

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

July 16, 2014

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1. INTRODUCTIONS

The July 16, 2014 meeting of the Oakland Airport-Community Noise Management Forum was called to order at 6:38 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
Walt Jacobs, Co-Chair, Citizen Representative, Alameda

Kathy Ornelas, Alternate, City of San Leandro
Ernie DelliGatti, Citizen Representative, Alameda County
James Nelson, Citizen Representative, Berkeley
Edward Bogue, Citizen Representative, Hayward
Deborah Ale Flint, Director of Aviation, Port of Oakland

Staff Members/Advisors/Guests:

Kristi McKenney, Assistant Director of Aviation, Port of Oakland
Matt Davis, Airside Operations Manager, Port of Oakland
Larry Galindo, Noise Office, Port of Oakland
Jesse Richardson, Noise Office, Port of Oakland
Vince Mestre, Acoustical Consultant, Landrum & Brown
Harvey Hartmann, Consultant to the Port
Jeff Dickinson, Asst. Chief Pilot, Southwest Airlines
Tony DiBernardo, FAA
Carole Lozito, Air Traffic Control Mgr., Oakland Tower
Rhea Gundry, Harris Harris Miller & Hanson
Jim Baas, Federal Express
Sean Moran, Noise Analyst, Hayward Executive Airport
Bert Ganoung, SFO Aircraft Noise Abatement Manager
Valerie E. Jensen Harris, CSR, Stenographer
Mike McClintock, Forum Facilitator

2. ANNOUNCEMENTS

A. Quarterly Noise Report 1Q 2014

The facilitator said the 1st quarter 2014 noise report was distributed with the agenda packages and was ready to be received and filed unless there were any questions or discussion. Ernie Delli-Gatti asked if there were any status updates on the letter that was sent to the FAA concerning the OAPM. Mr. Galindo said that the FAA had not responded. Mr. Galindo and Aviation Director Ale Flint noted that the next action by the FAA under the OAPM EA process is a response to comments received and a statement of its findings. McClintock asked for the motion. Co-Chair Lee moved that the 1st Quarter 2014 noise report be received and filed. Mr. Delli-Gatti seconded. James Nelson asked if there were detailed noise data for the other noise monitoring sites comparable to that reported for Site 2. Larry Galindo responded that there are similar data for all 14 remote noise monitor sites. There being no further discussion, the facilitator called for the question. The motion to receive and file was approved.

B. Annual Membership Dues

Facilitator McClintock reminded the Forum that membership dues from each of the participating communities, in the amount of \$1,000 a year, are due to the Port in August. He said that Jesse Richardson had sent out notices on July 2. He asked Mr. Richardson to notify him of any outstanding invoices in September.

3. CORRESPONDENCE

McClintock noted that tonight's meeting was supposed to be Michael McEneaney's last meeting. Michael had said that he was going to resign from the Forum, and that he would be here, but did not make it. As with anybody that leaves the Forum after several years, we always like to issue a certificate of appreciation. We have such a certificate signed by the Co-Chairs, but it looks like it will have to be mailed to him.

4. APPROVAL OF MINUTES (APRIL 16, 2014)

Facilitator McClintock noted that this item was for the approval of the draft minutes of the April 16, 2014 meeting. He said he would entertain any changes or corrections to the draft minutes. Co-Chair Lee moved approval of the draft minutes. James Nelson seconded. There being no discussion the question was called. Motion approved.

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. Kurt Peterson, a concerned citizen from the west end of Alameda, expressed his concerns that the aircraft departure track from Runway 30, especially for Southwest flights, hugs the Alameda shoreline before turning left to head south. He said it did not make sense that they would need to hug the shoreline, and that it interferes with his daily life and others on Alameda's west end. He was concerned that this was becoming a standard route. He also expressed concern that the East Bay shoreline was not clearly defined on FAA radar screens, and/or charts, whereas the west side was clearly demarcated. He said it appeared that the west side of the Bay was getting preferential treatment by air traffic controllers who had shoreline references, when there were none for the East Bay shoreline. Harvey Hartmann explained that back before there was a Bay TRACON, there were three separate approach controls for San Francisco, Oakland and NAS Moffett Field. San Francisco's radar map actually had the peninsula shoreline depicted, whereas Oakland did not. The only things depicted were the Bay Bridge, Alameda Naval Air Station, and Oakland. This basic configuration was carried over as the air traffic control system in the Bay Area was consolidated. When they combined the three facilities, the radar maps were simply transferred. As they went to NorCal TRACON (NCT), the radar maps were digitized and transferred. There's nothing sinister in this. As far as the controllers paying attention to the peninsula, the only thing they really use that map for, more than anything, is just VFR aircraft that are taking Bay tours and other similar things.

Mr. Peterson also reiterated his concerns about aircraft turning east over Alameda prior to obtaining 3,000 feet altitude, especially with regard to early morning departures by heavily laden FedEx aircraft. He said he did not understand why such flights could not continue up the Bay. He asked that FedEx "try to correct its pilots and quit having them interfere with peoples' daily lives. James Baas from FedEx responded that it is not a FedEx problem. It's not the FedEx pilots failing to follow any prescribed procedure; they are doing exactly what they're told by air traffic control. If the air traffic controller tells me, when I'm at 2,000 feet, to turn right, he probably has a really good reason he wants me to turn. And we're never going to tell our pilots to question the instructions of an air traffic controller unless there is a safety issue involved. Mr. Peterson asked that the FAA "take the correct steps to [look at this]." He said that he and his neighbors "don't like being woken up by a DC-10 in the morning, or even late at night."

Captain Ali Varasteh said that he appeared before the Forum about 15 months ago and asked the Forum to discuss the possibilities of allowing jet departures from the North Field with the Port. He said that he has met with the Port several times since then but “nothing gets solidified.” He requested the Forum ask the Port to prepare a written plan to go forward, rather than the current going back and forth. He said his company is trying to be a good neighbor, but when they see more and more North Field jet departures it makes it extremely difficult for them to remain compliant. He said he was asking the Forum to persuade the Port to speed up the North Field jet departure study. Aviation Director Ale Flint said she and her staff would continue to work with Capt. Varasteh, and that this was a very important issue for the Port. Red Wetherhill, president of CLASS, commented that he understood where Capt. Varasteh was coming from, but that CLASS has a legally-binding agreement with the Port and that this is a matter needs to be resolved between the Port and CLASS, not the Forum.

Veronica Peterson, a concerned citizen of Alameda, commented regarding the Least Tern nesting area on Alameda Point. Matt David responded that the Port has reviewed the documents re the “no fly zone” and that the FAA was not a party to the agreement, but nonetheless controls the airspace in that area.

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

6. ELECTIONS OF 2014-2015 OFFICERS

The facilitator announced that this was the time and place to elect Co-Chairs for 2014-2015. At the requests of incumbent Co-Chairs Benny Lee and Walt Jacobs, the facilitator placed their names in nomination. He asked if there were any other nominations. There being none Mr. Lee and Mr. Jacobs were re-elected by unanimous consent.

7. NOISE OFFICE REPORT

A. June 24 TRACON Tour

Larry Galindo thanked those who participated in the recent TRACON tour. He noted that three members of the public, Kurt and Valerie Peterson and Wafaa Aborashed, and two member of CLASS, Dave Needle and Erwin van Winkle on the tour, as well as Sean Moran from the Hayward Airport and several members of the SFO Community Roundtable. The presentation at the TRACON, by Rick Corte and Than McLeod, was one of the best we've had. It was concise, very informative, and it touched a little bit on OAPM, but mostly on the areas of responsibility for air traffic management by the TRACON, how they operate, what they try to accomplish in expediting air traffic flow. The group visited the control room where they were able to visit the sectors for the Oakland airport departures and arrivals. It was a very busy environment, but our members were able to talk face to face with some of the controllers.

B. SFO Runway Safety Area Project Report

Mr. Galindo provided an overview of the effects of the SFO Runway Safety Area project on runway use at SFO and how this project affected Oakland and Alameda. Bert Ganoung said that the project was ahead of schedule and that it should be completed by the end of September,

if not sooner. Mr. Galindo thanked Mr. Ganoung, and said that the Port will send out a community advisory to advise Bay Farm Island residents of completion of that project when it's confirmed. Ernie DelliGatti asked about the normal block altitude for the aircraft that pass through Oakland airspace on departures from San Francisco. Mr. Galindo replied that it is from 5,000 to 7,000 feet.

8. NOISE NEWS AND UPDATE

Vince Mestre started his presentation with a request from the FAA seeking comment on its environmental review process for airspace changes. He said the FAA is seeking a method to identify whether or not they need to do full environmental analyses for much smaller airspace change projects, called a categorical exclusion. They came up with a methodology to evaluate the noise impacts of airspace changes. If there's a potential significant impact, they do a full-blown environmental analysis, but if it shows no potentially significant impact they don't have to do the full blown environmental study. Mestre said this is a good thing because it means that they will do the noise analysis as part of its environmental review, and that's what we really want to have done. He next reviewed the status of the Los Angeles World Airports (LAWA) Part 161 study. He said LAX has achieved a major milestone in that the FAA has deemed their Part 161 application complete. Other airports have gone around and around on revisions and comments, and spending money to try and satisfy the FAA's requirement of whether or not the analysis is complete. This is a big deal. They reached a point where the FAA says it's complete. That means they actually have to make a decision as to whether or not to approve the noise abatement measure, in this case its nighttime over-ocean operations in which aircraft depart towards the ocean and arrivals come in from the ocean. It's contraflow against. Many international airlines are against this procedure, but it has been in place since the mid-1970s.

Mestre discussed three recent articles concerning Chicago O'Hare International Airport. The first article dealt with homeowners who filed property tax appeals with the city and said, "Because of the noise from the new runway, their property is not worth as much as it was before; therefore, they should pay less property taxes." The City of Chicago Property Tax Appeal Board agreed and granted the homeowners a reduction. So now we expect to see a tidal wave of homeowners going for property tax reductions. The second article concerned an advisory measure to be put before the Chicago voters to request the FAA to revisit their criteria for noise insulation for homes around the airport. The current criteria is exposure to an exterior noise level of more than 65 DNL, and the average noise level of the interior habitable rooms has to exceed 45 DNL. Those are pretty restrictive and limit the number of homes that qualify for sound insulation. The last O'Hare article is that the Illinois state lawmakers are calling for more exhaustive noise studies, in terms of how loud it is, the amount of air pollution produced, as well as the property values and quality of life and health for people living near the airport.

Vince gave a recap on the status of the Bob Hope (Burbank) Airport FAR Part 161 process. They had done the Part 161 process for getting a nighttime curfew. That process ended up in a dead end for them, costing many millions of dollars. The cities around the airport pursued an alternative mechanism; and that is, to get special legislation from Congress for the nighttime curfew. This bill has come up twice, and lost both times. Someday somebody will compare the cost of undertaking the Part 161 process versus the cost of lobbying for special legislation...it will take about two minutes to figure out the Part 161 process is not the way to go.

In a Swedish study it was determined that living near an airport and being exposed to high levels of noise results not only in higher weights but also higher rates of Type II diabetes. This is the first time we've seen this identified as a result of aircraft noise. The Boeing 737 MAX, which is the 737-700/800/900 re-engined, spruced up and modernized, is selling faster than any other airplane in Boeing history. He said this is important because technological innovations in noise reduction and fuel efficiency are having a greater influence on changes to airline fleet mixes than useful life of the airframe. In an article from the UK about a proposal for a new runway at Heathrow Airport, the government has done an about-face and taken the approach that in order to build the runway they will have to spend an estimated \$1 billion to buy out 750 homes. Needless to say, the proposal is very unpopular with the affected communities. The UK Civil Aviation Authority, their version of the FAA, came up with what Mestre considers a "Captain Obvious" statement; and that is, in order for airports to grow in the UK, they have to resolve noise issues, because it is opposition to increased noise that is the primary opposition to expanding capacity at Heathrow and Gatwick International Airports.

NASA is doing research on supersonic passenger jets; from the standpoint of both a design program and a legislative program (federal law prohibits civil supersonic flights over the U.S.). These new aircraft are being designed to produce a smaller sonic boom footprint. And they have actually finished a first series of tests in which this aircraft, which was modified to produce the small boom footprint, was flown over a number of communities. Those communities were then surveyed about noise. They are about to start a new sonic boom test in which Lockheed will build new aircraft to test the smaller boom footprints and whether or not the effect of reduced sonic booms is sufficiently small to approach Congress to eliminate the prohibition on supersonic flight. The impetus for this is actually for supersonic business jets, because there are individuals in this world who are capable of wanting to buy a supersonic business jet.

The FAA is extending the sunset date for mandatory helicopter routes over Long Island. This is helicopter noise that impacts the Hamptons, where helicopters are commuting between Manhattan and homes in the Hamptons. This caused a huge outcry of noise complaints. The FAA adopted a temporary offshore route for those helicopters. That temporary route will expire soon. The FAA is considering making that a permanent route. This will be very interesting, because this will be a route that was specifically designed solely for the purpose of noise abatement. Mestre said Ernie DelliGatti gave him an article on landscaping to reduce aircraft noise. This is done around Schiphol Airport in Holland. Because Holland is so flat it can use certain geometric planting patterns to reduce aircraft noise travel along the ground. If all the aircraft are doing thrust reversals on landing or the high thrust takeoff roll -- berms, designed in a very specific grid by a famous Dutch landscape architect, absorb and reflect the noise. They are saying they're getting 10 dB noise reduction as a result of these berms. Boeing has a program called Subsonic Ultra Green Aircraft Research (SUGAR). It's like a flying Prius. Takeoff will be done with the engines operating at full thrust, but once at cruise level, the engines will be able to be shut down because they will charge batteries. The batteries then power electric motors to turn the turbines to generate thrust for the cruise. With strong headwinds the engines can be turned back on, and then, during approach, they would be on again. This technology will not provide close-in noise reduction for takeoffs, but in cruise mode it will be substantially quieter. This is not technology you'll see in the next few years. They're looking at aircraft in the 2030 or 2050 range.

In terms of air quality and greenhouse gases, the big story is the steps being taken to remove lead from general aviation fuel. The FAA has a goal of eliminating lead by the year 2018. They have reached a point in which they are accepting proposals from fuel producers to submit their low lead fuel for actual testing. This is not a research program; this is a delivery of fuel systems to the FAA for testing in aircraft. It's significant because there are 10 firms that are submitting proposals to provide this alternative fuel, including smaller refineries and former refineries, but the big guys, like BP, are also providing a low lead replacement alternative. So, in terms of the deadline of getting the lead out by 2018, that date is looking like it could happen. There may be some general aviation aircraft that won't be able to use the alternative fuel. The fuels being studied are largely bio-fuels and the effects of such fuels on the atmosphere -- particularly the upper atmosphere. A joint study by the German Aerospace Center, the National Research Council of Canada and NASA is looking at how these biofuels affect upper atmosphere chemistry. The attraction is, because they're a "removed" fuel, they are much cleaner than the fuels that come through normal refinery processing and have shown they have significantly less particulate matter in their emissions, which would be a good thing for the atmosphere. So these are studies to attempt to identify the upper atmosphere benefits for biofuels.

Southwest is introducing the first aircraft with split scimitar winglets. It increases the efficiency of the wing considerably. Southwest is talking about three and a half to five and a half percent improvement in fuel burn as a result of these scimitar wings. We've had all sorts of firsts when it comes to biofuels, KLM has now flown the longest biofuel flight: from Schiphol in Holland to Aruba, Netherlands Antilles. The 10-hour flight from Schiphol to Aruba was done entirely with biofuel. United mileage members can now redeem their miles for carbon offsets. The Alaska Air Group (Alaska Airlines and HorizonAir) have set a goal of achieving a twenty percent reduction in fuel consumption for environmental improvement. Honeywell built a plant in Norco, California, in Southern California, and is producing 130 million gallons of renewable diesel per year. So we're starting to see production in pretty big numbers.

An interesting health effects study was done around Boston Logan International Airport. This was a long-term study of all the people living within a five-mile radius of Logan Airport. The findings were that there was a higher incidence of lung disease around the airport for both children and adults. However, they didn't find any adverse cardiac effects. In fact, people tended to have a lower rate of cardiac disease. The significance of this is that Boston was trying to link noise exposure to cardiac disease. One criticism of noise-causing health effects studies has always been "Wait a minute. How did you know it was noise and not air pollution?" Particulate emissions, in particular, are the focus now of health effect studies. There was a study just completed around Los Angeles International Airport by the School of Medicine at USC. This showed that the air pollution effects from aircraft extended a lot farther from the airport than they previously thought; it just didn't occur immediately around the airport.

There has still not been a single major media article on the noise impact associated with the operation of drones. Drone manufacturers are gearing up big time to sell drones for every possible use you can think of and many you haven't thought of. One article that did pop up was a high accident rate associated with drones. It's a very misleading article because this study was for drones in Afghanistan and Iraq. These are drones operated by the military in a war zone. It's a place where you would really expect a high casualty rate. The FAA plans having their rule on using drones published later this year. This would apply to drones 55 pounds and less. There is a tremendous amount of pressure from a lot of different industries to use drones. You read a lot about Amazon wanting to use it. Real estate companies have been using them for

some time. The FAA is starting to shut them down. The real estate companies use them for aerial photography of properties they're selling. Ernie DelliGatti asked why the FAA allowed only a short period to comment on its proposed drone regulations. Mestre replied that this regulation was due to be published in 2010 but to expedite things the FAA has decided to break it up into smaller pieces. There being no other questions, the facilitator thanked Mr. Mestre for his presentation.

9. NF/SF GROUPS STATUS REPORTS

A. Runway Safety Area Project Update

Matt Davis gave an update on the Runway Safety Area Project. He said the RSA project is basically in the last construction phase on the South Field. All substantial work will be completed in September of this year. Kathy Ornelas asked if this allow for rolling takeoffs again. Davis replied that it would. The North Field is a little more involved in that the soils around the runways for the Safety Areas need to be stabilized.

B. Technical Working Groups - NFG/SFG

The last North Field/South Field Working Group meeting was on June 18, 2014. The TRACON tour was discussed, as was a request to update the Port's web site. The new runway designators have been completed and discussion was given to the noise reports and the RSA project, specifically the engineered materials arresting system (EMAS). EMAS is a bed of engineered materials built at the end of a runway. Engineered materials are defined in FAA Advisory Circular No 150/5220-22A as "high energy absorbing materials of selected strength, which will reliably and predictably crush under the weight of an aircraft" if that aircraft undershoots or overshoots the end of the runway. The Group discussed new service by Norwegian Air's b-787. This is a long-haul flight to Europe five times per week. The good news is the B-787 is very quiet. Larry did some analyses, and it's one of the more quiet aircraft overall. Larry Galindo reported on new airport helicopter flight training called "Accessible Aviation" that's going to be occurring in Oakland. Matt didn't know if they had an official start date. Jim Nelson asked where the helicopters would be based. Matt replied "Hangar 5 on the North Field."

10. NEXT MEETING – October 15, 2014

11. NEW BUSINESS/ADJOURNMENT

There being no new business the business portion of the meeting was adjourned at 7:45 p.m.