



Oakland Airport-Community Noise Management Forum Meeting Minutes – October 19, 2022

Table of Contents

- 1. INTRODUCTIONS 1
- 2. ANNOUNCEMENTS..... 2
 - A. Annual Noise Forum Membership for FY 2022/2023 Past Due..... 2
 - B. Second Quarter 2022 Noise Abatement Report..... 2
 - C. Virtual Noise 101 Workshop, November 9, 2022 2
- 3. APPROVAL OF MINUTES 3
 - A. July 20, 2022 3
 - B. Request to amend minutes from April 20, 2022 3
- 4. PUBLIC COMMENT 3
- 5. FAA REGIONAL ADMINISTRATOR’S UPDATE 3
 - A. FAA Noise Research & Development Overview 3
- 6. NOISE OFFICE REPORT 6
 - A. Update on Action Items from NF/SF Working Group..... 6
 - B. Update from the Noise Office..... 7
- 7. ADVANCED AIR MOBILITY (AAM)..... 7
- 8. NOISE NEWS AND FAA 2018 REAUTHORIZATION UPDATE 8
- 9. CONFIRM NEXT MEETING DATE 13
- 10. NEW BUSINESS/ADJOURNMENT..... 13

1. INTRODUCTIONS

The October 19, 2022 meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:36 p.m. by the Noise Forum’s facilitator, Rhea Hanrahan. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

- Co-Chair Trish Herrera Spencer, Councilmember, Alameda
- Co-Chair Walt Jacobs, Citizen Representative, Alameda
- Bryant Francis, Director of Aviation, Port of Oakland
- Councilmember Rigel Robinson, Berkeley
- James Nelson, Citizen Representative, Berkeley

Edward Bogue, Citizen Representative, Hayward
Bart Lounsbury, Citizen Representative, Oakland
Ruban Hernandez Story, Elected Alternate, Richmond
Councilmember Fred Simon, San Leandro

Staff Members/Advisors/Officials Present

Craig Simon, Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Joan Zatopek, Aviation Planning and Development Manager, Port of Oakland
Anjana Mepani, Associate Environmental Planner, Port of Oakland
Diego Gonzalez, Government Affairs, Port of Oakland
Rolanda Rogers, Airside Operations Assistant, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Tim Middleton, Technical Consultant to the Port, HMMH
Paul Hannah, Airspace Consultant, LEAN Technology Corporation
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Brian McGuire, Planner, Alameda

FAA Representatives Present

Tamara Swann, Acting Western-Pacific Regional Administrator, FAA
Alana Jaress, Wester-Pacific Region Community Engagement Office, FAA
Chris Dorbian, Office of Environment and Energy, FAA
Alton Pamintuan, Operations Supervisor at OAK ATCT, FAA

Hanrahan reminded everyone that the meeting was being transcribed by a court report. She asked that everyone speak clearly into their microphones and speak one at a time.

2. ANNOUNCEMENTS

A. Annual Noise Forum Membership for FY 2022/2023 Past Due

The facilitator reminded members that the annual Noise Forum membership dues for the upcoming fiscal year are now past due (they were due September 30, 2022). She said that a reminder was sent from the Port of Oakland (Port) Finance Department.

B. Second Quarter 2022 Noise Abatement Report

James Nelson commented that there is an increase in operations and an increase in violations. Jesse Richardson concurred with Nelson. Richardson said that staff will be getting a pilot-outreach meeting on the calendar to bring some of the local tenants up to speed with the Port's noise abatement procedures. Nelson asked if there were any complaints about the Blue Angels. Richardson said there were a few.

C. Virtual Noise 101 Workshop, November 9, 2022

The facilitator announced that a virtual Noise 101 for new members, and any members that are interested, will be held Wednesday, November 9, 2022. This workshop will give an overview of

the history of the noise abatement procedures at Oakland International Airport (OAK) and efforts that the Port undergoes. There will also be an overview about noise metrics and how aircraft noise is evaluated. The presentation will be made available on the Port website after the workshop for members of the community to review.

3. APPROVAL OF MINUTES

A. July 20, 2022

The facilitator noted that Noise Forum members have received copies of the draft Minutes from the July 20, 2022 Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the facilitator said she would entertain a motion to approve. Moved: Rigel Robinson, second: Trish Herrera Spencer. Motion passed.

B. Request to amend minutes from April 20, 2022

The facilitator noted that Walt Jacobs had asked for the Minutes from the April 20, 2022 Noise Forum meeting to be amended to reflect the full transcript of the words shared about Mike McClintock, rather than a summary of the comments as was previously approved. Since Jacobs was not present at the time of this agenda item, this item was tabled to the next meeting.

4. PUBLIC COMMENT

The facilitator opened the public comment period with the announcement that this was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at OAK. Public comment was heard from the following:

- Bill Harrison asked if an email announcement would be sent out for the Noise 101 Workshop. Hanrahan clarified that the workshop is for Noise Forum members; however, the presentation will be made available online after the conclusion of the workshop.
- Martine Kraus asked if it was possible for all participants on Zoom to be seen. Richardson explained how she could see the participants. Kraus then asked if in-person meetings will resume. Richardson said that in-person meetings are currently being discussed with Port management.

5. FAA REGIONAL ADMINISTRATOR'S UPDATE

A. FAA Noise Research & Development Overview

Tamara Swann introduced Chris Dorbian with the Federal Aviation Administration (FAA) Office of Environment and Energy (OEE). She said that Dorbian will be presenting an overview of the Noise Research and Development Program within OEE.

Dorbian said that OEE has a mission to understand, manage, and reduce the environmental impacts of aviation through research, technical innovation, policy, and outreach to benefit the public. He continued that OEE has a vision to remove environmental constraints on aviation growth by achieving quiet, clean, and efficient air transportation.

Dorbian explained that OEE does analysis to inform decision-making, develop domestic policies, standards for airplanes, environmental standards, and other international coordination

and decision-making. They also conduct research to develop innovative solutions to address the impacts and reduce noise and emissions from aircraft operations. That includes aircraft engine technology development, sustainable aviation fuels research, as well as research into optimized operations and procedures. He continued that OEE undertakes those efforts primarily through two programs: the Continuous Lower Energy Emissions and Noise (CLEEN) Program and the Aviation Sustainability Center (ASCENT), also known as the Center of Excellence.

Dorbian said that regarding noise research, there are three key program areas:

- Effects of aircraft noise on individuals and communities, including research on the health and economic impacts from aviation noise.
- Conduct noise modeling, noise metrics, and environmental data visualization work.
- Work to advance, and further the reduction, abatement, and mitigation of aviation noise.

The primary program at the FAA for developing new aircraft technology is the CLEEN Program. This is OEE's public/private partnership with industry to advance airframe and engine technology that reduces fuel emissions and noise. It is a one-hundred percent cost-share program. Every dollar that FAA invests is matched or exceeded by the industry or companies receiving that investment. The focus of this program is on conducting demonstrations and accelerating maturation of concepts that have some initial proven feasibility and getting them through the technology maturation cycle to the point of ground or flight test demonstrations, such as further development adopted and implemented on aircraft products.

CLEEN itself started in 2010 with an initial five-year phase that ran into 2015. In 2016, OEE picked up a second phase of CLEEN that is still ongoing. And in 2021, a third five-year phase of the CLEEN Program was initiated. The overall program goal areas are to reduce noise, fuel burns, NOx emissions, particulate matter, as well as target timeframes for achieving entry into service of the different technologies developed under it. Examples of success stories from the CLEEN Program include the following:

- In partnership with Pratt & Whitney, the program developed fan-system technologies that were successfully tested on engines that have enabled engine designs; overall engine architectures that can provide a 20-percent fuel reduction and 20-decibel noise reduction relative to prior generations.
- Working with GE on low-emission combustor technology, they developed a new combustor system that entered into service in 2016 on what is call the LEAP Engine, which is installed on the A320 Neo, Boeing 737 MAX, and the Comac C919 (three primary single-aisle airplanes).
- Development work under CLEEN Phase Two was further advanced combustion technology that is intended to be implemented on the Boeing 777X, which has entered in service.
- Working with Boeing, OEE completed a noise fly-over test of fan duct acoustic technology that has a potential of one-and-a-half to two-and-a-half dB benefit for certain architectures.

- Working with Boeing, OEE completed a full-scale ground test of a wing section that is built of advanced lighter materials. It applies advanced manufacturing techniques that has the potential to reduce fuel by three-and-a-half percent through lighter weight wings.

Dorbian said that OEE wants to make sure they are receiving the benefits of the technologies they are investing in. OEE works with Georgia Institute of Technology to assess and model these technologies and their benefits, projected out into a future fleet (independent from the company's assessment model). The assessment includes an estimation of when they may make it onto airport platforms, how they will disseminate into the fleet, and what kind of benefits they will deliver over an extended timeframe. That assessment has shown an estimated 34.7-billion-gallon fuel savings by 2050 from CLEEN Phase One and Two technologies, which from a CO2 emissions' perspective is equivalent to 404-million-metric-tons reduction; this can be thought of as removing about three million cars from the road over that 30-year period.

In terms of a noise benefit perspective, OEE has completed the assessment of CLEEN Phase One technologies that have an estimated contribution of a 14-percent decrease in the land area exposed to the day-night average sound level (DNL) 65 dB or greater. The CLEEN Phase Two noise benefits assessment is expected to be completed next month and will be reported out on at OEE's next consortium meeting.

Dorbian moved on to ASCENT, which is the other major mechanism through which OEE does research and development. This research is focused on alternative jet fuels emissions, noise operations, and analytical tool developments through the ASCENT Program.

Established in 2013, ASCENT took over from a prior COE called the Partnership for Air Transportation Noise and Emissions Reduction. One of the groupings of projects OEE has under ASCENT is called the Aircraft Technology Innovation Projects. Dorbian explained that these innovation projects within ASCENT have been complimentary to the other technology research that OEE has done with industry over the past two or three years.

Dorbian said that the research includes university-led projects that, rather than developing products in the same way that industry does, are more about advancing and expanding a technical knowledge base. Examples of these projects may include supporting the development of individual technologies, supporting modeling, or understanding different advanced concepts that can support innovative technologies which can reduce environmental impacts in the future. The projects span a lot of different things, but generally the projects are meant to compliment the work that is being done within the industry.

Dorbian also discussed the effort relating to aircraft operations that mostly takes place under ASCENT. This research includes the investigation of operational opportunities for noise and emissions reduction. Dorbian said this entails investigating opportunities to change where and how aircraft are flown, noting that this is primarily determined by airlines through their fleet mix and their schedule. Through leveraging opportunities on where and how aircraft are flow, OEE can explore potential concepts to reduce noise emissions, while considering the entirety of the

air space and continued safety of operations. These concepts from the operations standpoint include route changes, horizontal and lateral thrust-speed configuration management, vertical profile modifications, and systematic dispersion.

OEE also seeks to validate the exploration of noise-abatement procedures, such as operational validation, validation either through flight or simulator testing, or noise measurement.

Dorbian stated that the last prong of this portfolio is advancing tools, processes, and policies. Through the investigation of different operation opportunities, OEE wants to use knowledge, guidance, and tools to manage noise and to put the information in the hands of decision makers and procedure designers. OEE wants to examine metrics that can facilitate assessment and communication of noise impacts, particularly within groups like this Noise Forum to help with the discussion and advancement of different procedures.

He referred everyone to the ASCENT website for more information: <https://ascent.aero>.

6. NOISE OFFICE REPORT

A. Update on Action Items from NF/SF Working Group

Davis and Richardson gave reports on the action items from the North Field/South Field Research Group meeting on September 21, 2022.

- Port staff to continue to get North Field operators to comply with voluntary noise procedures and to attend meetings. Staff is looking to get a meeting together with our North Field operators. Richardson attends North Field meetings, generally held at the Port and discusses a variety of topics, but is looking to hold additional meetings specific to noise-related issues. He also reached out to North Field operators through letters and through phone calls.
- Port staff was asked to meet with North Field chronic violators. Richardson continues to reach out and meet with them, as they are willing. Port staff continues to try to find new ways to engage the operators and maintain constant communication through the OAK's new website, meetings, and updated material sent to the air carriers.
- Davis provided an update regarding the WNDSR procedure. Davis reported that there are not a lot of updates, but we continue to keep this as an item to discuss with the FAA.
- Davis discussed the Taxiway Tango rehabilitation, and ways to provide that information to the community. This is the taxiway that runs right in front of the main terminal and has been impactful to air traffic and to the air carriers.
- There was a request to investigate the correlations for congestion at the airport with North Field jet departures. The concern involved the correlation between more planes on Runway 30 and the possibility of an incentive for aircraft operators to depart off Runway 28. The two runways are aimed at each other. Since operators would still have to wait for planes to depart from the main air carrier runway, there is no advantage of using Runway 28.

B. Update from the Noise Office.

Richardson gave an update from the Noise Office.

- An updated to the Fly Quiet OAK website was launched recently. It has a new look, and there is a banner prominently on the home page for the pilots to get easy access to noise abatement procedures. That is important for the itinerate pilots who are found to be noncompliant, as they are not always aware of the procedures.
- Last week, staff received Noise and Operations Monitoring System (NOMS) certification approval from the State of California Division of Aeronautics. That is great news for the airport and for the community. OAK has 15 noise monitors in the community, which are used to validate the airport's noise contours for the State of California and for the communities.
- Staff has scheduled a Noise 101 on November 9, 2022, for any Noise Forum members that are interested.
- Staff is going to get a pilot outreach meeting on the calendar soon.
- Richardson attended the last North Field Tenant Advisory Committee Meeting, where there was a good discussion with some of the local tenants about noise abatement procedures.

7. ADVANCED AIR MOBILITY (AAM)

Timothy Middleton, C.M., Principal Consultant at HMMH, and the Aviation Noise Technical Consultant to the Port, gave a presentation on Advanced Air Mobility (AAM), Community Acceptance and Noise Considerations. Middleton explained that AAM has been defined both by NASA and the FAA. AAM is the advancement of aviation using new technology, automation, and pushing the envelope of how we fly and how aircraft are designed. A major differentiator with these new aircraft is the focus on electric vertical takeoff and landing, or "eVTOL." These aircraft will have to operate within the existing regulatory National Airspace System (NAS).

Non-acoustic factors are going to play a role in how AAM is accepted/understood by the communities around which AAM will be operating. If the manufacturers are to be believed in terms of the number of flights they think they might fly on a routine basis, non-acoustic annoyance is something that needs to be addressed as the industry moves forward.

Middleton said to keep in mind that even though the manufacturers are developing new aircraft, the response to noise, and response to annoyance, are not new problems for airport management and communities around airports. The Community Noise Forum has been working with the airport to address aviation noise issues for decades. So even though these might be new aircraft, annoyance is not a new problem.

The FAA will still play a role in terms of how these new aircraft are integrated into both the NAS and integrated into operations at airports such as OAK. Middleton said to keep that in mind, because a lot of times you will hear from tech-marketing about how "this is going to

change how people fly and people move,” but at the end of the day, AAM will still be a form of aviation transportation that will need to follow the aviation rules and regulations that currently exist.

There is a current lack of data on the sound profiles of these new aircraft, partly because they are under development, with each iteration having a different design. The NASA Armstrong Flight Research Center conducted acoustical analysis of the Joby aircraft in 2021, with the report being released in 2022.¹ This report found that the noise levels for departures were the quietest, arrivals the second loudest, and the hover in-and-out-of-ground effect the loudest, with a 2-to-5-decibel variation depending on the location of the monitor recording the aircraft. As reference, a 3-decibel change is the commonly used threshold for a change in sound pressure to be discernible to the human ear. As part of this experimental testing regime, NASA has said they will be working with manufacturers that are willing to participate as part of the national testing campaign.

The current expectation is that AAM eVTOL aircraft will enter service at some point in 2024, with a gradual increase of operations leading to 2030 with a greater level of adoption. This timeline is fluid, and changes with each iteration of new aircraft.

Nelson said that he has visions of thousands of these aircraft flying all over at one time. He asked if the Port has conducted a study of the number of takeoffs and landings that will occur per hour, and asked if the Port has an idea of what the density of these vehicles will be over any particular community and particular flight paths. Nelson said that he would like to see a study of the overall impact these vehicles may have on communities. Middleton answered that it takes a long time to manufacture an aircraft. He also said that these aircraft will have to follow and fly with the airspace system that currently exists. He continued that there are talks about building vertiports and vertiport development, but they are all in the primary stages. They will still have to enter and exit controlled airspace, and they will have to follow the FAA rules in terms of procedure design and how and when you enter controlled airspace.

Herrera Spencer commented that the Noise Forum wants to make sure that the Port and the Airport are doing everything they can moving forward to minimize the noise in our communities.

Jon Hamilton said that Makani Power flew an eight-propeller aircraft out of Alameda for two years and it was incredibly noisy. He said if they are going to have a personal-transport vehicle of this nature, that is going to pick people up in Alameda and bring them to OAK, it is not acceptable.

8. NOISE NEWS AND FAA 2018 REAUTHORIZATION UPDATE

Christian Valdez presented on the 2018 Reauthorization. Items covered were:

- Section 173: Alternative Airport Noise Metrics Evaluation
 - Combined with Section 188

¹ <https://ntrs.nasa.gov/citations/20220006729>

- Published in April 2020
- Congress directed an evaluation of alternative metrics for the current DNL and also the DNL 65 threshold
- The report describes three types of noise metrics:
 - Cumulative metrics like DNL and CNEL which account for decibel penalties during noise-sensitive times of day, hours of the day.
 - Single-event metrics such as sound-exposure level (SEL) and maximum sound level (LMAX) for evaluation of individual noise events.
 - Operational acoustic metrics, such as number above, time above, which include non-acoustic factors, non-acoustic information.
- The FAA adopted the DNL metric when making determinations of federal actions. It assesses under the National Environmental Policy Act (NEPA). While DNL is used for all FAA non-based decision-making purposes, the FAA does encourage the use of other supplemental metrics as a communication tool to highlight unique situations where applicable.
- The report states that many noise metrics do exist, but no single metric can cover all situations.
- **Section 175: Addressing Community Noise Concerns**
 - This requires the FAA to consider dispersals when proposing a new area navigation departure procedure or amending an existing procedure that would direct aircraft between the surface and 6,000 feet above ground level over noise sensitive areas.
- **Section 176: Community Involvement in FAA NextGen Projects Located in a Metroplex**
 - The FAA was required to prepare a report containing recommendations for improving community involvement in NextGen projects, discussion of how and when the FAA will engage airports and communities, and lessons learned from NextGen projects.
 - The FAA conducted internal surveys.
 - The best practices and lessons learned collected from this exercise share some common threads.
 - The FAA has prepared resources, such as its Community Involvement Manual, Community Involvement website, and Community Involvement Plan, and Community Involvement Performance-Based Navigation Desk Guide.
 - It has provided online training courses on community involvement for internal staff.
 - The report notes that the FAA is continually working to develop further tools, guidance, resources, and practices to effectively involve stakeholders.
- **Section 179: Airport Noise Mitigation and Safety Study**
 - Requires the FAA to conduct a study to review and evaluate existing studies on the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on the communities.
 - The FAA worked with Massachusetts Institute of Technology (MIT) on research that focused on advanced operational procedures.
 - They compared the close-in and distant noise-abatement procedures.

- The resulting analysis showed a small difference in noise between the two procedures, between 0.4 dB and 1.2 dB.
 - They tested the reduced climb speed concept.
 - MIT's assessment to reduce speed-climb profiles against nominal departures only showed minimal difference in noise, less than 0.5 dB.
 - The reduced speed-climbs pose implementation and safety challenges; therefore, modifying speed on departure does not appear to be a promising opportunity for noise reduction.
 - The delayed deceleration approach concept has shown to have a noise reduction range of 4 dB to 8 dB between 10 and 25 nautical miles from the ground, but there are many challenges to implementing that concept.
- Section 180
 - The FAA is required to have Community Engagement Officers, which they do.
- Section 181: FAA Leadership on Civil Supersonic Aircraft
 - Published in April 2020
 - It required the FAA to exercise leadership in the creation of Federal and international policies, regulations and standards related to the certification and safe use of civil supersonic aircraft.
 - The FAA works with the International Civil Aviation Organization (ICAO) to develop international standards and recommended practices specific to environmental standards through ICAO's Committee on Aviation Environmental Protection (CAEP).
 - The FAA issued notices of proposal rulemaking to clarify the procedures for obtaining FAA approval to conduct supersonic testing, and aircraft landing and takeoff noise certification.
- Section 186: Stage Three Aircraft Phase-Out Study
 - Published in August 2020
 - It required the Government Accountability Office to conduct a study on the potential phaseout of stage-three aircraft which are the loudest commercial aircraft currently operating in the United States.
 - 63 percent of U.S. commercial; the U.S. commercial aircraft fleet meet Stage Three standards, of which 87 percent meet Stage Four and Five Standards.
 - The phaseout would be costly for operators and manufacturers, and it would provide little reduction in noise.
 - Although a phaseout with Stage Three would not substantially reduce noise, the report identifies that newer aircraft would produce less greenhouse emissions and burn less fuel.
- Section 187: Aircraft Noise Exposure Survey
 - The Neighborhood Environmental Survey (NES) was published January 2021.
 - It required the FAA to review the relationship between aircraft noise exposure and its effects on communities, and revise FAR Part 150, Land Use Compatibility Guidelines.
 - Current noise compatibility standards are based on research conducted over 40 years ago, which resulted in the Schulz Curve, and the noise compatibility threshold of DNL 65.

- Recent international social surveys have generally shown higher annoyance than the Schulz Curve, indicating that the Schulz Curve may not reflect the current U.S. public perception of aviation noise.
- Compared with the existing Schulz Curve, the new national curve, which was a product of the NES, shows a substantial increase in the percentage of people who are highly annoyed by aircraft noise.
 - Approximately 66 percent of the survey participants were highly annoyed in the 65 DNL compared to the approximately 12 percent of the highly annoyed residents within the 65 shown in the Schulz Curve.
- To review the noise policy, the FAA has been working with the Federal Mediation and Facilitation Service on a framework and process to review noise policies since last summer.
- Section 188: Study Regarding Day/Night Average Sound Levels
 - Combined with Section 173.
- Section 189: Study on Potential Health and Economic Impacts of Overflight Noise
 - Requires the FAA to conduct a health study in a number of major metropolitan areas, focusing on incremental health impacts on residents living partly or wholly underneath frequent, frequently used flight paths.
 - Much of this work is being done under the ASCENT Program.
 - There are several reports that have come out of these tasks or this effort, but there is no one final report to publish yet.
 - In addition to the Health Study, the FAA is required to study the economic harm or benefits of businesses located under the flight paths.
- Section 190: Environmental Mitigation Pilot Program
 - It involves an environmental mitigation pilot program. The FAA released funding opportunities last year. Nineteen airports applied, and five were selected. In California, John Wayne was the only one to be selected for that pilot program.

Valdez also reported on the current news of the aviation and noise industries. Items covered include the following:

- The NASA Authorization Act of 2022 provides funding for research and initiatives that reduces greenhouse emissions from aviation, reduces aviation noise emissions, and enables associated aircraft performance initiatives. The bill requires NASA to carry out three specific experimental aircraft demonstrations:
 - The subsonic demonstrator to demonstrate the performance and feasibility of advanced ultra-efficient and low-emission subsonic aircraft.
 - The second is a low-boom flight demonstrator to validate design tools and technologies that can be applied to low sonic boom, low sonic boom commercial subsonic aircraft, and support the development of noise-based standards for supersonic overland flight. The X-59 project is fulfilling this requirement.
 - A third demonstrator, a flight research demonstrator, just has the performance of feasibility of advanced full-trip vision, and net-zero emissions, aircraft concepts and configurations.

- **New Aircraft:**
 - United Airlines invested \$10 million as a predelivery payment for 100 Archer aircraft. It is an electric vertical takeoff and landing aircraft. Archer recently completed its production aircraft preliminary design review, and now it is moving on to commercialization efforts. This investment supports United's goal to be carbon neutral by 2050.
 - American Airlines has entered an agreement with Boom Supersonic to purchase up to 20 supersonic Overture aircraft with an option to buy an additional 40. The Overture aircraft is scheduled to begin service in 2029 and will meet Stage Five noise standards. The Overture will fly twice the speed of today's aircraft and designed to run on one-hundred percent sustainable aviation fuel.
- At Chicago O'Hare, the O'Hare Noise Compatibility Commission approved a new Fly Quiet Program that will implement a nighttime runway rotation program, which was developed over the last seven years. The program features six runway configurations and various departure headings that alternate every week, with the goal to balance nighttime noise impacts on communities surrounding O'Hare Airport. The program avoids consecutive impacts and offers predictability to the community members.
- At San Diego International Airport, the FAA implemented a new departure procedure to reduce the noise impacts on coastal communities west of the airport. The procedure is going out further over the ocean before turning.
- At John Wayne Airport, the airport launched a fly quiet program which seeks to educate general aviation jet operators about ways to reduce their noise over communities and encourage GA jet operators to voluntarily adopt sustainable aviation practices.
- The FAA released Engineer Brief 105 as new design guidelines for vertiports, designed to support Advance Air Mobility, like air taxis. The standards will serve as the initial step to provide information to airport owners, operators, and infrastructure developers. This information includes safety-critical elements and visual aids. These guidelines don't directly address noise impacts, but the brief does note that vertiports sponsors should present their plans to state and local agencies, and to airports.
- The National Park Service and the FAA announced a court-ordered air tour management plan at Glacier National Park that started last month. It reduces air tours through attrition and ends all air tours over the park by the end of 2029. After that, no commercial air tours are allowed over the park, or within one-half mile of its boundary. The plan will preserve the natural sounds of the park, protect natural and cultural resources, preserve the wilderness character, and preserve the visitor experience. Air tour reduction plans will be implemented at 24 national parks.
- San Jose International Airport announced last month that it is now powered by 100-percent renewable energy. The airport upgraded to San Jose's Clean Energy TotalGreen service, which provides 100-percent renewable emissions, free energy from renewable sources like sunlight and wind.

Herrera Spencer asked when the increase of people who are highly annoyed went from 12 percent to 66 percent, what does anyone do with that information to help the community. Valdez answered that the information was from the NES and will be used by the FAA to review its noise policy.

Herrera Spencer asked how John Wayne Airport received the attention for noise abatement. Valdez responded that the airport has had strict rules and a noise ordinance since the 1970s that has been grandfathered by the FAA.

9. CONFIRM NEXT MEETING DATE

The next meeting is scheduled for January 18, 2023.

10. NEW BUSINESS/ADJOURNMENT

Nelson asked for an update on returning to in-person meetings. Bryant Francis said that staff follows the direction of the Port Executive Team and the Board of Port Commissioners who have met sporadically in person but without any members of the public. He said that staff will reevaluate towards the end of the year and will follow up with Noise Forum members when a decision is made.

Facilitator Hanrahan adjourned the meeting at 8:53 p.m.