

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

October 17, 2012

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## 1. INTRODUCTIONS

The October 17, 2012 Oakland Airport-Community Noise Management Forum meeting was called to order at 6:37 p.m. by the Forum's Facilitator, Michael McClintock. Mr. McClintock welcomed the Forum members and guests.

### **A. New Member—Hayward Councilmember Barbara Halliday**

Facilitator McClintock introduced a new appointee to the Forum. The Forum welcomed Councilmember Barbara Halliday from Hayward.

### **B. Douglas Mansel Appointed Acting Airside Operations Manager**

McClintock announced that Doug Mansel, current chief of airport security has been appointed to the position of acting airside operations manager. Doug will also continue in his role as security chief. The former airside operations manager, Rob Forester, has taken a position with the San Francisco International Airport.

He next asked the Forum members and advisors to introduce themselves for the benefit of the audience:

#### **Forum Members/Alternates Present:**

Doug deHaan, Elected Representative, Alameda  
Walt Jacobs, Co-Chair/Citizen Representative, Alameda  
Ernest DelliGatti, Citizen Representative, Alameda County  
Jim Nelson, Citizen Representative, Berkeley  
Barbara Halliday, Elected Representative, Hayward  
Edward Bogue, Citizen Representative, Hayward  
Michael McEneany, Elected Representative, Marin County  
Will Fernandez, Citizen Representative, San Leandro  
Deborah Ale-Flint, Director of Aviation

#### **Staff Members/Advisors:**

Marilyn Mora, Assistant Director of Aviation  
Doug Mansel, Acting Airside Operations Manager  
Larry Galindo, Noise Office, Port of Oakland  
Wayne Bryant, Noise Office, Port of Oakland  
Jesse Richardson, Noise Office, Port of Oakland  
Joshua Polston, Port of Oakland  
Susan Fizzell, Noise and Environmental Office  
Sean Cullinane, Acting Air Traffic Manager, Oakland Tower  
Dennis Green, Staff Manager, NorCal TRACON  
Christian Valdez, Acoustical Consultant, Landrum & Brown

Harvey Hartmann, Airspace Consultant  
James Baas, Flight Operations, FedEx (Telephonic)  
Doug McNeely, Director of Hayward Executive Airport  
Courtney Meredith, Hayward Executive Airport  
Valerie E. Jensen, CSR, Stenographer  
Mike McClintock, Forum Facilitator

## **2. ANNOUNCEMENTS**

### **A. 2<sup>nd</sup> Quarter 2012 Noise Report**

The facilitator commented that the noise reports were typically received and filed. He asked if there were any questions from the Forum. There being none, he entertained a motion to receive and file. Mr. Nelson made the motion to receive and file the noise report. Seconded by Mr. Fernandez. Motion approved.

### **B. Annual Forum Dues Report (July 1, 2012 through June 30, 2012)**

McClintock and Larry Galindo advised the members that their communities' annual membership dues were due on August 1 and that letters had gone out.

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

Facilitator McClintock submitted the draft minutes of the July 18, 2012 Forum meeting for approval. Motion for approval was made by Mr. Bogue. Seconded by Mr. Delli-Gatti. 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. FEDEX NEW AIRCRAFT FLEET NEWS**

McClintock asked if Jim Baas would bring the Forum up to date on proposed aircraft fleet mix changes at FedEx. Mr. Baas apologized for not being at the meeting and gave his report over the telephone. He said that effective October 17 FedEx was scheduling regular Boeing B-777 service into Oakland with two morning flights per day. Neither Jim nor Larry had the actual arrival and departure information. Baas explained the B-777 is 20 percent more fuel efficient than the MD-11 that they are replacing, and that they are all Stage 4. He said that in 2013 FedEx would be replacing its MD-10 (DC-10) fleet with Stage-4-equipped Boeing B-767s. Ernie DelliGatti asked about the type of engines on the B-777s. Baas replied that he was not sure, but could get the requested information. Mr. DelliGatti replied that it would be great if the aircraft were equipped with the newest, high performance engines. Larry Galindo commented that this is a good thing for the Forum communities because there will be less noise and the equipment is more fuel efficient. McClintock said that this was because 3-engine jets were being replaced by 2-engine jets.

Walt Jacobs asked if the B-777 had more cargo capacity than the MD-10/11s? Baas replied yes, they do. Mr. Jacobs said that larger aircraft should mean less flight operations. Mr. Baas replied that would appear to be the case. Baas also reminded the Forum that the upcoming Holiday Season is the peak period for FedEx, UPS, and other small package carriers where they carry the highest volume of packages. In spite of the downturn in the economy, they continue to have record load factors during peak periods. He cautioned that when this happens you will see just about any type of airplane come into Oakland just to be able to carry the extra freight. When that happens, we would strap wings on a semi-truck, if that would work, to get the freight delivered. He said that he just wanted to caution the Forum members that if they see a B-727 come in in the next couple months, it's not a schedule change; it's just a supplemental flight to make up for the extra freight volume.

Jim Nelson asked if there was an estimate of the amount of noise level reduction with the B-777 as opposed to the aircraft it will replace. Baas replied that there should be a 10 dB reduction at least. Ernie DelliGatti commented that United Airlines did a study that suggested that the B-777 is about 15-20 percent quieter than, say, a DC-10 or MD-11. Mr. Baas said that if anybody has any questions, they can e-mail them to Larry, and they'll get the answers back to the group.

## **6. 2013 WORK PLAN**

The facilitator noted that every January the Forum needs to update its work plan. The work plan consists of three components. The first component is legislative and regulatory initiatives. The second is studies and the third is presentations. These three components are a very important part of the work plan. McClintock said that he was not going to go into any details at this time, but just wanted to give Forum members a heads-up that this will be on the agenda to be updated at the January 16 Forum meeting. He asked the Forum members to take a look at the Work Plan and give some thought to how you see our areas of interest evolving in the next year. He said, we can move some things around, take some things out, or add new items at the Forum's pleasure. He noted that several studies had been completed this year. So we will be discussing this in great detail at our January meeting.

## **7. NOISE OFFICE REPORT**

### **B. DOE Background Radiation Aerial Survey**

Larry Galindo said that in late August the Airport received a call from a helicopter company planning to conduct an aerial survey for the Department of Energy. When we received the information on what the survey was all about, we realized it was going to affect a large sector of communities in the East Bay and the Peninsula -- so it was necessary that a full effort for public outreach be performed. A press conference and wide coverage of the local news was effective in providing the public with the information. In addition, the airport issued its own community advisory on the aerial survey.

So, all in all, the week-long, low-level helicopter flights, which were performed at 300 feet, were completed without a large amount of concern from the East Bay communities. We appreciate the support of the communities and our public relations contacts with the media to make sure everyone is informed on that because that was an unusual aerial survey for all week.

### **C. Space Shuttle Endeavor Farewell Flight**

Mr. Galindo said that had anyone been watching the news on September 21, they probably saw images of the Space Shuttle Endeavor the Bay Area. He said "It was quite a sight, and the best thing about it was that its engines were off."

### **C. Fleet Week—October 4-7**

Mr. Galindo reported that Fleet Week was October 4<sup>th</sup> through the 8th. It was very successful this year. They had two F-22 Raptors, along with the Blue Angels and other aircraft. Despite some negative reviews in local newspaper editorials, our noise hotline only received four complaints. He said this was due in part to the Port's policy of letting the communities know about what's going on. The complaints were related to the fact that, during the air shows, we have to turn the air-line departures off of Runway 29 over Alameda and over the Oakland hills to keep them away from the air show area.

### **D. Suspension of Opposite Direction Flights**

Back on August 8, in reaction to a near-miss incident that occurred in Washington, D.C. at the Reagan National Airport, the FAA suspended all opposite-direction operations at U.S. airports for airports like ours that had such noise abatement procedures. At Oakland Airport, only one procedure was suspended. It was the one in which Runway 09R departures are directed out over the bay and around the San Leandro Marina to avoid the community and to get altitude to go out over Alameda. There were four such nighttime departures that were affected. The tower worked those onto Runway 29 and off of Runway 27. It really didn't have that much impact because we only use opposite flow to Oakland during night hours, which is very low traffic. At the present time, the suspension is still in effect. However, it's been modified, and air traffic control, with increased separation, does permit certain opposite-flow operations.

### **E. Noise Abatement Brochure**

Larry described modifications that had been made to update the Airport's noise abatement brochure. He said that the previous brochure did not adequately depict the locations of noise sensitive areas and it was difficult for pilots to readily identify them. So, with Wayne's and Jesse's help, they went to work to try to make it easier for pilots to use. He said he hoped the Forum liked the new look and that the brochures are regularly provided to the fixed-base operators, flight clubs and local pilots.

He added that Forum members should be aware that the combination of seasonal weather patterns and increased passenger and cargo activities for the Holidays will cause new noise concerns from certain neighborhoods. He said they expect to get more calls when the storms start happening in the season.

## **8. NOISE NEWS UPDATE**

Christian Valdez introduced himself to the Forum, noting that he had worked at the Airport Noise Office for eight years and has been gone for five. He apologized for the absence of Vince Mestre, saying that Vince was in Paris, France at an ICAO (U.N. International Civil Aviation Organization) meeting. He began his update with a discussion of air quality issues noting that there is still a dispute between the U.S. and the European Union and ICAO on greenhouse gas regulations. The European Union wants their own greenhouse gas regulations, and the U.S. and others would like global regulations on greenhouse gases, not just the EU's. ICAO doesn't think they'll come to consensus before their Fall 2013 meeting. He said that ICAO released their first iPhone app. He installed it on his iPhone and was able to calculate his carbon footprint on his flight from Orange County. He said that the EPA had stalled on their finding of endangerment related to leaded AvGas. This will slow down the national effort to remove lead from general aviation gas, but it does not affect California.

The General Aviation AvGas Coalition praised the FAA for starting their Fuel Program Office, which will give technical expertise and guidance on aviation fuel matters. The Coalition said this is a step in the right direction to remove lead from aviation gas.

Cessna has announced they will install turbodiesel-powered engines on their Cessna 182 Skylanes. The engine has about the same power as its piston counterpart, but is 30 percent more fuel efficient. Airbus and a Chinese university are teaming up to study alternative fuels, specifically used cooking oil and algae. They want to commercialize this in the future. Stanford, the FAA and Mitsui Corporation completed a simulation study that shows re-routing aircraft around the Arctic Circle will slow down sea ice melting. Not re-routing them shows that sea ice could melt within the next 20 to 30 years. There was a pilot study at Louis Armstrong International Airport in New Orleans where rental car companies are using synthetic diesel fuels on their airport shuttles. So far they have demonstrated reductions in particulate matter, non-methane emissions, and a 33 percent reduction in NOX and 23 percent in carbon monoxide. The PARTNER Research Consortium finished a study at Oakland Airport. It was a very scientific measurement survey close to the main runway but, unfortunately, not out in the community. Vince will provide a synopsis of the report at the Forum's January meeting.

He next discussed recent noise developments. He said the FAA's NextGen program will concentrate flight tracks. This will reduce the dispersion of flight tracks and make them more concentrated. The FAA is trying to determine the noise impacts of the concentrated flight tracks. On a related matter, the FAA is having difficulty figuring out how to comply with NEPA and categorical exclusions for the NextGen modernization per the FAA Modernization and Reform Act of 2012. The act says NextGen can be excluded from NEPA if it provides evidence that the procedures have no significant impact on human environments on a per-flight basis. The FAA is having an issue defining this because DNL/CNEL do not measure noise impact on a per-flight basis. Nor is the FAA making friends in the Seattle and New York areas. The FAA just finished an environmental assessment on the Greener Skies Over Seattle initiative that uses NextGen to provide a more efficient airspace over Seattle. Folks who had read the environmental assessment said it wasn't well written because it didn't specify the exact location of the flight tracks.

The FAA is not making friends on the East Coast either where they did a six-month airspace study over New York and didn't tell anyone about it. So politicians and members from the Queens area said the FAA is being a little evasive. They wanted to communicate better with the FAA. The FAA responded that in the future they'll try to communicate better. The FAA is also proposing a new Stage 3 noise standard on new helicopter-type designs. This new standard would be 3 dB more stringent on takeoff and 4 dB more stringent on approach. Essentially, the FAA will be matching ICAO standards published in 2002. Due to the complexity and cost of designing new helicopters, the FAA predicts it will only receive two applications in the next decade. The Government Accountability Office (GAO) says that the FAA should do a better job of defining the eligibility requirements for residential soundproofing programs. GAO said that airports provided \$87 million for noise mitigation in 2010 and 2011 for projects based on noise exposure maps that pre-date the year 2000.

Mr. Valdez continued, saying that airports that connect directly to FAA TRACONS, like Oakland, are in danger of losing such connections before the end of the year. The FAA has hired ITT to take on the administration or be the source of the radar. Airports will need to subscribe with ITT to maintain the services. The bad news is that some airports will not have enough time to make this transition. The good news is that this data will be of higher quality. Ernie DelliGatti asked who would be the contact for access to the data files. Christian replied that for research infor-

mation one would go to the FAA, but for real-time data, ITT would be the source. DelliGatti asked if the data were going to be masked. Valdez said that it would probably be masked per BARR. Sean Cullinane offered that this was being done because they were told to drop the feeds because of security. Edward Bogue asked why the quality of the ITT data would be higher. Valdez said it would be because of newer technology. Larry Galindo said that the FAA is not putting airports in a position where they cannot have radar data; as a matter of fact, they're currently working on an agreement with ITT that will allow the Airport to continue to get the radar data it currently receives. Director Ale Flint said that "No airport is happy over this. There will be a transition period, and it will be expensive. But the FAA has moved to a different model because there are inherent technology values for doing that. She said they wished there was more time to make the adjustments, but that her team was doing a good job making the transition. Will Fernandez asked how this would affect the ANOMs system. Ms. Ale Flint said that there would not be a conflict.

Mr. Valdez next reviewed the issue of drones. He said that the FAA was supposed to publish how they planned to integrate drones into the national airspace. It should have happened by December 2011. Drones are anticipated to play major roles in traffic reporting, law enforcement, fire-fighting, and aerial surveillance. A GAO report on the progress of the FAA's efforts to integrate drones into the national airspace mentioned safety and privacy issues, but not noise and environmental impacts. The drone industry, meanwhile, states that a quiet drone is better at spying than a noisy drone because noisy drones are as loud as a "gut-busting rock concert." Now they plan to design drones inspired by flying owls.

Boeing and American Airlines have a 737-800 they use as an eco-demonstrator that tests and shows quieter low emissions and low fuel burn technologies. They plan to implement these technologies in the rest of the fleet, and Boeing wants to implement these technologies into a wide-body aircraft next year. In Humboldt County, the Pacific Legal Foundation sued, alleging that an aviation easement was a taking of property. A court ruled that, no, it was not. Embry-Riddle University in Florida has a large Cessna 172 fleet, and they spent \$250 thousand retrofitting them for noise. They retrofitted their exhaust systems and now plan to move on to propellers. Horizon, Mesa and Emirates have won the San Francisco Fly Quiet Program awards. The PARTNER consortium is researching ventilated windows for residential sound insulation programs to reduce cost on air conditioning in homes where windows must be closed for noise reduction. Valdez showed a slide of a NASA concept using a flying wing as a future passenger jet. He said, "Once these become operational, it'll be very difficult for you to find a window seat." He discussed a new concept called "self-organizing fleets." Imagine about 10 or 15 aircraft leaving the East Coast and flying over the pond to Europe. They're all merged together in a cluster. As they get closer to their destinations, they'll peel off to their final destinations. Lastly, he said that it turns out we have been building airplanes upside down all this time. He showed a picture of a model airplane that a team from NASA and Cal Poly created with its engines mounted above the wings. It is said to have greater lift and is quieter than traditional models with the engines under the wings. A brief discussion on the perils and pitfalls of operating personal drones followed.

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

### **A. Allegiant Air**

Doug Mansel said he had two updates from the working groups. A member of the South Field working group asked for a discussion with Allegiant Air about their aircraft fleet. They currently fly MD-80 series aircraft. Although certificated as Part 36 Stage 3, these are older-technology aircraft and engines, and a little louder than most. Allegiant's reply was that they don't currently have any plans to modernize their fleet. The working groups will continue to work with Allegiant

to see if there are any alternative noise abatement procedures that will help to mitigate the noise, including a rolling takeoff procedure. This may or may not work, due to air traffic considerations during the day when they typically fly. The rolling takeoff procedure tends to work a little better at night when it's less busy. Another potential mitigation would be reduced power takeoffs. He said the research groups will get more information on this.

### **B. Blocked Aircraft Registration Request**

Mansel said that another area where more research is needed is the BARR flights—Blocked Aircraft Registration Requests. How this works is that private jets can make a request through the FAA to have their registration information blocked from public web sites. This includes the radar data feed from the FAA. This is supposedly done for security concerns, but, he said, I'll let you draw your own conclusions about that. He said the FAA had proposed to stop this procedure, but lobbying by business aviation interests has kept the policy in place. As a result, there has been an increase in BARR flights showing up in our noise monitoring system. We're not able to get aircraft registration and owner information as easily as we have in the past, but here are other ways they can find out who owns these aircraft. He said they listen to the air traffic control radios. From there they can get numbers and correlate the numbers with the flights. Basically, the idea is to research this issue, find out how big of an issue it's becoming for the noise abatement program.

The facilitator asked if there was anything the airport industry trade groups -- AAAE, ACI – were doing to follow up on this. He said there must be some interest somewhere. Larry Galindo replied that the California airports, as a group, are very interested in this because they don't want their noise programs to be compromised or to have their noise mitigation efforts jeopardized. The FAA's notice of proposed rulemaking (NPRM) requiring justification to be put on the list for a BARR flight was shelved by Congress because of NBAA lobbying efforts. From an airport standpoint, they want to advocate that they can maintain their ability to serve their communities with effective noise programs. McClintock said that these are the issues that the North Field/South Field Groups will be reviewing. Mr. Mansel concurred.

Councilmember Halliday asked if there any security issues involved with this or was it just enforcement of the noise regulations? Mr. Galindo replied that it was more a privacy issue with the aircraft operators. Any security issues had more to do with the protection of business executives. There is no airport security issues involved. Mr. DelliGatti offered that he has seen an increase in the number of BARR flights at the Hayward Airport and his concern is that this makes it easier for operators to violate noise abatement procedures and harder for the airport to identify the violators for follow-up. Michael McEneaney asked who was leading the lobbying efforts in Congress. McClintock replied it was primarily the NBAA, the National Business Aircraft Association. McEneaney asked what the position of N.O.I.S.E. was on this issue. McClintock said that he and Larry Galindo had discussed this matter and that he was going to follow-up with N.O.I.S.E. DelliGatti said that if business executives wanted to protect their identities they should fly commercially instead of in their private jets.

James Nelson suggested that this is like driving around with your license plate covered. Will Fernandez offered to deliver a letter from the Forum to the NBAA at its annual conference. Mr. McEneaney moved for such a letter to be drafted for Will to present to the NBAA. Seconded by Walt Jacobs for purposes of discussion. McEneaney said that the blocking the registration numbers was just another way to get around existing regulations. It's essentially, a rule change. It's deregulation through the use of lobbyists. He said he thought that sending NBAA a letter was a good idea and that N.O.I.S.E. should get involved. Ernie DelliGatti said that the blocking of aircraft registration information would make it more difficult for first responders in the event of an acci-



dent. Dennis Green offered that the registration information is not blocked to the FAA, but only to outsiders. McClintock said that the issue is that the Oakland Airport has a good noise abatement program and has good follow-up procedures, and that this is appreciated by the communities that are represented on the Forum. He said we just want to make sure we continue to have access to that information to maintain our good relationship with the communities. Edward Bogue said he was bothered by these attempts at secrecy, especially since the airport has a legitimate need for access to this information. There should be no real delay or difficulty for the airport if they need to identify a particular flight.

Larry Galindo offered some more information on the discussion. He said his office has discussed the need for more information on the FAA policy as it stands now and what changes are being considered, and to also identify to what extent the privacy is granted to the aircraft operator and how that affects airport noise programs. He said they haven't been able to completely put all the information together, so they were thinking of suggesting having Vince Mestre and Landrum Brown put together a technical report and recommendations on this for the next meeting. McClintock then suggested holding off on writing to the NBAA until after the report was received. Walt Jacobs objected, saying it was important to move ahead with the letter to the NBAA. McClintock said that he would draft the letter for Will Fernandez to deliver to the NBAA. Larry Galindo said the real issue was the FAA policy. McClintock said that he understood that the FAA's position was a result of NBAA lobbying. Harvey Hartmann offered that he understood that the FAA was trying to change it to make it more open, but that under pressure from lobbyists Congress decided to stop the notice of proposed rule-making (NPRM). McClintock said that the nature of the letter to NBAA should probably be "What is your position on this and what is your policy going to be?" McClintock said that there was a motion and a second on the floor. Question was called. Motion passed. The facilitator thanked Mr. Mansel for his presentation.

## **10. RUNWAY SAFETY AREAS PROJECT UPDATE**

Joshua Polston gave a recap of the Runway Safety Area (RSA) project. He said that the reason that they were doing this was because the FAA was mandated by the U.S. Congress to conform all runway safety areas to FAA design criteria by 2015. Virtually every airport in the country is working to achieve RSA compliance at this time. The purpose of an RSA is to protect an aircraft that may land short of the runway or overshoot the runway with a graded and drained surface free of unnecessary objects that will support the weight of the aircraft without damaging it. The RSA also needs to support the weight of the vehicles that come to the aid of the aircraft. Polston next gave an overview of the runways affected by the project and the reasons they did not meet the current design standards. He said that the environmental review process had been completed and that they are now in the final design phase. He said that actual construction was anticipated to start in the first quarter of 2013, but that this will be pushed back to the second quarter. He went on to describe the specifics relating to each of the affected runway ends.

Walt Jacobs expressed concern over the shifting of the landing threshold for Runway 29 520 feet to the northwest and the consequent shifting the Runway 11 threshold the same distance toward Alameda. It was pointed out that the runway takeoff lengths would remain the same, 10,000 feet, but that the additional distance was needed on Runway 29 to comply with the FAA's RSA criteria. The landing threshold was shifted to the northwest, but takeoffs would start at the same place as before. On Runway 11 takeoffs would begin 520 feet further to the west. However, this runway is typically used only during the winter months when the entire Bay Area air traffic system switches to southeast flow. Mr. Polston explained the concept of declared distances and how they would be used to help meet the RSA design criteria. He noted also that the resultant shift in the

noise contours would be almost imperceptible. Will Fernandez asked if the project would have any adverse effect on the ability of aircraft to perform rolling takeoffs. Polston replied that it should not. He went on to describe proposed taxiway improvements and naming conventions to make things easier for air traffic control. Will Fernandez asked if the ILS was going to be improved/upgraded. Polston replied that this was being looked at, but no decisions have been made as yet.

Polston also briefed the Forum on technical meetings with the FAA, pilots and other airport user groups on issues such as safety and operations. He discussed some of the matrices and other evaluation techniques used in the decision making process and how they were used to arrive at specific conclusions. He reviewed the construction phasing and advised that this is the most complex airfield construction project that the Port has ever undertaken. Particularly since they are trying to build new sections of runway while continuing to operate the existing runway. He said in this case the Port's interest and the community's interest are completely aligned, in that they want to have their single runway available for the maximum amount of time because the Airport can't afford to be without its main runway.

Ernie DelliGatti asked if Runway 11-29 could accommodate the Airbus A380. Ms. Ale Flint responded that it could and that OAK was a diversion airport for the A380. Polston said the A380, because of its double dual tandem landing gear configuration actually has a lighter footprint than a B-727. It actually spreads its weight out more efficiently than most other aircraft. Will Fernandez asked will the communities continue to be updated as the RSA and related construction progresses? Director Ale Flint said they would. On a final note, Polston said that because of changes to the earth's magnetic declination, the names of some runways would be changing, e.g., Runway 11-29 will become Runway 12-30. He announced that a stakeholders meeting will be held in November.

#### **11. NEXT MEETING – April 17, 2013**

#### **12. NEW BUSINESS/ADJOURNMENT**

Walt Jacobs asked if the Port had sold a piece of land for a truck terminal in the vicinity of the Airport. Ms. Ale Flint replied that the City of Oakland had leased the land for a logistics facility and that the Port had no direct involvement.

The meeting was adjourned at 8:26 p.m.

End