

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

April 16, 2014

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**1. INTRODUCTIONS**

The April 16, 2014 meeting of the Oakland Airport-Community Noise Management Forum meeting was called to order at 6:34 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:**

Benny Lee, Co-Chair, Elected Representative, San Leandro

Barbara Tuleja, Alt. Citizen Representative, Alameda  
Tony Daysog, Elected Representative, Alameda  
Ernie DelliGatti, Citizen Representative, Alameda County  
James Nelson, Citizen Representative, Berkeley  
Barbara Halliday, Elected Representative, Hayward  
Edward Bogue, Citizen Representative, Hayward  
Michael McEneaney, Elected Representative, Marin County  
Dr. John Cooke, Citizen Representative, Oakland  
Will Fernandez, Citizen Representative, San Leandro  
Subru Bhat, Citizen Representative, Union City  
Matt P. Davis, Acting Assistant Director of Aviation, Port of Oakland

**Staff Members/Advisors:**

Larry Galindo, Noise Office, Port of Oakland  
Wayne Bryant, Noise Office, Port of Oakland  
Susan Fizzell, Noise and Environmental Office, Port of Oakland  
Jesse Richardson, Noise and Environmental Office, Port of Oakland  
Scott Wintner, Aviation Marketing Communications, Port of Oakland  
Rolanda Rogers, Airside Operations, Port of Oakland  
Sandra Killingsworth, Airside Operations, Port of Oakland  
Vince Mestre, Acoustical Consultant, Landrum & Brown  
Harvey Hartmann, Airspace Consultant  
Gene Reindel, Acoustical Consultant, Harris Miller Miller & Hanson  
Jeff Dickinson, Assistant Chief Pilot, Southwest Airlines  
Don Kirby, FAA NorCal TRACON (NCT)  
Dave Foyle, FAA Terminal District Manager  
Tony DiBernardo, FAA Terminal Acting District Manager  
Carole Lozito, Manager, FAA Oakland ATCT  
Bert Ganoung, SF International Airport, Noise Abatement  
David Decoteau, Operations Manager, Hayward Executive Airport  
Sean Moran, Noise Analyst, Hayward Executive Airport  
Kathy Ornelas, Advisor, City of San Leandro  
Valerie E. Jensen, CSR, Stenographer  
Mike McClintock, Forum Facilitator

**2. ANNOUNCEMENTS**

**A. Wayne Bryant Retirement**

Facilitator McClintock announced that, after 30 years in the aviation business, Wayne Bryant was retiring and that Councilmember Benny Lee would present him with an award for his commitment and service to the Forum. Co-Chair Lee thanked Wayne for his great work over the years and noted that he had received an e-mail from former San Leandro Mayor, Tony Santos. Mayor Santos wrote that he appreciated all the hard work that Wayne put forth in re-

sponding to noise complaints over the years. Santos said that Wayne had always been patient, regardless of thankless many folks may have been. Wayne replied that he was pleased to have had the privilege of working at five of the best airports in the country when it came to noise abatement. He said that of all the programs he had been involved in, Oakland was the best. He recounted his experiences with the other airports he had worked at beginning with Phoenix-Sky Harbor International Airport in 1983 and SEA-TAC where he was involved with one of the first comprehensive noise mitigation programs in the country. He said he was proud to have had the opportunity to be at OAK and to have worked with the Forum.

Barbara Tuleja said she started working with Wayne a number of years ago, and that it was a pleasure working with him because he always gave her the straight information. Bryant replied that through this interaction he gained an understanding of how important it was to work with the airport communities and individuals living in the communities affected by airport noise. Red Wetherill said that he would miss Wayne. Larry Galindo expressed his appreciation for Wayne's good work and service to the Port and communities.

### **B. Acceptance of 4th Quarter 2013 Noise Report**

The facilitator said the fourth quarter 2013 noise report was distributed with the agenda packages and was ready to be received and filed unless there were any questions. Motion to receive and file approved.

## **3. CORRESPONDENCE**

The facilitator noted that three pieces of correspondence had been received concerning the FAA's EA for the Optimization of Airspace and procedures in the Metroplex (OAPM). The Forum is aware of the letters from the San Francisco Roundtable and the Congressional representatives from the Peninsula concerning the EA. Cliff Lentz, Chairman of the San Francisco Airport Community Roundtable wrote to the FAA requesting a time extension to allow the public to comment on the EA. McClintock said that the OAPM EA is on our agenda, and we will discuss this further. He asked if there were any questions from members of the Forum on the letters that have been received on this matter.

## **4. APPROVAL OF MINUTES (JANUARY 15, 2014)**

Facilitator McClintock noted that this item was for the approval of the draft minutes of the January 15, 2014 meeting. He said he would entertain any changes or corrections to the draft minutes. Kurt Peterson mentioned that the draft minutes left out some of the things he presented at the January meeting. Mr. Peterson said that he understood that the 3,000 foot right turn threshold was not a "set rule," but when 2-3% of the aircraft using the procedure turned before reaching 3,000 feet it represented a significant impact on him and his neighborhood. He said he wanted to make sure this was included in the minutes because even 3 percent was an unacceptable level of compliance...imagine if 3% of drivers were to run red lights or stop signs. Would that be an acceptable level of compliance? He asked also that any reference to his home address be excluded from the minutes. The facilitator said it was not included in the minutes. Mr. Peterson noted that his first name was spelled with a K, as in Kurt. Co-Chair Benny Lee moved approval of the minutes with the corrections noted above. James Nelson seconded. Motion carried.

## 5. PUBLIC COMMENT

The facilitator announced that this was the time for members of the public to speak on issues not on the agenda but relevant to airport noise and air quality at Oakland International Airport. Mrs. C.Z Churner from Orinda introduced herself. She thanked Larry Galindo and the Noise Office personnel who had been working with her and her husband, Tom, on the issue of early morning and late night aircraft noise over her community. She said that her neighborhood includes a number of medical professionals who need their sleep and these noise events are keeping them from getting a good night's sleep. The facilitator thanked Mrs. Churner and explained that she has been doing the right thing in working with the Airport Noise Office, but neither the Forum, nor the Port have any authority over aircraft in flight. He suggested that she continue to work with Mr. Galindo and that he believed the FAA air traffic control tower would also be pleased to discuss her issues with her. Mrs. Churner noted that she was also working with Congressman Miller's office on this matter.

The facilitator said that he did not know if there was a solution to her problem, but there's probably an explanation for it. Don Kirby from the FAA's Northern California TRACO facility commented that he had been made aware of her concerns and that he would be working with Mr. Galindo in reviewing the flight information. James Nelson asked if the source of the noise was from San Francisco or Oakland. Larry Galindo replied that it looked like it was a combination of departures from both, and primarily air cargo. Harold Perez praised the Noise Office staff, and especially Wayne Bryant. He said he could be difficult to deal with at times, but the noise staff were always courteous and professional.. He said he would miss Wayne. That being said, he raised the issue of helicopters over his neighborhood. He said they should be flying over the freeway or the water's edge. He said his current problem was Coast Guard helicopters. Ernie DelliGatti asked Harold to forward any specific information he might have concerning Coast Guard helicopter activities over his neighborhood. Larry Galindo stated that for all intents and purposes, Coast Guard training operations at OAK were terminated a couple of years ago. However, the Coast Guard still does some ILS approaches at OAK to maintain pilot certification, but the traffic is way down. Wafaa Aborashed also expressed her concern with early morning helicopter operations over her neighborhood, particularly as related to the news media. She said these activities were affecting the quality of life in the Davis West neighborhood and the news media needs to be made aware of their impacts on the community. She asked that the media be advised that if they need to get to the source of an incident they at least should try to avoid impacting noise sensitive communities.

Mr. Jim Sweeney said he was retired from the Navy and has lived in the same house in west Alameda since 1972. He said he was well aware of the noise from the naval air field, but since the base closed commercial aircraft have been coming over his neighborhood, and it has been getting worse. He also noted that news helicopters have become a real nuisance when covering stories in Alameda. He asked if noise complaints were forwarded to the specific airline or aircraft owner. He said it would be helpful for them to know what people are complaining about because they do have some discretion as to when and where to turn. He said he had also heard that the nearby high school had to stop class discussions because of the noise from the airport. James Nelson asked about the timing of the overflight activities. Mr. Sweeney responded, "Late afternoon and evening." He said that weekends were particularly heavy. The facilitator advised that whenever anyone had a noise issue it should be reported to the noise office along with the time of day, the date, and the type of aircraft. He also noted that

the noise office sends follow-up letters to the air carriers and others who do not conform to noise abatement procedures. McClintock advised that many times these aircraft may be turned by air traffic controllers because of other traffic in the area. So safety is always first and foremost. He suggested that if Mr. Sweeney had more questions or would like to follow-up on these issues, he should get together with Larry Galindo and his staff, and that his City Council representative, Tony Daysog, was here and is aware of the concerns of the residents of west Alameda. Kurt Peterson expressed his thanks to the noise office for working with him and his neighbors on these issues. He asked that a permanent noise monitor be placed at Encinal High School and advised the Forum of the existence of a Declaration of Restrictions for the former Alameda Naval Air Station that established a “no fly zone” within .75 mile of the Least Tern nesting area. In response to a question from Mr. DelliGatti, Mr. Peterson said that the source of this restriction was the Base Re-use and Closure (BRAC) agreement. The facilitator asked if Mr. Peterson could provide the noise office with a copy of the agreement.

Mr. Mohammed Farzani of Harbor Bay Isle said that he had brought up the issue of intermittent noise between 1:30 and 4:00 a.m. He said that he was told that these were primarily FedEx departures and that they don't follow the directions of the tower as to where they should fly to make less noise. He asked if these pilots were trained to consider the fact that people are sleeping and consideration should be given to “public comfort.” The facilitator said that it was unfortunate that FedEx's representative could not be here tonight. He asked if Mr. Farzani has had any contact with the noise office. Farzani said he called many times to complain but has not had occasion to discuss this with Larry or staff. Mr. Galindo said that the nighttime cargo operations are scheduled activities and not subject to a curfew. He said that, yes, there are blocks of time when there are successive operations, however, every attempt is made to have them use the Silent 8 departure procedure which requires a very pronounced left turn to go out over the bay. This procedure has been in effect for many years, and it is one of the major cooperative issues the Port has with the airlines, and it is followed rigorously with both the FAA and airlines from 10:00 p.m. to 7:00 a.m. Mr. Galindo said he would be happy to follow-up with Mr. Farzani.

There being no other individuals wishing to address the Forum on matters not on the agenda, the facilitator closed the public comment period.

## **6. UPDATE/REVISE 2014 WORK PLAN**

Members of the Forum received copies of a draft 2014 Forum work plan with their agenda packages. The facilitator noted that the Forum's work plan consists of three primary components. The first is legislative and regulatory initiatives. There are 10 legislative and regulatory initiatives that are part of the work plan and have been part of the work plan for some time. There were no changes to the legislative and regulatory initiatives. The second component is studies. There are eight current studies in the work plan. One new one has been added as suggested by Co-Chair Benny Lee—this is to undertake a data intelligence study of noise information to determine if there are more incidents than as reported in noise complaints. Typically, studies of noise incidents are related only to noise complaints. And the question that Councilmember Lee had is, is there really more annoyance out there than is actually reported? Third are the presentations, of which we currently have 13. Nothing new was added here. Lastly, we have completed 40 studies and presentations over the past 15 years. The only change was to add the noise abatement awards program that was taken from studies and put in

the completed studies section. The facilitator said that he had added an updated link to the National Organization to Ensure a Sound Controlled Environment's (N.O.I.S.E.) legislative priorities. Their priorities are not that much different than those of the Forum. The facilitator noted that the last work plan update was approved January 16, 2013. So, not much has changed since then. He asked if any Forum members had any suggestions for additional legislative and regulatory initiative studies or presentations. Councilmember Halliday suggested combining presentations 5 and 12 because they both relate to helicopter issues. Councilmember Lee moved to accept the proposed 2014 work plan, with the addition of the suggested change made by Councilmember Halliday. Seconded. Motion carried.

## **7. REVIEW OF FAA OPTIMIZATION OF AIRSPACE & PROCEDURES IN THE METROPLEX (OAPM) EA**

The facilitator announced the next item as a review of the FAA Optimization of Airspace and Procedures in the Metroplex (OAPM). Larry Galindo said that this is a FAA project and that he has asked Gene Reindel of HMMH to provide some basic information on the FAA's EA process. Mr. Reindel said that "EA" is the FAA acronym for environmental assessment. It's basically the equivalent of a draft EIR (environmental impact report) and it doesn't rise to the level of an EIS (environmental impact statement). He said that the purpose of this presentation is to inform the Forum of the process that's involved in an environmental assessment, and, in particular, also present the proposed FAA action with re the Northern California Optimization of Airspace and Procedures in the Metroplex (OAPM). Reindel summarized the requirements of the National Environmental Policy Act (NEPA) and discussed the FAA's policy for implementing it.

The FAA's proposed action under NEPA is the Optimization of the Airspace and Procedures in the Metroplex. The Northern California Metroplex is a large geographic area covering the four large commercial airports serving the area. Reindel said there were 21 other Metroplex studies planned or underway for these same sorts of new airspace procedures. As a result, he said, the FAA is taking on quite a bit of work in modernizing the procedures of how aircraft fly by taking advantage of the technologies that are available today. Under NEPA federal agencies are required to disclose accurate descriptions of any potentially significant environmental impacts that could result from federal actions. The implementation of the proposed OAPM procedures is considered a federal action, hence the requirement for an EA. Reindel discussed the various components of a federal EA, all of which were present in the OAPM EA, including the purpose and need for the action, the proposed action, alternatives to the proposed action (including a "no action" alternative), and affected environment.

The OAPM is a "focused" EA, which means that it considers only those categories of impact that could be significantly impacted by the proposed federal action. There were 14 such categories excluded for this reason. There were eight categories included in the EA that could be affected by the project. Reindel discussed the potential impacts and findings in the EA with respect to these categories, including noise and air quality. Based on federal thresholds of significance, the EA found that implementation of the OAPM would have no significant impact on any of the eight specific impact categories that were of concern. Reindel discussed the nature of the thresholds of significance for several of the impact categories, including noise. Red Wetherhill objected to the FAA's sole use of the DNL noise metric to assess the effects of noise on people because this metric, although required by federal statute, does not

compare accurately to the level of sound that people hear. It is a cumulative noise metric that logarithmically averages all of the noise for an annual average day (1/365). James Nelson addressed the issue of logarithmically averaging flight activity and how that influences the DNL levels. Reindel summarized the conclusion of the EA with respect to noise impact, as follows “the proposed action, according to the documentation, would not result in a significant noise impact on population exposed to DNL 65 dB or higher levels and, also, the proposed action does not result in noise increases at that reportable level even outside as far as the 45 dB DNL.” Harold Perez asked if there were any penalties for exceeding any of these noise levels. Reindel answered that there were no penalties.

Mr. Reindel next addressed the issue of air quality. He discussed the levels of significance and said that the EA found no significant air quality impacts. Gene concluded with the note that the FAA had held, and was holding informational workshops on the EA as part of the public comment process. He said that the 30-day public comment period ends on April 24<sup>th</sup> and that request have been made by the Forum and others to extend the comment period. Facilitator McClintock thanked Gene for his presentation. He said that from the perspective of the Forum, and particularly from the standpoint of the Port of Oakland and the noise office, we believe there is not enough information in the draft EA with respect to the fixes associated with these various procedures, along with a lack of information on latitude and longitude and altitude of the aircraft utilizing these procedures, which will be implemented sometime either later this year or early in 2015. Wafaa Aborashed said the FAA was not providing enough time for adequate community review of the EA. McClintock noted that Forum members received a draft of a letter prepared in response to this EA. The subject of it is a request for an extension of the Northern California draft EA comment period. McClintock asked for a motion to approve sending the letter to the FAA in comment to the Draft EA. Motion made by Co-Chair Lee to approve and send letter. Seconded by Mr. McEneaney. After significant discussion of the EA process and time restrictions the question was called and the Motion was approved.

## **8. NOISE OFFICE REPORT**

Larry Galindo reported on the Encinal High School portable noise monitoring project. He said at the last meeting, it was requested that noise monitoring be performed at the Encinal High School near Ballena Bay. That effort has been completed. It was for five weeks. A portable noise monitor was placed atop the Arts and Crafts Building. The noise monitor picked up two streams of operations: One, the straight-out departures from Runway 30, and another stream of traffic that makes the right turns over the high school. During the deployment period there was a total of 791 operations. The noise monitor picked up 284 of these operations due to their proximity to the school. The monitor provided integrated data of the aircraft identification, type of aircraft, altitude and the time of the overflight. The 284 operations average seven operations per day on a 24-hour basis. Larry showed a slide with the area of responsibility under state regulations for the Port of Oakland to maintain compatibility with the surrounding residential areas near the airport. The same noise rule applies to San Leandro, Bay Farm Island and Ballena Bay. The high school site is well outside the statutorily-defined noise impact area. So, while the noise monitor showed there were regular overflights of the high school and its neighborhoods and the noise ranged from 64 decibels to 79 decibels its well outside of the area of responsibility for the FAA and the airport in terms of noise mitigation. Kurt Peterson said he felt that the 5-week time period for the survey was too limited and

should be extended to include more busy periods. Councilmember Daysog said he would like to review the noise data and discuss the issue further with the residents. James Nelson offered that there is an American National Standards Institute (ANSI) on classroom noise levels.

## 9. NOISE NEWS UPDATE

Vince Mestre began by noting that the administration budget has cut funding for the NextGen air traffic system update, but raised the passenger facility charge cap to \$8.00. The funds from one cannot be used for the other. The FAA is going to launch phase two of the CLEEN program. CLEEN is an acronym for Continuous Low Energy Emissions and Noise. This is a nice acronym but actually has no meaning whatsoever in that context. It is a hundred-million-dollar-funded program by the FAA, and the industry partners provide matching funds, the industry partners being the very largest of the aircraft manufacturers and engine manufacturers. The program is for the design of low noise and low emissions technology for new aircraft. It has been a primary means of pushing forward newer and quieter aircraft technology. The FAA and Congress have worked together to develop legislation that would categorically exclude certain airspace projects from the NEPA environmental review process. The resultant legislation appears to be at odds with itself and will need considerable fine tuning.

Mestre had two articles from the United Kingdom. The UK is also going through a process similar to OAPM regarding airspace changes. It is not going as planned. At London's Gatwick Airport authorities are pursuing a plan to compensate individuals living in high noise impact areas with an annual stipend to offset their property taxes (why not just lower the property taxes?). This is a new twist on what has long been discussed in noise mitigation, which is compensation for noise impacts. In Los Angeles, the airport is proposing to implement a rule that would mandate that all nighttime departures be over water. They have filed a Part 161 application to this effect. Santa Monica is really becoming a story too funny to pass up. The city tried to close the airport in 1983. There was a 1984 settlement agreement. The settlement agreement expires in two years. So the city is back in the business of trying to close the airport. They actually filed a suit against the FAA which said, "You have to let us close the airport." Unfortunately, the airport was given to the city by the military after World War II in 1948, and it includes what's called "the reversion clause" which committed the city to operate the airport in perpetuity as an airport. The city filed sued, saying, "No, it was a lease, not a property transfer." They went to court, and the judge threw it out immediately. He said, "The statute of limitations ran out in 1958. You're a bit late." So it was gone. Santa Monica then turned around and Okayed a planning program to close all or part of the airport. As it turns out, the land that was turned over to the city in 1948 didn't include all of the land that's under the current five-thousand-foot runway, but -- there's a portion on the western end of the runway that actually is on land that wasn't part of the transfer. So the city is looking at closing that end of the airport, reducing the runway to about half its current length. Locally, the Aircraft Owners and Pilots Association is putting an initiative on November's ballot to require the citizens to approve any attempt by the city to close the airport or to reuse the land in any way to recover funds for the cost of closing the airport and moving everybody off of it. The proposed ballot measure says, in order to pay, they'll build houses and shopping centers and all sorts of traffic-generating things...which are not good either.

The Airport Cooperative Research Program (ACRP) is a program funded by the FAA but managed by the National Academy of Sciences, is going to hold a webinar at the end of May

on the effects of aviation noise. They will discuss publications. One is on aviation noise effects which was published in 2008, and the other is a more recently-published study on the effect of noise on students in classrooms. You can get information on that webinar and participate, if you like. You'll be able to ask questions of the presenters at the end of the presentation. You have to go to ACRP's web site to sign up. Vince will be one of the presenters. Mestre discussed evolving technology including shape-changing wing flaps. This is possible with new materials that will allow a wing to change shape for takeoff, cruise and landing.

Mestre reviewed a number of new developments including updated air traffic control procedures. The continuous descent profile is now a "performance based descent." The Germans are researching a program that will help reduce pilot workload, including new fuel efficient approach procedures. More and more information is becoming available on the development of quieter, more fuel efficient helicopters. A very significant development is that Shell Aviation announced they have developed a lead-free-replacement aviation gasoline and they are in the process with the FAA of obtaining regulatory approval for the unleaded fuel. This is all part of the FAA's initiative to eliminate leaded fuel by the year 2018. We are now in the process of not talking about theoretical ways of mixing chemicals and gasoline, we're actually testing engines with proposed mixtures to meet that requirement. So biofuel moves forward. Regardless, lead fuel is on its way out. The European Union has been trying to charge for greenhouse gas emissions and establish an emissions trading stream. There was a great deal of opposition from other countries and airlines not operating in Europe about that, saying they didn't want to see a European-specific rule but an international rule or it be applied globally and it should be done by the International Civil Aviation Organization. So EU pulled back and put their rule in abeyance. Now they said, "We're tired of waiting." If ICAO doesn't adopt an emissions trading scheme by the year 2016, the European Union will, in fact, implement their rules in 2017.

Boeing, along with a group in South Africa has developed a program for developing bio materials using small, old farmers to develop plant materials to be used for developing biofuels. This is an interesting effort, because there are many third world countries where, perhaps, small farms could be used to develop these kinds of materials. It would also benefit the country and the biofuels industry. Boeing has also developed a green diesel program, not for aircraft but for ground support equipment. It will produce 50 percent less carbon dioxide than fossil fuel over its life cycle. Seattle is installing 600 electric charging stations for ground support equipment at Sea-Tac. This is a grant program from the FAA. They're expecting, if implemented, 2.8 million dollar reduction in fuel cost per year with reduced greenhouse gases by 10 thousand tons, or the equivalent of taking 1900 cars off the road.

Vince offered some drone stories. Of interest is the use of drones to cover natural disasters, floods, hurricanes, etc. He expects to see more of this because aircraft and helicopters are becoming very expensive to operate. Unmanned vehicles are substantially less expensive, even to the extent they can be used to deliver beer to ice fishermen.

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

### **A. Runway Safety Area Project Update**

Matt Davis thanked the Forum members and others for their attendance and for putting up with the tight attendance in the Tower Lounge. He said it was necessary to change the Fo-

rum's regular meeting place because the Port boardroom was being remodeled. Also, he said, we had been requested to hold a meeting closer to San Leandro. If nothing else, the Tower Lounge provides a great view of the Airport and its facilities. He said if anyone had any questions about what they were looking at they should get ahold of him after the meeting. As for the status of the Runway Safety Project, he said they were in Stage 5 of 6 total stages. He said they normally have a 10,000-foot runway, it has temporarily been shortened to 8,400 feet to allow for construction. He said they did have some periods a few months ago where they had to close the runway for extended periods of time when they were transitioning between phases. That resulted in an increase of traffic using the North Field. The next phase will be to take the 8,400 foot back to 10,000 feet. They expect to have the runway back in full operation by September. Shortly after that they will start construction on the North Field RSAs. This will start occurring in the fall, winter and mostly next year.

## **B. Technical Working Groups - NFG/SFG**

The last working group meeting was March 19, 2014. He said Larry Galindo briefed the groups on the status of the OAPM EA, the EA process, and the FAA workshops. They also reviewed the noise report for the 4<sup>th</sup> Quarter 2013. He said the Port noise office maintains a list of jet pilots who refused to take-off from the South Field after being advised to do so by air traffic control. If they refuse to comply, we contact them and send them letters. There was a request by the City of Alameda to provide an additional letter to the pilots, as we do, advising them of the impacts they have to the community. Davis also reviewed the status of changing the numbers on the runway ends due to a shift in the magnetic declination. There was also some discussion of having FedEx do contraflow departures. There would be substantial noise benefit in doing this, but this would be counter to FedEx departure procedure, and it could cause a shift in noise.

There is a surge in new tenants taking place on North Field. Matt noted that the Blue Angels will be based at North Field during Fleet Work from October 8th through 12th this year. As a result there will be increased flight activity, but the final flight patterns have yet to be determined. He should have this information for the July Forum meeting. One more thing, he added, we had a meeting with the corporate jet operators on March 6 to reiterate the importance of the noise program and have a two-way dialogue with corporate jet operators. He it was a very good meeting, but was not as well attended as we would have hoped. Wafaa Aborashed asked a number of questions about North Field aircraft and potential operations.

## **12. NEXT MEETING – July 16, 2014**

## **13. NEW BUSINESS/ADJOURNMENT**

There being no new business the meeting was adjourned at 9:07 p.m.

End