

Oakland Airport-Community Noise Management Forum

Meeting Minutes – October 18, 2023

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1. INTRODUCTIONS

The October 18, 2023 meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:35 p.m. by the Noise Forum’s facilitator, Rhea Hanrahan. Ms. 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
Jay Seaton, Community Representative, Alameda
James Nelson, Community Representative, Berkeley
Gordon Russell (**non-voting**), staff to Councilmember Sophie Hahn, Berkeley
Edward Bogue, Community Representative, Hayward
Davis Drisdale, Community Representative, Richmond
Co-Chair Benny Lee, Community Representative, San Leandro
Craig Simon, Interim Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present

Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Colleen Liang, Acting Director of Environmental Programs and Planning, Port of Oakland
Matthew Davis, Chief Public Engagement Officer, Port of Oakland
Diego Gonzalez, Acting Director of Government Affairs, Port of Oakland
Susan Fizzell, Senior Aviation Project Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Tim Middleton, Technical Consultant to the Port, HMMH
Jason Stoddard, Consultant to the Port, HMMH
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown

FAA Representatives Present

Carlette Young, Supervisory Senior Advisor Office of the Western-Pacific Regional Administrator
Moifair Chin, Community Engagement Officer
Bonnie Malgarini, Western Service Operations Support Group

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

2. ANNOUNCEMENTS

A. FY23/24 Noise Forum Membership Dues Update

Facilitator Hanrahan reminded members that the Port of Oakland (Port) Finance Department sent invoices for the annual Noise Forum membership dues for the 2023/2024 fiscal year. She noted that payments have not been received from the City of Oakland, the City of Richmond, and the City of San Leandro. Co-Chair Benny Lee asked that he be copied on a follow-up reminder to the City of San Leandro.

B. NorCal TRACON Tour

Ms. Hanrahan announced that Noise Forum members have the opportunity to tour the Northern California (NorCal) TRACON facility in Sacramento on October 26, 2023. She said the tours do not happen frequently, and there has not been an opportunity to tour the facility in many years. She added that the tour requires a lot of coordination because of the Federal Aviation Administration's (FAA's) security requirements. Any member interested in the tour must sign up by October 20, 2023, so the FAA has a list of those who plan to attend. This tour is going to be in conjunction with the San Francisco International Airport (SFO) roundtable members, so both groups will be going at the same time and space is limited. Co-Chair Lee said that he previously attended the NorCal TRACON tour and suggested that those who have not should tour the facility to learn how FAA operations work. Jay Seaton said that he did not get the invitation and asked that it be sent again.

C. San Francisco Fleet Week

Facilitator Hanrahan announced that San Francisco Fleet Week occurred during the week of October 2, 2023 to October 10, 2023.

D. Second Quarter 2023 Noise Abatement Report

Co-Chair Lee again asked what is being done to improve compliance with jet departures from Runways 28L/R. Jesse Richardson commented that Port staff have approached North Field jet departure issues in many ways. The latest effort included having fixed-based operators (FBOs) attach noise abatement information to the fuel receipts in hopes that the pilots will comply with the voluntary procedures. Mr. Richardson explained that Port staff send a letter to every noncompliant operator.

Mr. Seaton asked about touch-and-go procedures. Mr. Richardson said that the touch-and-go preferred runway is Runway 28L; however, it is a voluntary program. When talking with the Air Traffic Control Tower (ATCT), the touch-and-go's on Runway 28R are a controller safety issue. ATCT would rather use Runway 28R having aircraft flying clockwise versus Runway 28L flying counterclockwise. Mr. Seaton said that someone reached out to him about an aircraft doing touch-and-go's in the "wrong direction." Mr. Richardson said that Port staff will send pilots letters if they penetrate the community area and overfly the community area regardless of which traffic pattern they are flying. Mr. Seaton also asked if excused flights are calculated in the compliance rate. Mr. Richardson confirmed that excused operations are part of the total count. Mr. Seaton said this is a problem for the community because people are hearing a lot of noise whether they are excused or not.

James Nelson asked if the noncompliant flights are primarily repeat offenders. Mr. Richardson responded that most are transient aircraft. He said that there are a couple every few weeks that are the same tail number, but they are not consistently noncompliant.

E. Taxiway Whiskey Rehabilitation

Matt Davis reported that construction on the current phase of the Taxiway Whiskey Rehabilitation project at Oakland International Airport (OAK) will be complete the last week of October 2023. He explained that Taxiway Whiskey is the primary parallel taxiway to the main air-carrier runway (Runway 30), meaning that all aircraft must use the taxiway to access the main runway for the airport. With portions of the taxiway under construction, he said the current phase of the project has caused disruption in airport operations.

Mr. Davis said Phase 2 of the Taxiway Whiskey project will include construction on the other side of the taxiway, and Port staff will brief the Noise Forum when it is time for Phase 2 to begin. He added that Port staff will do their best to avoid disruptions during all phases of the project, and he reemphasized that the current phase of the project will be complete by the last week of October 2023. Since project-related construction has caused aircraft to utilize the North Field, he said completion of the current phase should reduce some of the North Field departures.

Mr. Davis encouraged Noise Forum members to visit OAK's noise program website (www.flyquiетоak.com) for up-to-date information on the Taxiway Whiskey project, and to contact the Port's office with questions. Mr. Davis concluded by stating the project includes mandatory maintenance on the taxiway, and even though disruptions cannot be avoided, Port staff will try to minimize the impact as much as possible. He said air traffic control does a great job collaborating with the airport to avoid using the North Field for departures, when possible, by briefing their crew and working aircraft around some of the closed sections of the taxiway.

3. APPROVAL OF MINUTES

A. July 19, 2023

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes from the July 19, 2023 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: Co-Chair Lee, second: Mr. Nelson.

4. DISCUSSION ITEM – MEETING FORMAT

Facilitator Hanrahan gave the floor to Co-Chair Trish Herrera Spencer to discuss whether future meetings should remain virtual or return to in-person. Co-Chair Herrera Spencer said that she asked for this item to be added to the agenda because many cities have returned to holding either hybrid meetings (participants can attend in-person or virtually via Zoom or telephone) or solely in-person meetings. She said she was concerned that there may be less public participants with the current virtual meeting structure, and she wanted to ensure the Noise Forum is reaching the public at the same rate as when the Noise Forum meetings were held in person.

Mr. Nelson said that he agrees that public participation may be less with the current Noise Forum meeting structure, and he thinks it might be beneficial to have public meetings in person.

Co-Chair Lee stated that he is indifferent to either remaining virtual or moving to in-person meetings. He said that in-person meetings would require COVID safety protocols.

Mr. Seaton said that he would prefer that meetings were in person. Although he understands others may still be concerned about COVID, he said when participants attend virtually, they may miss context and other benefits of meeting face-to-face.

Ed Bogue said that it would be beneficial to have the option to attend Noise Forum meetings virtually because more people would be able to attend.

Facilitator Hanrahan said that if meetings were to return to in-person, the meeting location would change from Jack London Square to the airport. She also said that hybrid meetings are not an option; meetings will need to be fully remote or fully in-person. She added that every meeting does not have to have the same format; there is an option that the Noise Forum meet once or twice a year in person.

Co-Chair Herrera Spencer said that the majority of members seemed to be interested in returning to in-person meetings to see if public participation increases.

Craig Simon asked if the FAA could weigh in on their availability and how they would respond to having in-person meetings. Carlette Young stated that for the FAA, it is a matter of having enough lead time to participate. She added that air traffic control could have obligations, such as giving a presentation, that would determine whether to attend in-person meetings. She said timely notification and available funding are key factors in FAA's in-person attendance.

Co-Chair Herrera Spencer asked if it would be possible for the FAA to appear via Zoom. Mr. Simon asked for time for Port staff to do research to determine if the FAA could attend virtually. Facilitator Hanrahan said that the January 2024 meeting will be virtual while Port staff researched the possibility of the FAA attending remotely.

Co-Chair Herrera Spencer asked if there was a way to find public members that used to attend and inquire why they no longer do. Facilitator Harahan said that Port staff could find names by researching through past minutes, but there would not be contact information for them.

5. NEXTGEN SUBCOMMITTEE UPDATE

Co-Chair Herrera Spencer reported that the NextGen subcommittee had a productive meeting with Paul Hannah, the OAK Airspace Consultant from Lean Corporation. She explained that the meeting was one of the most productive meetings she had participated in the past six years. She thanked Facilitator Hanrahan for connecting the subcommittee to Mr. Hannah, who was able to show maps of different departures, and then manipulate them in an understandable manner. Co-

Chair Herrera Spencer said the feedback she received indicated that the entire subcommittee were very impressed. She said Mr. Hannah will be following up by sharing the map files that were presented to the subcommittee members. She said she had not received the maps yet and asked Ms. Hanrahan to follow up with Mr. Hannah. Ms. Herra Spencer said the subcommittee will have a follow-up meeting with Mr. Hannah after he explores some of the modifications to the arrivals and departures suggested by the subcommittee.

Co-Chair Lee said the subcommittee did not see population densities during the meeting. He said that can be easily done from a census-track perspective and by overlaying the densities onto the map to provide a better understanding of population impact to any modifications/changes being explored.

6. PUBLIC COMMENT

Facilitator Hanrahan opened the public comment period with an announcement that the timeframe was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at OAK.

Dr. Matt Pourfarzaneh asked if the Port is going to share the comments that were sent to the Port of Oakland Board of Commissioner for the draft Environmental Impact Report (EIR) for the Terminal Modernization and Development Project. Colleen Liang stated that the Port is currently going through the comments, and they will be shared with the Board.

7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Moifair Chin said she had no update for the Noise Forum.

Ms. Young said she was happy to hear that the Noise Forum and SFO roundtable members would be visiting NorCal TRACON. She thanked the group for participating in the tour and maintaining partnerships. She also said the FAA will be announcing the next FAA Administrator soon.

Bonnie Malgarini commented that the FAA is still on track for the publication of the OAK SIX in the January 2024 publication cycle. Mr. Davis reminded the Noise Forum members that the OAK SIX departure is the straight-out daytime departure out of OAK. He thanked the FAA and said the FAA has done good work in moving that departure about six degrees to the left, which provides some additional space between the aircraft and Alameda. Mr. Seaton asked when the change would begin. Ms. Malgarini said it would be published on January 25, 2024. Mr. Seaton said it was good news, and he would be asking Mr. Richardson to provide figures and statistics on how many flights are actually making the turn. Co-Chair Lee asked that the quarterly noise report include a footnote stating when this change is implemented.

8. NOISE OFFICE REPORT

A. Update on Action Items from North Field/South Field Working Group

Mr. Davis and Mr. Richardson gave reports on the action items from the North Field/South Field Research Group meeting held on September 20, 2023. The following action items were discussed:

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- Work with CLASS, City of Alameda, and OAK staff to create a “Welcome Letter” for fixed base operators (FBOs).
- SFO Ground-Based Augmentation System (GBAS) Team to plan on at least one, if not more, follow-up meetings with the OAK North Field/South Field Research Group, OAK Noise Forum and/or a City of Alameda/San Leandro.

[B. Update on Action Items from July 19, 2023, Noise Forum Meeting.](#)

Mr. Davis gave reports on the action items from the previous Noise Forum meeting. The following action items were discussed:

- Creation of a Regional Noise Management Forum

9. NOISE NEWS UPDATE

Christian Valdez reported on the current news of the aviation and noise industries. The following items were discussed:

- The FAA announced that nearly 300 million dollars is available for projects to achieve America's goal of net-zero emissions from aviation by 2050 as part of President Biden's Investing in America agenda. The majority of the 300 million dollars available is for sustainable aviation fuel infrastructure and projects, with 47 million being for low-emission aviation technology projects. The funding comes from the Inflation Reduction Act, which was the largest climate investment in history.
- NASA is exploring whether the commercial market would support travel at four times the current speed. NASA recently looked into the business case for high supersonic commercial travel at speeds of two to four times the speed of sound. Currently commercial aircraft fly at about 80 percent of the speed of sound. NASA found that potential passenger markets exist in about 50 established routes, including flights across the North Atlantic and the Pacific Oceans.
- A company based out of Germany called H2FLY announced that they flew a single-engine aircraft fueled by hydrogen. The HY4 demonstrator aircraft uses liquid hydrogen to power a hydrogen electric fuel cell system that powers the aircraft for the entire flight. The aircraft flew four flights, including one that lasted three hours and about 1,000 miles. Results of the test indicate that using liquid hydrogen in place of gaseous hydrogen will double the maximum range of aircraft flight.
- A new air taxi from Joby Aviation will allow the U.S. Air Force to research its potential military use. One of Joby's customers is the Air Force AFWERX Agility Prime Program which focuses on researching and testing the military's use of air taxi aircraft. The aircraft was delivered to Edwards Airforce Base where it will be tested by Air Force and NASA researchers.
- The FAA's timeframe seeking public comments to its review on aviation noise policy closed on September 29, 2023. Over 4,800 comments were submitted to the docket, most of which were individuals impacted by aircraft noise, either close to the airport or under new NextGen flight paths. Airlines for America also submitted comments suggesting that

the FAA's aircraft noise policy review cannot be done in isolation from aircraft emissions and climate change.

- The FAA has released their Advanced Air Mobility (AAM) implementation plan which talks about near-term implementation. These documents are very general and are not Bay Area specific or specific about any area in the United States. OAK has no plans to impose AAM facilities or operations. The FAA is implementing a crawl-walk-run methodology that recognizes early opportunities to support entry into service operations through existing services and infrastructure with minimal changes. The near-term implementation approach, also called the Innovate 28 or I28, includes documenting steps and protocols and collecting data over the course of time to develop a repeatable methodology that could be applied in other places. It is a joint government and industry initiative that will culminate in integrated AAM operations at one or more key sites by 2028. Locations of entry into service are currently being defined but are not identified in the document. Those areas could be Florida (the Orlando area), New York, Chicago, and the Los Angeles area, but not anywhere in the Bay Area. Initially, AAM operations in the 2025 to 2028 timeframe are expected to primarily use existing airports and heliports with some modifications, and do not require full regulatory changes. AAM aircraft are expected to be operating with a pilot on board and under visual flight rule (VFR) conditions. It is likely these aircraft will be treated as any other fixed-wing or rotor craft operating under VFR conditions, to the extent that they are able to comply with existing rules, regulations, and procedures. The FAA is using existing policies, regulations, and infrastructure as the baseline for vertiport guidelines and regulations development; however, it will be the responsibility of operators, manufacturers, state and local government, and other stakeholders to plan, develop, and enable vertiport infrastructure for I28 or near-term operations. The FAA has policies and practices in place to conduct environmental reviews for legacy aviation; however, the FAA is still evaluating how best to streamline the environmental review process for new entrants like AAM. Section 5.7 of the *Advanced Air Mobility Implementation Plan* is called "Community Engagements." With AAM, a summary of that section is as follows:

- With AAM, the FAA will proactively engage with airports and elected officials to ensure they understand AAM on expected operations. Currently, the scope of what may be needed to change to accommodate the safe integration and operation of AAM and operators into the airspace is evolving. The FAA's level of engagement will follow the level of change. However, given the expected scope of AAM changes, the FAA does not expect the same type of engagement that the agency conducts for major airspace changes. While public involvement is led by the FAA under some environmental laws or other requirements, community engagement may also be led by the proponent of the project, which may be the FAA, and in cases of many airspace changes, but also can be airport sponsors or operators. When the project proponent takes the lead on community engagement, the FAA plays an oversight role providing advice and guidance on good community engagement practices. For I28, community engagement needs to focus on more than just airspace and involve the Department of Transportation, the FAA, and

other agencies. It is important that the public understand how these new aircraft operations will impact their communities. Many other stakeholders, such as AAM operators, vertiport sponsors, and airport operators, will be part of bringing AAM to an operational reality and will have a role in community engagement. Lastly, part of the *Advanced Air Mobility Implementation Plan* states that the FAA encourages communities to get involved now in these early phases, and to stay engaged.

10. CONFIRM NEXT MEETING DATE

The next meeting is scheduled virtually for January 17, 2024.

11. NEW BUSINESS/ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 8:01 p.m.