved with the establishment of the Forum. McClintock presented Ms. Ornelas with a certificate of appreciation for her service to the Forum and wished her well in retirement. He noted that in addition to Kathy's departure from the Forum, two other members were also leaving. A certificate of appreciation was presented to San Leandro Councilmember and Forum Co-Chair, Jim Prola for his service to the Forum. Alameda Mayor Marie Gilmore was also recognized for her service to the Forum. Alameda Councilmember deHaan said he would present the certificate to the Mayor on behalf of the Forum.

### **C. Acceptance of 4<sup>th</sup> Quarter 2011 Noise Report**

McClintock told the members that the fourth quarter 2011 noise report was included with their agenda materials. He said if there were no questions he would entertain a motion to receive and file. Councilmember Worthington moved to receive and file the reports. Motion was seconded. There being no further discussion, the question was called. Motion carried unanimously.

### **3. APPROVAL OF MINUTES (JANUARY 18, 2012)**

Facilitator McClintock submitted the draft minutes of the January 18, 2012 meeting for approval. Motion for approval was made by Barbara Tuleja. Seconded by Michael McEneaney. 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. There being no one who wished to address the Forum the facilitator closed the public comment period.

### **5. CO-CHAIR ELECTION (REPLACE JIM PROLA)**

McClintock advised the Forum that with the appointment of Councilmember Souza from San Leandro, Jim Prola was no longer the City's elected representative and that it would be necessary to replace him as the Forum's elected Co-Chair. He noted that Mr. Prola would be Ms. Souza's alternate, so he will still be around. McClintock said that Prola's term as Co-chair was due to expire on July 18, the date of the next Forum meeting, so tonight's action would be to elect a new Co-Chair to fill out the remainder of Jim's term. A new election would be held on July 18 for both Co-Chairs for the 2012-2013 term.

He said that two elected Forum members had expressed an interest in standing for election this evening: Kriss Worthington and Diana Souza. Jim Prola endorsed Councilmember Souza for Co-Chair. The facilitator said that nominations were in order, but questioned whether it

was worthwhile for anyone to serve as Co-Chair for three months, then have to stand for election again in July. He offered that it might be easier to defer this until the July meeting as scheduled. Councilmember Worthington offered that he was interested, but would defer to anyone with more experience on the Forum. Emily Duncan asked if there was any significant Forum business to be transacted between now and July that would require the involvement of the Co-Chairs. McClintock responded that there was nothing scheduled that would require Co-Chair participation. Diana Souza said she concurred with Ms. Duncan, but wondered what the potential consequences could be of not having two Co-Chairs for that period of time. She asked about the electoral process. McClintock replied that the Forum Co-Chairs are elected by the Forum members for terms of one-year. The elections are held in July. Requests for nomination may be made through the facilitator or nominations can be made from the floor at the time of the election. Self-nominations are O.K., but all nominations require a second. Emily Duncan asked “if we elect someone tonight to complete (Jim’s) term, do we still have an election in July?” McClintock replied, “Yes, because tonight’s election would be to fill the position until it expired at the July meeting. Co-Chairs are elected, or re-elected, at the Forum’s July meeting.”

Olden Henson offered that there does not appear to be anything substantive coming up between now and July, so it might be simpler to just have one election—in July. Jim Prola said that he wished to thank the Forum members for the opportunity to serve with them and that he appreciated their support while he was Co-Chair. He said he felt it would be important to have at least one Co-Chair to represent the southerly communities because they get the heavy impact of the aircraft noise when the weather changes and at night from the departing cargo aircraft. For this reason he wanted to recommend that Councilmember Souza be elected as his replacement.

McClintock asked for a show of hands as to the preference of the Forum members. A majority of the members present indicated their desire to hold the elections as scheduled in July. He thanked Mr. Worthington and Ms. Souza for coming forward and encouraged them to seek nomination again in July.

## **6. NOISE ABATEMENT OFFICE REPORT**

### **A. FAA Oakland Center & Flight Standards Office Tour**

Larry Galindo opened with a discussion of the tour of the FAA’s Oakland Air Route Traffic Control Center (Oakland Center) and other facilities. He said that at the last Forum meeting we discussed the possibility of having our tours to FAA facilities include the Oakland Center in Fremont and the Flight Standards District Office (FSDO) on Bay Farm Island. This turned out to be a good idea, and he thanked Councilmembers deHaan and Duncan, and Ernie Delli-Gatti for attending. He said everyone was impressed with the Oakland Center and that it was much larger than expected. The facility employs over 300 people and interacts with the Nor-

Cal with high-altitude handoffs into our airspace, which runs from California all the way across the Pacific Ocean. The Flight Standards Office on Bay Farm Island had a complication, so the manager, Ron Waterman, came to the North Field conference room and gave the group his presentation there. There was a lot of discussion, because the FSDO does not do anything with air traffic control; they do a lot on the ground. They make sure that pilots maintain their licenses, their aircraft, and follow Part 91 of the Federal Aviation Regulations (14 CFR, Part 91). For the information of the Forum's constituency, the FSDO investigates complaints related to low flying aircraft, and careless or reckless flying. They also look for lost or missing aircraft and investigate accidents.

## **B. Hayward Community Noise Monitoring Report**

Mr. Galindo said that one of the services that the Airport Noise Office provides for communities is in areas where there may be a hot spot, e.g., an area where there are strong community concerns about noise and where there is no noise monitor in the vicinity. In response to these concerns, the Noise Office will place portable monitoring equipment in the area, as was done for Bill and Sandra Harrison of Hayward-Castro Valley. The Harrison's had requested that noise monitoring be done in their area to assess their noise issue. Larry reported that the Harrison's live about 9 miles from the airport and are not usually bothered by noise during normal (i.e., West Plan) conditions. However, during Southeast Plan conditions things change radically and there is a substantial increase in the number of flights over the Hayward-Castro Valley increases dramatically. This was especially so during 2010 when there was an inordinate amount of bad weather. He said that one of the things they learned from their study of the problem was that there were a significant number of flights into the North Field that directly affected the Harrison's. He said that after 83 consecutive days of noise monitoring the study concluded that:

- 508 aircraft noise events were recorded.
- They were a mix of aircraft overflights from Oakland, San Francisco, San Jose and Hayward.
- A major change in noise impact results from changing from West Plan to Southeast Plan operations (this goes for all of the East Bay area, including Berkeley and Alameda Central).
- Although everyone is impacted to some degree from the change to Southeast Plan from West Plan, the Hayward-Castro Valley area seems to get the brunt of it largely due to its location.
- 2010 was an above average year for Southeast Plan operations.
- 2011 was below average for Southeast Plan operations.

He said that they were now doing another noise monitoring project in Central Alameda.

## **C. Forum Facilitator & Community Noise Monitoring Report**

Galindo reported on the status of the RFP process to select the two consultants that serve the Forum, the facilitator and the community noise consultant. He reported that the RFP closing

dates have passed and proposals have been received. A selection committee has considered and ranked the proposals, and recommendations will be sent to the Port. Once they are approved by the Port, the selections will be announced. The process should be complete in time for the July meeting

#### **D. RSA Environmental Public Hearing**

Larry announced that the airport is midway through the project to reconstruct the runway safety areas for all of the runways at the Oakland Airport to meet FAR Part 139 requirements. The environmental hearing for that project is tomorrow night at 6 p.m. at Terminal 1 in the rear conference room. He said he will be there along with other Port staff to review the environmental assessment for the project. He said he wanted to make sure everyone was aware of this and that there have been public announcements in the newspaper, as well as e-mails sent out to most of the people on our government.com list.

Olden Henson thanked Larry for his work on behalf of the Harrison's. He asked about the possibility of any changes to flight procedures in the area. Galindo replied from the FAA's standpoint, in terms of their routes, there's no change before or after the weather changes; they use the same procedures.

#### **7. NOISE NEWS UPDATE**

Vince Mestre began by saying that he had some good news. President Obama signed the FAA Reauthorization Act on February 14. The Bill provides full funding for the FAA for the next five years. This is significant because over the last five years, we've had only short-term continuing resolutions that have caused a lot of havoc in the aviation business. Of interest to the Forum is that the Bill requires that all Stage II business jets will need to be retired from the fleet within five years. There is some bad news too. Had this Bill been passed 5-years earlier, these aircraft would be gone by now. He said there were other issues with the Bill that were not exactly favorable. One of these is that the FAA and the Council on Environmental Quality (CEQ) are trying to figure out what Congress meant when they included a specific exemption in the Bill. The bill allows the FAA to exempt from environmental analysis any procedure if it results in measurable reductions in fuel consumption, carbon dioxide emissions and noise, on a per-flight basis. The problem is, no one seems to know what a "measurable reduction" is. He said it would be necessary for the Forum to monitor this, because if it were to be loosely construed, it could have implications on how procedures are changed here and at other airports.

Mestre noted that Congress will oppose the European Union's limits on aircraft emissions. This is, essentially, a cap-and-trade program that the EU has put in place. Other countries are also disputing it-- not because they believe that regulating aircraft emissions is bad—but because they feel it should be done on an international basis with one rule to cover all the countries and all the airlines and not have one rule in the European Union, one rule in North America, one rule in Asia, and one rule in Australia. It's really a battle against who should set the rule and whether it should be set individually or by the International Civil Aviation Organization (ICAO). This is going to be a continuing saga for a number of years.

He suggested that the Forum needs to monitor a proposed change to the way the FAA sets eligibility criteria for homes to qualify for sound insulation programs. Instead of using the exterior noise level, they want to use the interior noise level in a rather complex way. It's sort of a game-changing rule. The Alameda Noise Insulation Program probably would not have qualified under the proposed rule change. He said he would report back on this issue in July. His next item of interest was the release of the FAA's annual Aerospace Forecasts. These forecasts are updated every year and include air carrier, air cargo and general Aviation forecasts. They are based largely on the past year's economic performance and how the FAA sees the next several years going. The scheduled airlines are projected to grow, but at a lower rate than in the past. Business and corporate aviation activity is projected to grow at a nice rate, while GA, particularly gasoline powered piston-driven propeller aircraft, will see a decline in activity through 2025. What this means is that the FAA says this segment of the industry will begin to fade away. There will be fewer and fewer of these aircraft in the operational fleet in the future.

A German high court has upheld the ban on nighttime operations at Frankfurt International Airport. This is a complete ban on all operations from 11:00 p.m. to 6:00 a.m. This could have a profound effect on air cargo operations, and Lufthansa has already made a very passionate argument that they need those nighttime operations. The full effect of this remains to be seen, but many of these nighttime operations will just shift to Munich and other airports.

Vince said he had a few news articles on NASA's aeronautics research funding. NASA got \$168 million for the Fundamental Aeronautics Program. The Fundamental Aeronautics Program involves reducing fuel burn, reducing emissions and reducing noise. The good news is NASA followed that up with words we wanted to hear about noise; and that is, that emissions and noise and fuel burn cuts need to come hand in hand. NASA is not going to allow noise to increase in favor of either fuel burn or emissions. It's got to be a win-win in all those categories. Best of all, he said, is that NASA's intent is to reduce the size of the geographic area impacted by noise by 83 percent. That's the size of the shrink in the contour they want to see around airports as a result of new technology aircraft. He said that NASA has recently made what they call "breakthrough science" on the reduction of sonic booms from smaller aircraft. This is in response to a few business jet manufacturers who believe there is a very small market for very wealthy operators who want to fly supersonic aircraft for business purposes. For those who were at the Palm Springs symposium a few years ago, there was a demonstrator booth where they had a sonic boom generating machine, a trailer that you sat in, and they described reducing the sonic boom to a "sonic puff." With this NASA thinks they can eliminate the sonic boom from small aircraft altogether. Right now there are no new supersonic passenger aircraft on the horizon.

Stanford University is studying the feasibility of a supersonic biplane. They dug up a proposal by a German engineer from the 1950s who created the design for a supersonic biplane. This aircraft supposedly would not generate a sonic boom (Snoopy and the Red Baron would be ecstatic). In October and November, NASA was testing some of this technology at Edwards Air Force Base, so we will probably be hearing more and more about this. Next, Vince showed pictures of a Lufthansa jet that was taxiing under power supplied to electric motors from batteries in the aircraft in an attempt to eliminate taxi noise. There are a lot of airports that have taxi noise problems. Boston is one where homes are near the taxiway. So this would eliminate the problem. The real benefit is the reduction in fuel burn and reduction in

emissions, plus the reduction in greenhouse gases that would come by having the aircraft taxi from the gate to the departure position electrically, and then, when it lands, go from the runway back to the gate electrically and not use the jet's engines. Ernie DelliGatti asked if the auxiliary power unit would have to be used as well, because the batteries would have to be huge to run the system. Vince answered with a slide showing how the batteries would be charged through dynamic braking during landings, much like the system on a Toyota Prius when the brakes are applied. British Engineers have developed a system in which the electricity that's used to taxi the aircraft is generated during the landing portion of the flight.

On the subject of leaded gas for aircraft, Vince said there were a number of lawsuits directed at getting lead out of Avgas. He said Avgas' days are numbered, but it is going to be a long, complex and muddled process. The California Attorney General has sued to force California fixed-base operators to not sell leaded gas. Now we have Friends of the Earth suing the EPA over their failure to make a finding on leaded gas. There is another group called "The Council of Environmental Health" which has joined the California litigation and are proposing a settlement, although they are not describing what that settlement is. Most likely, it will be some time frame in which leaded gas has to be removed and, if not, the aircraft that requires lead fuel will not be able to operate in the State of California. This will be another on-going saga.

Mestre said that "NASA is pimping out a blimp," which will be used for air quality research. A blimp affords a unique opportunity on which to mount air quality measuring equipment, fly it at various altitudes, and have it literally shut its engines off and "lollygag" in the air and be blown about much like the air pollutants. During that transport of air from one location to another, it can measure how those pollutants are dispersed. It's an interesting research tool. From the article, it appeared most of the initial research will be done here in the Bay Area. You may soon be seeing a blimp that appears to be doing nothing but floating around. What it might be doing is following around a parcel of air and measuring pollutant concentration changes in the parcel of air as it moves from the ocean inland, or wherever the wind decides to take it. Barbara Tuleja asked where the blimp might be based. Vince replied that it would probably be a Moffett Federal Airfield. He said that there would also be increased blimp and zeppelin traffic in the area because of upcoming special events such as the America's Cup race.

On the subject of drones, he said that the FAA was supposed to publish rules for operating civilian drones in U.S. airspace in December. That has been put off, but in the FAA reauthorization bill, there was a special line item put in for accelerating the development of the rules for operating drones in U.S. airspace. In fact, they're already here, as the LA Police Department is now cracking down on drone use. The people they're cracking down on are realtors – or firms that work for realtors -- who are flying drones over high-cost properties to take aerial photographs from many angles. It is interesting that the FAA got the LA Police Department to go out and crack down on these guys, because they do not currently have the ability to do so themselves. There are drone operators in the Bay Area as you saw in your packet; there were two engineers from Berkeley who have been flying small drones like this over the walking paths around the Bay. These drones can range from the size of your hand to the size of a business jet. An awful lot of hobbyists out there are now building these four- to five-foot diameter kind of drones. The guys from Berkeley have a particularly interesting twist to the drone because it's autonomous. They tell it what to do, and it goes out and does it. There's no



guy on the ground controlling it. So the world of drones is going to get more and more interesting.

He said his last item was a serious one. Senators Feinstein and Boxer have introduced special legislation to control helicopter noise above Los Angeles. This is special legislation, but if it is successful, there's no reason it couldn't be applied in other areas. This is in relation to tour helicopters, news helicopters and certain helicopter flights that are just sightseeing and causing problems over places like the Hollywood Bowl and outdoor amphitheaters. This is legislation we might want to keep an eye on. In concluding his remarks he showed a picture of the "quietest" plane ever – a 45' long paper airplane built by engineering students in Arizona.

McClintock asked for an update on bio-fuels. Mestre replied that virtually every airline is testing some kind of biofuel program, and the military has essentially turned it into a strategic program where they want to have the ability to produce biofuels on a rapid basis -- literally at any cost -- for strategic reasons so they don't get in a position anywhere in the world of run-ning out of gas. Solena Fuels in Santa Clara County that has plans to develop a biorefinery and provide biojet fuel to aircraft at Bay Area airports. Solena's proposal is to be operational by the end of this year, providing 16 million gallons each year by 2015. Susan Fizzell stated that Oakland International Airport has had a hydrant fueling system in place since 1983 for Jet A and that because the existing jet fuel storage and distribution facilities at OAK are not currently compatible with biojet fuel, it may have to be trucked in to the the Airport.

Olden Henson commented that the FAA Reauthorization act was for 5 years, and that he was worried that the FAA would not continue to support GA airports because of the projected decline in small aircraft. Harvey Hartmann offered that the term "general aviation" was all encompassing and is not limited to just single-engine propeller driven airplanes. It is true that the gasoline-powered piston-driven aircraft are projected to decline significantly in the future, but these aircraft will be replaced turbine-powered aircraft in the form of turbo-props and jets. The business and corporate aviation market is anticipated to expand in the future. Marily Mora agreed, saying that the economy in the Bay Area is picking up and for this reason the Oakland Airport has a sizeable turboprop population of based aircraft. Vince Mestre concurred that the decline in the general aviation fleet is primarily in the single- and twin-engine, piston-powered aircraft. The growth in high-performance, turbo-powered aircraft, jets or turbo-props, is increasing, particularly in Texas and the Southeast. There is a tremendous amount of growth and investment in new aircraft, mainly because of what they call "shaleionaires." These are people sitting on top of the gas shale in Texas and Louisiana who are getting dividends from leasing their property the energy companies who extract the natural gas. These people are buying or upgrading to high end aircraft, including helicopters.

## **8. STATUS REPORTS—NORTH AND SOUTH FIELD WORKING GROUPS**

### **A. Runway 27L Preferential Runway Feasibility Analysis**

Larry Galindo presented the status report on the North and South Field Working Groups. He said that the North Field and South Field groups are meeting on a combined basis, and this seems to be working out fairly good right now. The combined group met on March 21st for the quarterly meeting. They had discussions on some of the things that Vince reported on: the drones, unmanned vehicles and, also, the helicopter operations. New guidelines for helicopter

operations were discussed, which would benefit many areas, like the Berkeley hills and the areas along the freeways, where we get a lot of helicopter complaints. The main item on the agenda was the assessment of the operational impacts and potential noise impacts that would result if the airport and the FAA were to consider using Runway 27 left as a preferential landing runway as opposed to what we currently have on Runway 27 right. He explained the runway layout at North Field. He said currently some 84 percent of our traffic comes in on 27 right, and 16 percent on 27 left. So what we were looking at is the potential noise benefit if we reverse that or make a voluntary request to pilots to use 27 left. It's the longer runway and it's buffered by the golf course and commercial and industrial all the way out to the 880 freeway. He described the impacts to local neighborhoods from the current operation, especially Timothy Drive and Davis West. He said there will be a final report, recommendation, at the June North Field/South Field meeting, and he'll bring that recommendation to the Noise Forum at its July meeting.

He discussed potential new appoints to the group from San Leandro and Alameda. He hopes to have the new members in place in time for the group's next meeting. Larry added that there was a very unusual incident that occurred on March 23rd. The airport had a runway repair that had to be made and required the main runway to be taken out of operation from 1:00 p.m. to 3:30 p.m. on Friday, March 23rd. This required the use of North Field for all operations during the time the runway was closed, and all operations were conducted under Southeast Plan procedures. As a consequence, there were 15 arrivals over Bay Farm Island that were very, very low. He said the phones were ringing off the hook. They recorded some 42 complaints before the system became overloaded. Fortunately, everyone was very reasonable and understood that, for safety, the runway had to be repaired. He lauded the airport maintenance crew for doing a fine job. They actually had the runway back in operation by 3:20, much to Larry's relief. He said Southeast Plan operations over Bay Farm Island are quite rare and that he hopes they don't have to do this again for a long, long time.

Councilmember Olden Henson asked for a minute to say a word of thanks to the Port of Oakland, the aviation director, and the assistant director for the new Hayward Airport ARFF vehicle – an aircraft rescue and fire-fighting vehicle. He said the City of Oakland gave Hayward the surplus ARFF truck because the Oakland Airport had gotten new ones. This was greatly appreciated by Hayward because it allows them to respond more effectively to any emergencies and fires that may occur on the airport. He said the City of Hayward was deeply appreciative of this. Ms. Mora accepted Mr. Henson's gratitude and said that this is how airports work together.

## **9. NEXT MEETING – July 18, 2012**

## **10. ADJOURNMENT**

There being no new business, the meeting was adjourned at 7:47 p.m.