

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

January 17, 2018

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1. INTRODUCTIONS

The January 17, 2018 meeting of the Oakland Airport-Community Noise Management Forum was called to order at 6:40 p.m. by the Forum's Facilitator, Michael McClintock. Mr. McClintock welcomed the Forum members and guests. Among special guests were Bert Ganoung from the SFO Noise Office who introduced Ms. Helen Clarke from the Brisbane, Australia Airport Corporation. McClintock also introduced Brian Marshall, the new FAA air traffic control tower manager, along with Jose Hernandez from Rep. Barbara Lee's office, Iowena Peña from Oakland Vice-Mayor Annie Campbell-Washington's office, and Diego Gonzalez from Port of Oakland Governmental Affairs. The facilitator asked the Forum members and advisors to introduce themselves for the benefit of the audience:

Forum Members/Alternates Present:

Benny Lee, Co-Chair, Councilmember, City of San Leandro
Matt Pourfarzaneh, Alternate for Walt Jacobs, Citizen Representative, Alameda
Trish Herrera Spencer, Mayor, City of Alameda
Ernest DelliGatti, Citizen Representative, Alameda County
Laurie McWhorter, Alternate for Councilmember Susan Wengraf, City of Berkeley
James Nelson, Citizen Representative, Berkeley
Edward Bogue, Citizen Representative, Hayward
Peter Marcuzzo, Alternate for Laurel Strand, Citizen Representative, Oakland
Kathy Ornelas, Alternate for City of San Leandro
Bryant Francis, Director of Aviation, Port of Oakland

Staff Members/Advisors/Guests:

Jose Hernandez, Senator Barbara Lee's office
Kristy McKenney, Assistant Director of Aviation
Matt P. Davis, Airport Operations Manager
Jesse Richardson, Sr. Noise and Environmental Affairs
Diego Gonzalez, Port Governmental Affairs
Brian Marshall, OAK FAA ATCT Manager
Emily Oxsen, OAK ATCT
Gene Reindel, HMMH, Consultant
Christian Valdez, Forum Technical Consultant, Landrum & Brown
Ford Frasier, Southwest Airlines
Bert Ganoung, Airport Noise Abatement Manager, San Francisco International Airport
Mike McClintock, Forum Facilitator
Valerie E. Jensen Harris, CSR 4401

2. ANNOUNCEMENTS

A. Acceptance of 3rd Quarter 2017 Noise Report

The facilitator asked for a motion to receive and file the 3rd Quarter 2017 Noise Report, unless there were any questions or comments. James Nelson asked about the "vast blue area" on the circular graphs, which appeared to be unlabeled. Matt P. Davis responded that this is the noise complaint breakout by community. Davis said this will be revised in the next noise report to in-

corporate larger type, which will make it easier to read. There being no further discussion the facilitator asked for a motion to receive and file. Co-Chair Lee so moved. Peter Marcuzzo seconded. The question was called and motion approved.

3. APPROVAL OF MINUTES (OCTOBER 18, 2017)

The facilitator noted that members of the Forum had received a copy of the draft minutes for the October 18, 2017 Forum meeting with their agenda materials. He asked if there were any questions or comments. Co-Chair Lee noted that his visit to Rep. Barbara Lee's office was last year and that he said he would be going again this year. He felt there was no need to change the minutes. There being no further questions or comments, the facilitator asked for a motion to approve. Mayor Spencer moved approval. Co-Chair Lee seconded. Motion approved.

4. PUBLIC COMMENT

The facilitator announced that this agenda item is an opportunity for members of the public to speak on issues not on the agenda, but relevant to airport noise, air quality at Oakland International Airport. There is a two-minute time limit per speaker and speakers are requested to fill out a speaker's card. The facilitator called upon the speakers in the order in which their cards were received.

Ed Downing said he had hoped that Thann McLeod from the FAA NorCal TRACON would be present. He said it was important that a TRACON representative be present at Forum meetings. He said he would ask the representative if she were the one in charge of redesigning departures and arrivals as was suggested in the Forum's subcommittee report, and if those suggestions were feasible. He said he wanted the record to show that we need answers to these questions. Mr. Downing also suggested that a TRACON representative attend a North-South Field meeting sometime so that we can ask some of the things that come up in our discussion of air traffic control in and out of the Bay Area.

Kurt Peterson asked why he has not received a report on the results from a portable noise monitor that was placed on his roof from July to September. He said he has seen only the raw data. He said he has also not seen the data from the noise evaluations at Encinal High School and Balena Bay. His monitor was in place for about forty days and recorded data for over 750 flights that exceeded 65 decibels, the highest one being 81.8 decibels. So, he said, there is a noise factor on the west end of Alameda in his neighborhood. He asked why is it, as part of the discussions with the FAA, that modifications to the CANDL procedure by moving it into the bay haven't been addressed. He said his research has indicated that there are not that many departing SFO flights that use the center of the bay, and he didn't understand why we can't use the bay as a buffer both for departures and arrivals. He also expressed concern with data he saw from WebTrak that had a FedEx MD 11 at an altitude of 1,500 at the end of the runway. He thought this to be very strange.

Virginia Vogel said she had lived in her Oakland home for 40 years and had enjoyed the peace and quiet of her neighborhood, but then NextGen came and put three intersecting routes over her home. She said in the past there were at most 10 flights a day over her home. This morning, between 7:07 and 7:30 a.m. there were 10 flights over her house. This is an example of what she and her neighbors live with every day. She noted also that the noise tends to vary by aircraft

type, with the Southwest B-737s being the noisiest. Another problem, she said, were the FedEx MD-10s and MD-11s that fly over her neighborhood at night. They start at 10:15 p.m. there's at least four or five of them within about a 15-minute period. These are huge, old, loud planes. She said she had heard that FedEx was updating its fleet and wished there was someone from FedEx present to provide an update on the status of this. She asked that her comments be entered into the minutes for follow-up.

Reva Fabrikant asked everyone connected with planes to please be a good neighborhood and always consider those who live under the low-flying planes near the airport. She said the impact is not just about noise volume or how frequently the planes fly over our homes, it's also about the types of planes you fly, how quietly the planes fly, how close they fly above our homes, how heavy the planes are and other things that, as a layperson, she doesn't know. She the FedEx planes were the worst and asked that FedEx spend its money on getting quieter planes and that they have consideration for its customers on the ground. As for the airlines, she asked that they stop flying Airbuses because they make such a strange noise. She thanked the FAA air traffic personnel for enforcing the nighttime noise abatement procedures, as it has improved the quality of her life. She also asked that takeoffs not be allowed until after 7:00 a.m. She thanked the Oakland Airport for being so supportive of the community on NextGen issues and asked that the airlines tell their pilots to fly quieter.

Leslie Ransbottom, chair of the Forum's NextGen subcommittee, gave a quick update on the work of the subcommittee saying that the committee had not gotten together recently because the FAA had not yet released its report, but was anticipating receiving an interim report on the Forum's proposals sometime in January. She thanked Barbara Lee's office for getting this commitment out of FAA Administrator Michael Huerta. She said the subcommittee would reconvene once the FAA's response was received. Other than this, she said, there is nothing new to report from the subcommittee's standpoint. The facilitator thanked Ms. Ransbottom for the update and noted that a lot has been taking place behind the scenes that he will talk about in the next agenda item.

Howard Hintermeister, an Alameda resident and CLASS executive member, addressed the issue of jet takeoffs from the North Field. He said this is becoming a continuous issue and that a recent flight had served to "stir up" the community. This event was triggered by the departure of a large business jet that "spiked" the noise monitors at about 87 dB over Harbor Bay. This turned out to a Swiss-owned aircraft destined for Moscow. He said that this one aircraft was not the issue. This issue is that there is the feeling that there is a lack of control over these itinerant aircraft coming in and doing what they want and then departing never to be seen again. He said he would like to see more effort put into the identification of these planes when they arrive at the airport and how they are handled before they depart in the middle of the night. There being no more speaker cards the facilitator closed the public comment period.

5. NEXTGEN RELATED NOISE CONCERNS

A. Correspondence

1. U.S. SENATOR D. FEINSTEIN LETTER TO MICHAEL P. HUERTA

2. FORUM CO-CHAIRS LETTER TO SEN. FEINSTEIN

3. REP. ESHOO PRESS RELEASE

Facilitator McClintock said that there has been quite a bit of correspondence going around since the October 2017 Forum meeting. In November, the FAA released an update on their phase two

report for the peninsula counties, followed by a letter from Senator Feinstein to FAA administrator Michael Huerta, spelling out some things that she felt were important to be explained with regard to where this process went in the future. This correspondence was shared with the Forum co-chairs, and it was determined we needed to respond to Senator Feinstein's letter. We crafted a letter and sent it out. Copies of this letter went to the Forum and others. There are copies of these correspondences in the Forum's agenda packages. McClintock thanked Leslie Ransbottom for getting this information to him and the co-chairs. He said he sent out a Forum alert concerning the FAA's release of its report to the peninsula counties along with a timeline on what happened and what issues of concern to the East Bay communities were in it. As a result, Benny and Walt wrote to the senator asking her to have the FAA consider the effects of NextGen on the communities of the East Bay and not just the peninsula by means of the following:

- Adjustments to the current flight tracks returning to previous flight tracks to limit the noise in particular, communities;
- Enforcement of FAA-established altitude levels for planes flying above residential areas; and
- Reduce the impact of future FAA flight path changes.

These three bullet items were the same language that Senator Feinstein used in her letter to Administrator Huerta. The requested actions on the part of the Forum co-chairs was that, with the completion of the FAA phase two report, it should mean that the FAA can turn its attention to the noise mitigation measures recommended by the Forum. The action requested of the Forum member communities, as well as Alameda County, was to prepare similar letters to Senator Feinstein supporting the Forum's requested actions with copies to Representative Barbara Lee, the FAA, Administrator Huerta, and the regional FAA administrator, Dennis Roberts. CLASS, SOSEB and KJOB should also prepare similar letters in support of the Forum's request. McClintock said that to the best of his knowledge, the only action has been in the form of an Alameda County resolution sponsored by Nate Riley. Included in this correspondence was a press release from Representatives Eschoo, Speirs, and Panetta. McClintock said that it is interesting to note that in this whole process, the East Bay communities really don't seem to have been recognized for the extent of the problem that we have. The problems in San Francisco, San Mateo and Santa Cruz counties are certainly no different and of no more magnitude that what we are experiencing in the East Bay.

With respect to the press release from Anna Eshoo, she and her Peninsula colleagues reviewed the FAA's Phase Two report and offered that it would be a good idea if the South Bay communities, including Santa Clara and Santa Cruz counties, would establish their own long-term Forum for aircraft noise abatement. It was directed to the Cities Association of Santa Clara County and basically said that "instead of lobbying to join the San Francisco Roundtable, they should form their own Roundtable." McClintock said he understood that the San Jose Airport Commission had recommended they form a Roundtable. He suggested follow up to see what the current plans are in the South Bay in this regard, because working with the South Bay communities has been a long-standing initiative of the Forum. He noted that the South Bay had not expressed any interest in this in the past, but it looks like the time may be ripe now to connect with them.

McClintock said that the FAA's Phase Two report is over 120 pages, but not all of it is pertinent nor germane to the Forum and the East Bay communities. The increased use of the TRUKN departure procedure over the East Bay was included in the Roundtable and select committee rec-

ommendations to the FAA. Leslie did a good job identifying the potential impacts of this recommendation and the FAA turned it down. They basically said it was not feasible. That's the one good thing that came out of this. The facilitator asked if there were any questions. Peter Marcuzzo commented that the San Francisco Roundtable recently held an ad hoc subgroup meeting on membership to the Roundtable. He asked if anyone knew about this meeting. McClintock said he received the meeting notice and passed it along. He said it would have been good to have someone attend. McClintock said he would follow-up with Bert Ganoung to see what transpired.

4. BERKELEY CITY COUNCIL HELICOPTER LETTER

This item is the Berkeley City Council helicopter letter. Forum members received a copy of the letter in their agenda packages. The facilitator thanked the City for weighing in on this issue. The issue of the news helicopters in the Bay Area has always been a problem, he said, and Berkeley seems to be taking this head-on.

5. ALAMEDA COUNTY RESOLUTION

This next item is the Resolution from Alameda County sponsored by Supervisor Nate Miley. Again, we need to thank Leslie Ransbottom for following this item. Ms. Ransbottom said she attended the Board of Supervisors meeting on behalf of the NextGen subcommittee. She said it was resolved that the Board of Supervisors request the FAA to immediately mitigate the increased aircraft noise at ground level in Alameda County caused by the NorCal OAPM project -- that's the Metroplex project -- by expeditiously identifying all short- and long-term solutions and the expected time table for the implementation. McClintock asked the Alameda County citizen representative to the Forum, Ernest DelliGatti, to thank Supervisor Miley for carrying this forward. Kurt Peterson asked that copies of the referenced correspondence can be placed on the Port's website.

B. UPDATE

The facilitator noted that he had received no additional information on the status of the FAA's review of the Forum's recommendations. Director Francis said that he had heard nothing either. Co-Chair Lee noted that the U.S. Department of Transportation had suffered no significant cuts under the new administration. This is a good thing moving forward. Jose Hernandez from Rep. Barbara Lee's office said that Ms. Lee was able to talk with FAA Administrator Huerta in November and that he said we should receive a preliminary report in January. Jose said he had been in contact with FAA Headquarters today and was advised that they were still on schedule to produce the interim report. He said the Forum would have an opportunity to review and comment on the report before it was officially released. McClintock asked Jose to thank the Congresswoman again on behalf of the Forum.

6. 2018 FORUM WORK PLAN

The facilitator noted that every year, in the month of January, the Forum work plan is updated. For the 2018 update there are a lot of things in the 2017 work plan that are ongoing and should be carried forward. There is not too much in the way of new additions, changes or recommendations. Forum members have received copies of the 2017 work plan marked up with the proposed changes. Facilitator McClintock reviewed the proposed changes with the Forum:

- **Initiatives (1).** Recommend the addition of H.R. 3938, the “Air Traffic Noise and Pollution Expert Consensus Act of 2017” (introduced October 4, 2017). This legislation seeks to address community concerns about airplane noise and pollution by requiring the FAA to sponsor an expert consensus report to be issued by the National Academies of Sciences, Engineering and medicine on the health effects of airplanes flying over residential areas. As for the other bills under this initiative, i.e., The Quiet Communities Act (H.R. 3384), The FAA Community Accountability Act of 2015 (H.R. 3965), The Airplane Impacts Mitigation (AIM) Act of 2016 (H.R. 5075), and S. 2761, the FAA Community Accountability Act of 2016 have not moved out of committee in almost three years now. He recommended that the East Bay Congressional representatives be asked to sign on to H.R. 3938 as co-sponsors.
- **Initiatives (2).** Amended to note that the FAA has completed phase two of its 3-phase Metroplex “Initiative” process for the Peninsula counties.

Lastly, McClintock noted that on page 9 there is a link to the N.O.I.S.E. legislative priorities, which are for the most part already incorporated into the Forum’s work plan. Co-Chair Lee asked what the term “rush hour” meant in the context of assessing noise impacts. Gene Reindel replied that it probably meant a time at which an airport was trying to get the most planes in and out compared to other slower times during the day. McClintock opined that it probably means the same as “peak hour.” Co-Chair Lee said that a bell curve is representative of the activity levels at OAK and that it is pretty wide at its peak. Reindel added that other airports don’t share that same bell-shaped curve; they actually have peaks and valleys throughout the day. Lee also expressed his concern with cuts to the EPA budget, which could forestall restoring the EPA’s Office of Noise Abatement and Control. The facilitator noted that the above-mentioned Quiet Communities Act (H.R. 3384) proposes to restore the Office of Noise Abatement and Control. James Nelson asked if the Forum should take a position on air traffic control privatization. McClintock said he could not say whether the Forum should take a position one way or another. Right now, he didn’t think we know enough about it and whether or not it’s going to continue to be an issue. It may not last, but it is certainly worth monitoring and following. Ernie DelliGatti recommended adding “San Lorenzo” to the “Hayward/Castro Valley corridor.

The facilitator asked if there were any more questions. There being none he said he would entertain a motion to approve the 2018 draft work plan with the changes that have been proposed. Co-Chair Lee moved to approve the 2018 Forum Work Plan with changes as proposed. The motion was seconded. The question was called and the motion approved.

7. TECHNICAL WORKING GROUPS REPORT

A. Quarterly Noise Report Update

In response to questions raised at the October 18, 2017 Forum meeting concerning the quarterly noise reports, Matt P. Davis said there were two specific changes. The most significant change was in how non-compliant operations would be reported. He noted that the detailed reports include all flights that depart from the North Field. This information will now be presented in the quarterly noise report summaries. In response to a request by CLASS, Davis said that Air Traffic Control directed flights off North Field are considered non-compliant, and that that this change will be retroactive to 2014. He explained that some flights off North Field are considered compliant because they are exempted under the settlement agreements. These flights include those for emergencies or as may be required for runway maintenance. These are basically

the only two factors that allow for aircraft to depart from North Field without being considered non-compliant.

For the 4th quarter 2017 noise report, there will be a change in how compliance is determined for nighttime departures. The noise abatement procedure for nighttime departures involves multiple gates. An aircraft is compliant if it departs and makes an immediate left turn to avoid Bay Farm Island and Alameda. Then it has to proceed to the middle of the bay and then up to Point Richmond. In doing so it has to pass through three separate gates. If it doesn't hit all three of the gates, it is non-compliant. Davis said there will be additional detail in the report to show where aircraft turned or if it was a straight-out departure over Bay Farm or Alameda, or somewhere else. Davis said this will help staff as they engage the FAA in figuring out exactly what happened with each individual flight. Mayor Spencer commented that she appreciated the addition of the expanded compliance information to the quarterly noise reports.

Mr. Davis reminded the Forum that the 12:30 a.m. to 6:00 a.m. Monday morning runway closures will continue for maintenance. Even though the runway overlay project has been completed, there are additional maintenance items required, including runway grooving. He anticipates that this work will continue into February. Ed Downing asked if during the 5-6 weeks it would take to finish the runway maintenance projects the North Field would be used for takeoffs when the main runway was shut down. Davis said if the work were to be completed before 6:00 a.m. the main runway would be reopened. During this phase of the construction project, every single second on the runway is needed to get the work done. Basically, every time the runway is closed and reopened early, it extends the project timeline. Howard Hintermeister asked how many flights would be affected by the main runway closure and when was this policy implemented. Hintermeister said that there are a number of Southwest flights that takeoff around 5:00 a.m. He supposed that this procedure was probably put in place at a time when there were not a lot of planes backed up and waiting to get out at 5:00 a.m. Now, from 5:00 a.m. to 6:00 a.m., there are 7 to 8 departures. Davis said, on average, there are about a half-dozen flights going out before 6:00 in the morning. He added that a major runway overhaul is required about once every fifteen years, at which time the entire runway must be closed for such projects as the overlay, electrical, and lighting work. Matt repeated that subsequent to the runway overlay work being completed, there were certain things that could not be done until after the new pavement had a chance to cure. Grooving, or the grinding of little grooves into the runway surface to allow water to run off so that it does not pond. This is designed to enhance the safety of bad weather operations.

Kathy Ornelas added the Monday morning runway closures have been going on for years. Matt replied that Kathy was correct, and over this period there has been an increase in flight activity prior to 6:00 a.m. He offered to do research on these numbers for the NF/SF research group and the Forum at its April meeting. Mr. Hintermeister asked if it would be possible to re-adjust the maintenance schedule to find another time slot where this work can be done other than in the early morning. Davis said that the Port is always looking for other options to reduce the airport's impact on communities. However, with only a single air carrier runway, such options are limited and there is little time available to get out onto the runway. You need to maintain a runway like any other section of pavement. If you don't perform maintenance, it falls apart faster, and you find yourself having to do overlays and repairs more frequently. Oakland, like most airports, is a 24/7 operation. There are FedEx and cargo operations throughout the night. Historically, Sunday night into Monday morning has the least amount of commercial flight activity. Davis said staff will continue to consider any possible options.

B. 100-Degree Radial Update

Matt Davis noted that at its last meeting Forum members asked for a discussion on the 100-degree radial operations at the airport, especially on what the procedure is intended to do and compliance rates. He reported on a navigational beacon called a VOR. The 100-degree radial is a magnetic heading from the Oakland VOR. He showed a graphical exhibit depicting what the 100-degree radial line looked like and explained that aircraft coming from the Pacific Northwest over the Oakland hills do a sweeping right hand turn and maintain 3,000 feet altitude until crossing that line. At this point, he explained, the noise abatement procedures cease to apply and arriving aircraft are free to proceed to the runway. In San Lorenzo, which is located south of the 100-degree radial, concerns were raised that aircraft were crossing the radial below 3,000 feet. In 4th quarter 2017, only 46 aircraft out of the approximately 3,000 Northwest arrivals were non-compliant—or the equivalent of one every two days. Davis said the goal is 100% compliance and the current rate is 98-99%. He noted that this was not a charted procedure and that it requires a lot of coordination between the Northern California TRACON (NCT) and the arriving aircraft. If an aircraft crosses the 100-degree radial below 3,000 feet, it is flagged as being non-compliant in the ANOMS system. The noise office monitors these operations and either (1) determine whether or not a proper advisory was given to the inbound aircraft, or (2) if not properly advised, call NCT and report the failure. NCT takes very quick and assertive action with the employees to make sure they are providing the correct advisement. If it is determined that the advisory was properly provided, the noise office contacts the non-compliant airline's chief pilot that there was a violation of the 100-degree radial. This is done for every non-compliant flight. He noted that noise complaints are encouraged, but the monitoring system automatically picks up any non-compliance, and staff takes action accordingly.

Ernie DelliGatti expressed his concern that the graphical representation of the 100-degree radial “doesn’t match reality.” He pointed out where he lives and noted that aircraft “fly directly over [his] backyard,” below 1,000 feet. He knows this because he is a trained observer and has pictorial confirmation. He said the nearby noise monitor does not record these operations, nor does WebTrak. He said one of two things needs to occur in order to tie the information together—the Port needs to relocate the noise monitor on Grant Street to record these flights because most of them are not being picked up, and, based on his many years of professional experience, he has determined that the majority of non-compliant operations are by late-arriving Southwest Airlines flights. In the last quarterly report Southwest had over 73 violations of the 100-degree radial. Time is everything. If they could save a couple of minutes by turning earlier, that’s money saved and San Lorenzo is paying the price for this (not to mention what NextGen is doing). DelliGatti said he has prepared a PowerPoint presentation that he would be willing to share with the Forum. The facilitator suggested that it might be a good idea to get together with Ernie and look at his presentation.

Ed Downing asked if this procedure was in place because of the proximity of the Hayward Airport and the need to stay above Hayward traffic, or is it a noise abatement procedure? Davis replied, it is a noise abatement procedure, and added that, as depicted, the 100-degree radial is accurate. DelliGatti said that aircraft are crossing over the Hayward Airport below 2,000 feet while other aircraft are taking off below them. He said he has observed aircraft having to climb on numerous occasions because TCAS (traffic collision avoidance system) has advised that they have an aircraft beneath them. Ed Downing said Ernie’s comment about time being money was correct, but that at this stage of the flight the pilot’s only objective is to get the airplane safely on

the ground. From his perspective, he said, what the 100-degree radial does for pilots is to put their aircraft above the normal glide slope and, as a result, it becomes a little more difficult to get the airplane down and fly a stabilized procedure approach when you have to maintain 3,000 feet that close in to the runway. He offered that the pilots that violate this procedure do it in an effort to get down and have a stabilized approach to the runway, and it has nothing to do with the idea of trying to save a few seconds at that point in the flight. Ernie replied that the problem is that when the aircraft arrival sequence is disrupted other aircraft on final approach have to make adjustments to their speed and trim. This contributes to the jet noise that residents of San Lorenzo are experiencing. Facilitator McClintock asked if staff can get together with Mr. DelliGatti to sort things out. Director Bryant concurred. Bill Harrison from Castro Valley pointed out where aircraft were turning over his home on a regular basis, day and night. Matt Pourfarzaneh asked if any of this had to do with progressive changes to the magnetic declination of the runway headings. Matt Davis replied that periodic corrections for changes in magnetic declination are required, but this is a different issue. He reiterated that the 100-degree radial policy is not to say that aircraft can't turn until they reach the line. They can cross over Fairview at 3,000 feet and proceed directly to the airport and could be over San Lorenzo at 1,500 feet by that time. That's not necessarily noncompliance as related to this procedure. He said there is a need for still more discussion on what the procedure actually does or does not do, and the question of data accuracy.

Co-Chair Lee asked about the number of daily non-compliant flights. Matt Davis replied that data show that there were 46 aircraft in the last quarter that violated the 100-degree radial, or roughly one every day and a half. Benny asked Ernie for copies of the information that he has compiled so that he can perform his own analyses of the data. James Nelson asked how any of the NextGen procedures figured in all of this. Matt Davis replied that the NextGen procedures do not really relate to this issue. Kurt Peterson wondered if there could be something similar to this for takeoffs over Alameda, i.e. a 3,000 feet threshold. Davis said there are procedures in effect to determine if aircraft departing over Alameda make a right turn before reaching 3,000 feet. A number of gates have been established to help monitor this issue and the analyses are done graphically--it doesn't rely on noise monitors. It doesn't matter if they miss a noise monitor or not--the computer automatically detects any radar track or flight. It's a different procedure, but if they depart and turn over Alameda below 3,000 feet, it's automatically flagged and considered non-compliant. He said they report on this and it becomes part of the summary.

C. Update on Open Data Partnership w/Alameda County

Matt Davis continued with an update on the open data partnership with Alameda County proposed by Co-Chair Lee at the October meeting. He said there was not much to report other than the Pert has engaged B & K, the provider of the noise monitoring system, and they have an exciting new product called Viewpoint. This new program provides users with a great amount of data at their fingertips, including heat maps. If it does what it promises, it will provide community members much greater insight into whatever they want to look at, and even has the capability to receive noise complaints. Benny Lee asked if there was a link to the Dulles/Reagan websites so he could learn more about it. Davis said he would provide the requested link for Benny to preview.

8. NOISE OFFICE REPORT

A. Update on Action Items from October 18, 2017 Forum Meeting

The facilitator noted that the Noise Office Report was the last business item on the agenda. Matt Davis provided an update on the action items from the last meeting:

- Detailed Alameda noise complaint data were requested for Fleet Week. The information was provided to Mayor Spencer on December 14, 2017. There were five complaints about the Blue Angels.
- Engagement with Barbara Lee's office. The Port maintains an ongoing relationship with Rep. Lee's office through its Governmental Affairs office. There are regular meetings between Port staff and Rep. Lee's staff.
- SFO Roundtable outreach. Gene Reindel from HMMH serves as a technical advisor to both the Forum and the Roundtable. He is in a position to keep both groups informed of any activities that may affect one or the other of our respective communities.
- Noise hot spots. The graphics in the quarterly noise reports have been upgraded to show where complaints are coming from to supplement the tabular information. It is hoped that B & K's new software will also provide the opportunity to generate heat maps.

Ernie DelliGatti asked what the total number of noise complaints were for 2017. Jesse Richardson said there were 37,473 noise complaints. Ernie said this number did not compute with the information in the last three quarterly reports, especially since there was a 59% increase in the number of complaints from July through September. The facilitator recommended that this be taken up as a response to an action item at the April 2018 meeting. Co-Chair Lee expressed his satisfaction with the update on the action items from the previous meeting.

Kurt Peterson asked why he had not received a report on the results of portable noise monitoring site at his residence. The monitor was there for some time and the study completed in early September. The facilitator recommended that this also should be taken up at the next meeting as an action item request. Matt Davis said that the data were being reviewed by a third-party but should be available shortly. Leslie Ransbottom said SOSEB is also concerned with the different numbers of noise complaints. She said most people in her organization use the smartphone application "Stop Jet Noise." What is difficult to sort out is the fact that many complaints may be about Oakland inbound and departing flights but may also include SFO traffic. Trying to address these discrepancies has been an action item for SOSEB for a long time. DelliGatti replied that the numbers he quoted were published by the noise office. Ms. Ransbottom suggested that some double counting may be occurring. Jesse Richardson said that the noise office counts include anything that comes in to them, regardless of whether or not it is a phone call, WebTrak, or even a FAX. He said he believed the new B & K software would make it easier to sort out and respond to any noise complaints in the future. An unidentified speaker from SOSEB said she appreciates having an app on her smart phone that allows her to submit noise complaints, particularly since the Oakland noise complaint form is particularly daunting. It's just overwhelming, and a lot of people have given up complaining. Kurt Peterson said he agreed with Ernie that the complaint data were not consistent. Benny Lee said he was looking forward to seeing the new B & K app, which should go a long way to clearing up the issues being discussed tonight. He said he wanted to take a look at the URL when it comes in, and he would like to see the Port spend some extra money in training staff on it.

The facilitator asked Bert Ganoung about a recent subcommittee meeting at SFO on the subject of admitting new members to the SFO Roundtable. Bert replied that the Roundtable is considering its options but has made no determination at this time. If it is determined that new members will be accepted it will require changes to the Roundtable's governing documents.

9. NOISE NEWS AND UPDATE

A. Phoenix Decision Update

Christian Valdes began by announcing the retirement of Vince Mestre. Vince had served as the Forum's technical expert on aircraft noise and aviation for almost 20 years. Mr. Valdes, formerly with the Airport's Noise Management Office, will assume Vince's responsibilities to the Forum. Christian began his presentation by noting that at the last Forum meeting Vince had reported on a historic court ruling that involved the City of Phoenix and the FAA. He provided the following background on the issue:

- In September 2014, the FAA implemented RNAV (Area Navigation) departures to the west of Phoenix Sky Harbor International Airport.
- This caused substantial impact on the communities to the west of the airport.
- The city sued the FAA over these departure procedures.
- The City won.
- The court ruled that the FAA return the departure procedures to pre-2014 status.

Mr. Valdes explained why the Phoenix situation was different from the Nor Cal Metroplex:

- For the NorCal Metroplex, the FAA did an environmental assessment (EA).
- In Phoenix the FAA issued a CATEX (Categorical Exclusion).
- The court also ruled that the FAA's actions were both arbitrary and capricious.
- The judges also noted that a CATEX requires the FAA to consider potential controversy. The FAA did not consider a 300 percent increase in aircraft overflight significant. The court ruled that, as a result, the FAA kept the public in the dark throughout its RNAV implementation process.
- Moving forward, the court requires that the FAA solicit community comments before proceeding with RNAV implementation.
- For the Metroplex, the FAA's environmental assessment assumed that, because flights were already using the affected airspace and because the calculated noise levels would be less than DNL 65dB, there would be no significant impacts.

Mr. Valdes showed slides of the conditions before and after the FAA's implementation of the RNAV procedures. From the slides it could be seen why the FAA's actions were deemed to be controversial. The new flight tracks went over historic districts and areas where aircraft overflight had been only limited in the past. So, he said, the City sued the FAA and won. The FAA did not appeal the court's decision and worked with the City to develop a joint plan to resolve the issues. The proposed plan has two steps:

- Step 1. The FAA will create a new temporary set of departure instructions that will mimic the original routes.
- Step 2. The FAA will develop new RNAV departure procedures for the routes developed in Step 1.

During these two steps, the FAA plans to engage in community outreach.

Christian next discussed current events in aviation, including:

- The FAA re-authorization act which was extended through March 30, 2018. He said he would have an update for the April Forum meeting.
- FAA Administrator Michael Huerta has been succeeded by Daniel Elwell, who was appointed Acting FAA Administrator in early January 2018.

- NASA is conducting tests on landing gear noise reduction by drilling small holes in the landing gear coverings and flap noise reduction by using seamless twistable flaps. Both were tested on two Gulfstream III corporate business jets.
- The FAA is considering establishing its own noise complaint portal.
- The restraining order against shortening the runway at Santa Monica Airport was lifted, and the runway length is being reduced from 5,000 feet to 3,500 feet. The goal of the City of Santa Monica is to close the airport by 2029. Ed Downing commented that Santa Monica is reducing its runway so they can't have jet departures on a 3,500-foot runway. The Oakland airport has jet departures on a 3,400-foot runway on a routine basis.
- The FAA proposes to update its 40-year old noise policy. It was supposed to be updated in 2017. More information as it develops.
- NASA is developing and testing a battery powered airplane. If successful, this will likely be used for short-haul commuter flights in the not-so-distant future. By 2022, Boeing and JetBlue plan to launch a small fleet of 10-12 passenger hybrid electric planes with a range of 700 miles. By 2030, they propose a 50-passenger aircraft with a range of 1,000 miles. The hybrid electric aircraft will have 80 percent lower emissions and is expected to reduce noise by 75 percent.
- Delta Airlines has chosen a new engine for its Airbus A321 aircraft that will be 3-5dB quieter than the current version.
- A study from the UK projects that, due to climate change, in 30 to 50 years there will be a significant increase in turbulence: the quantity of turbulence; the number of events of turbulence in a flight; and the severity of it. The forces are projected to be strong enough to throw people and luggage around in the cabin. Because of this, flights will have to zig-zag around turbulent areas, causing its flight track and the flight to be longer and to, essentially, burn more fuel. Aircraft may be forced to fly at lower altitudes which will result in additional fuel consumption.
- The Pratt and Whitney geared turbofan engine was successfully ground tested as part of the FAA CLEEN (Continuous Lower Energy, Emissions and Noise) program. Geared turbofan engines reduce NOX emissions by 50 percent and the noise footprint by 75 percent. This is a big deal.
- A bill has been introduced to study ultrafine particulate matter at 20 of the largest airports in the U.S.
- Qantas Airways will launch its first "farm to flight" operation from LAX to Australia later this year using biofuels.
- As for drones, Uber Air plans to test unmanned taxis in the LA area by 2020. The drones will seat 4 passengers and have a range of 25 miles. The goal is to have tens of thousands of daily flights by the year 2028. That's when the Olympics will be in LA. This could be a nightmare.

James Nelson asked if there has been an EIR prepared for Uber's passenger drone system? Christian said he didn't think so and they haven't even talked about the air traffic implications...or noise. Ernie DelliGatti asked if the FAA were to begin collecting noise complaints, would they assume primary responsibility for all of the airports or would they be just a collection point? He said his concern was that they could not handle NextGen, so how were they going to handle all of this. They are already understaffed. How will they get the information back to the airports, to the people who made the complaints? Christian said at this point the FAA is only seeking comments. Kurt Peterson asked about the Phoenix decision. The facilitator said he un-

derstood Mr. Peterson to be saying that in the Phoenix case the lack of opportunity for public comment on the part of the FAA resulted in this situation because no one in the FAA cared to hear from the affected communities, and they went ahead with it regardless. Kurt said that was pretty much what he meant. Leslie Ransbottom said that at the October meeting she had asked that Vince's presentation be made available to the public. She wanted to know if this had been accomplished. The facilitator asked Christian if L&B would have any problems with the Noise News presentations being posted on the Port's website. Valdes said there would be no objections. McClintock asked Christian to provide Jesse Richardson with the last couple of presentation so they can be posted on the website.

10. CONFIRM NEXT MEETING – April 18, 2018

The next Forum meeting is scheduled for April 18, 2018.

11. NEW BUSINESS/ADJOURNMENT

Co-Chair Lee said he was contacted by former San Leandro Mayor Tony Santos, who was instrumental in the formation of the Forum almost 20 years ago. Mayor Santos had inquired about the possibility of holding a celebration for the 20th anniversary of the Forum. Benny said he was requesting that the Port sponsor a 20th anniversary fete because of the good works accomplished over the past 20 years, and to look forward to another twenty years of accomplishment. Ed Downing said he was in favor of the new speakers' cards, and also pleased that people were allowed to raise their hands if they felt a need to comment or add to the discussion. Mayor Spencer announced that the U.S. Mayors Conference would be coming up next week and she was planning to attend and San Leandro Mayor Pauline Cutter will be meeting with the FAA. Benny Lee said he also would be in Washington, DC in February and March. He will attend the National League of Cities annual meeting and will try to schedule a meeting with Barbara Lee and other congressional reps. Benny encourage those cities that are not members of the NLC to join.

The meeting was adjourned at 8:11 p.m.

END