

Oakland Airport-Community Noise Management Forum

DRAFT Meeting Minutes – January 17, 2024

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1. INTRODUCTIONS

The January 17, 2024 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
Sophie Hahn, Councilmember, Berkeley
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Davis Drisdale, Community Representative, Richmond
Co-Chair Benny Lee, Community Representative, San Leandro
Julie Yim, Alternate for Lena Tam, Supervisor, County of Alameda
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
Matthew Davis, Chief Public Engagement Officer, Port of Oakland
Diego Gonzalez, Acting Director of Government Affairs, Port of Oakland
Anjana Mevani, Environmental Planner, Environmental Programs and Planning
Joan Zatopek, 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
Sarah Yenson, Consultant to the Port, HMMH
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown
Paul Hannah, Airspace Consultant to the Port, LEAN Technologies
Bert Ganoung, Noise Manager, San Francisco International Airport

FAA Representatives Present

Moifair Chin, Community Engagement Officer
Faviola Garcia, Deputy Western-Pacific Regional Administrator
Benjamin Kingston, OAK Air Traffic Control Tower

Facilitator 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 and the City of Richmond.

B. [Third Quarter 2023 Noise Abatement Report](#)

Co-Chair Benny Lee stated that he wants to make sure that Port staff is staying on top of the issues with departures from Runway 28 L/R. Jesse Richardson commented that they are working

to schedule a pilot meeting for 2024. He also said that he recently met with NetJets and is working on getting them to comply with the noise abatement procedure.

Co-Chair Trish Herrera Spencer stated that she noticed a significant increase in complaints from Alameda in the third quarter. Mr. Richardson said that the increase in complaints is attributable to the Taxiway Whiskey rehabilitation project that saw an increase in jet departures from the North Field.

3. APPROVAL OF MINUTES

A. October 18, 2023

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes from the October 18, 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: Benny Lee, second: Sophie Hahn. The minutes passed unanimously.

4. ACTION ITEM – MEETING FORMAT

Facilitator Hanrahan gave the floor to Co-Chair Herrera Spencer to discuss whether future Noise Forum meetings should remain virtual or return to in-person. As discussed during the October 2024 Noise Forum meeting, Co-Chair Herrera Spencer said she asked for the meeting format discussion to be added to the agenda because many cities have gone back to either fully in-person or hybrid meetings (both in-person and virtual). She expressed her concerns as to whether the Noise Forum was losing public participation. Facilitator Hanrahan said that staff reviewed previous Noise Forum meeting minutes to catalog who from the public was speaking and in attendance. She said there has been minimal change in the number of public attendees, anywhere from five to a dozen. She also noted that some attendees have changed due to relocation away from the area, but the Noise Forum meetings still have about the same level of public engagement.

Co-Chair Herrera Spencer asked which members would be required to be in-person if hybrid meetings were put in place. Ms. Hanrahan stated that all voting Noise Forum members, elected and community representatives, would be required to attend meetings in person for quorum and action/voting purposes. She said there would be an option for others, i.e., Federal Aviation Administration (FAA), consultants, staff, the public to attend virtually.

Co-Chair Lee said that he supports either option; however, he wanted to make sure everyone understood the extra steps involved when having an in-person meeting, such as the need to arrive to the facility early due to the mandated security checkpoints. He also said that parking would be critical, adding that the parking garage would be an option and would be accessible by the public. Co-Chair Lee said he communicated with Mr. Richardson who reviewed security records and found there have been no incidents in the parking garage.

Faviola Garcia asked if the meeting would remain the same dates and time if changed to hybrid or in-person. She stated her concerned with FAA representatives being able to attend in person

with the conflicts that exist with other California Noise Roundtables. Ms. Hanrahan said that she was aware of a conflict with the Los Angeles World Airports (LAWA Noise Roundtable) in January and July, so an option would be to hold in-person meetings in April and October, while January and July would remain virtual.

Ms. Hanrahan opened the floor to the public. Martine Krause said she felt that the meetings should be more frequent and that meeting every three months was not sufficiently frequent to make progress. Bill Harrison said that he and his wife have been participants in the meetings for many years and miss the in-person connection between participants. He said he would greatly appreciate returning to in-person meetings. Jon Hamilton said he was in favor of hybrid meetings and recognized that although in-person meetings were beneficial, they could also be difficult for some of the panelists to attend. He added that hybrid meetings would be highly efficient.

Bart Lounsbury asked about the comment to increase the meeting frequency. Facilitator Hanrahan stated that a change to the By-Laws would be required to modify the meeting frequency. She also reminded the group that the North Field/South Field Research Group, which is a subcommittee of the Noise Forum and is open to the public, meets quarterly as well. She said there are actually eight meetings a year that deal with OAK noise and issues. Bert Ganoung explained to the group that the San Francisco International Airport (SFO) Community Roundtable meeting frequency has changed many times in their 25-year history. He explained it started meeting monthly, then bi-monthly, then quarterly. He said when the 2015 Metroplex was put in place, the group returned to bi-monthly. Tim Middleton reported that HMMH has done research on this subject and the most common meeting frequency nationwide for noise roundtables and forums is quarterly. Ms. Garcia said that meeting more frequently may also be an issue of attendance from the FAA. Co-Chair Lee said that he feels that meeting quarterly is sufficient for accomplishing Noise Forum goals.

Jay Seaton made a motion to meet in-person every other meeting for the next year. At that time, the Noise Forum could revisit the meeting format discussion. Facilitator Hanrahan suggested that the motion be updated to meet in-person in April and October to remove the conflict for the FAA with the LAWA Noise Roundtable. Mr. Seaton said that he will update the motion to reflect that. Moved: Co-Chair Lee, second: Mr. Seaton. The motion passed by majority.

5. NEXTGEN SUBCOMMITTEE UPDATE

Co-Chair Herrera Spencer reported that the NextGen subcommittee recently received maps from Paul Hannah. She said that they will be working with staff to schedule another subcommittee meeting soon. Co-Chair Lee said that the files were very useful tools.

6. PUBLIC COMMENT

Facilitator Hanrahan opened the public comment period with an announcement that it was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at the Oakland International Airport (OAK). Speakers included the following:

- Sandra Harrison – She stated her concern with flights over her Hayward home in the middle of the night.
- Martine Krause – She stated that she feels that nothing has changed with incessant jet noise in the Berkeley Hills. She said the Oakland Airport does not recognize complaints filed using stopjetnoise.net noise reports unless they are submitted by e-mail and feels that the airport misses tens of thousands of complaints annually. She wants to know if OAK can have a memorandum of understanding with SFO to receive stopjetnoise.net complaints from SFO on a monthly basis, even complaints for OAK arrivals and departures.
- Jon Hamilton – He wanted to know why touch-and-go operations were operating on Runway 28R instead of the preferred 28L.
- Kevin Leong – He asked if the proposed airport facilities were going to be discussed. Ms. Hanrahan explained that the Terminal Modernization and Development Project is not under the purview of the Noise Forum.
- Ronald Canfield – He stated his concern with flights over his Bay Farm Island home.

7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Moifair Chin had no update for the Noise Forum. Ms. Garcia reported that she is now the permanent Deputy Regional Administrator and also reported that Michale Whittaker is the new FAA Administrator.

8. NOISE OFFICE REPORT

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

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

- Work with CLASS, City of Alameda, and OAK staff to create a "Welcome Letter" for fixed-base operators
- SFO Ground-Based Augmentation System (GBAS) Team meeting with the OAK North Field/South Field Research Group, OAK Noise Forum and/or a City of Alameda/San Leandro on January 29, 2024
- Staff to provide data regarding departures from Runway 28R on December 4, 2023

Mr. Davis reported that the change to the OAKLAND Six conventional departure is scheduled to begin on January 24, 2024. He said this would allow aircraft on that departure to make a slight left-hand turn rather than departing on runway heading. He said staff would be monitoring the change and any impacts.

B. Update on Action Items from October 18, 2023, Noise Forum Meeting.

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

- In-person/hybrid meeting options

9. FAA REAUTHORIZATION PRESENTATION

Mr. Middleton reported on the current FAA Reauthorization Bill. The following items were discussed:

- The Airport and Airway Trust Fund funds the FAA and is part of the overall federal budget. The federal budget process occurs in two stages: Appropriations, which set overall spending limits, and Authorizations, which direct how federal funds should or should not be used. The federal budget is annually authorized with the federal fiscal year beginning October 1 of every year. A current objective of Congress is to pass legislation to reauthorize the FAA for the next five years. The last full FAA Reauthorization was in 2018 and has expired. All of its provisions are still in place through a continuing resolution that was passed, until March 8, 2024.
- The 2018 FAA Reauthorization Bill required the FAA and GAO to conduct a range of studies on noise effects, including annoyance, health effects, and the potential phase-out of Stage 3 aircraft.
 - Section 173 and 188 Reports on alternate airplane noise metric evaluation and the study of day-night average sound levels have been sent to Congress.
 - Section 187 addressed noise exposure by conducting the Neighborhood Environmental Survey, which was published in January of 2021. Comment responses are pending.
 - Section 189 studied the potential health and economic impacts of overflights noise.
 - Section 186 required the GAO to conduct a study evaluating the phase-out, potential phase-out of Stage 3. This report has been completed.
- The 2023 FAA Reauthorization Bill aims to authorize appropriations for the FAA for the fiscal years 2024–2028. The bill must be passed by the House and the Senate in identical form, and then be signed by the President to become law.
 - The objective of this funding is to improve efficiency of operations, investment in airport and infrastructure, and improve public passenger experience.
 - The House Bill was introduced to Congress on June 9, 2023.
 - The Senate Bill was introduced on June 13, 2023.
 - Both sides sought to put forward identical bills but haven't reached an agreement.
 - One of the proposals to change criteria for pilot training has stalled the Bill from proceeding further.
 - The 2023 FAA Reauthorization has not passed, so the FAA is still working under continuing resolutions for now.
- Items of interest that are in the current draft authorizations are:
 - Advanced air mobility is addressed by instructing the FAA to establish procedures and rules to integrate powered-lift aircraft into the National Airspace System and to update air traffic orders and policies to allow for their integration.
 - The FAA is looking at potential updates to the Part 150 Airport Noise Compatibility Planning, which haven't been updated since they became law in the 1980s.

- The potential look at categorical exclusions which is something that the public and airports have looked at in terms of how the environmental process works for new flight procedures.
- Both the House and the Senate intend to raise the maximum age for pilots to retire from the current age of 65 to 67.
- The Bill would require the FAA to advance rulemaking on beyond visual line of sight for drone operations.
- The House Bill would also direct the FAA to increase hiring of air traffic controllers in response to concerns over shortages.
- The Senate calls for a study to assess realignment of air traffic control facilities but does not direct the FAA to hire more controllers.
- The Bill could potentially direct the FAA to look at a third-party study of aviation noise metrics, which is building on the 2018 Reauthorization and build on the FAA's efforts as part of their Noise Policy Review.

10. NOISE NEWS UPDATE

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

- Tampa Bay International Airport partnered with a German urban air mobility (UAM) company, Volocopter, to showcase their VoloCity Aircraft in flight. The eight-minute flight marked the first ever flight test of an electric vertical takeoff and landing aircraft in an operational and large international U.S. airport, and the first of these in the state of Florida. Volocopter expects to receive the final certification for its aircraft from the European Union Aviation Safety Agency this year. Tampa Bay International Airport formed a special committee to study the UAM infrastructure in the Tampa Bay Area and how it might integrate with the current airspace system.
- UrbanX Air and Eve Air Mobility, which is a subsidiary of Embraer, have partnered to provide UAM services in the South Florida area. They announced that they would start these services in 2026.
- California based Joby Aviation flew its UAM aircraft on an exhibition flight over New York City making the first flight of an air taxi over the city, and the first Joby air taxi flight in an urban setting. A couple of days later Volocopter flew its first public demonstration flight over New York City with multiple air taxi aircraft. Joby previously announced, through its partnership with Delta Airlines, that it expects New York to be one of its early-launch markets in 2025–2026, after receiving certification from the FAA. Joby estimates that the flight time from Manhattan to JFK Airport would be about seven minutes, which by car would take over an hour. Joby and Delta are working with the Port Authority of New York and New Jersey to develop infrastructure at JFK and La Guardia Airports as part of Delta's \$7-billion investment at these airports.
- Santa Clara based Archer Aviation announced that its Midnight Aircraft successfully completed its first test flight last October. It builds on two years of flight testing. There are other smaller aircraft called Maker. Archer also announced that it plans to make Abu Dhabi its first international launch partner, with plans to begin air taxi operations there in 2026.

Archer has also partnered with India's travel and hospitality conglomerate, InterGlobe Enterprises, to provide air taxi service in India. Starting with routes in Delhi, Bombay, and Bangalore, the electric air-taxi service aims to complete about a 17-mile trip in the national capitol in about seven minutes, a journey that would typically take 60 to 90 minutes by car. In addition to urban air-taxi services, the parties plan to pursue a variety of other uses for the UAMs in India including cargo, logistics, medical and emergency services. India is one of, if not the largest opportunity for UAM aircraft utilization in the world, as it's home to the world's largest population of over 1.4 billion people, and its largest city faces some of the greatest congestion challenges in the world.

- Virginia based Electra Aero announced that it has successfully completed the first flights of its EL-2 Goldfinch aircraft, a hybrid electric ultra-short takeoff and landing aircraft. The test flight lasted about 23 minutes, reached an altitude of 2,200 feet, and covered about 30 miles. The two-seat Goldfinch is the world's first blown-lift aircraft using a distributed electric propulsion system. Electra is developing a nine-passenger version of the aircraft for commercial and government markets, that can take off and land with a ground-roll portion as short as 150 feet, and fly at speeds of 200 miles per hour, and cover distances of 500 miles; in comparison, a Cessna 172 needs about 1,000 feet of runway for ground roll before it becomes airborne. Electra aims to fill in the gap of air travel between 50 to 500 miles, where most trips today are done by automobile. This aircraft will not only be able to fly from Manhattan to JFK, but also fly to Washington D.C.
- Joby announced it has successfully completed a series of air traffic simulations with NASA Ames Research Center that evaluated how air taxi operations can be integrated in today's airspace, including at busy airports, using existing air traffic control tools and procedures. The simulations took place at NASA's Future Flight Central, a high-fidelity virtual tower facility offering 360-degree views of real-time simulation of an airport, where a team of NASA and Joby engineers, as well as pilots and air traffic controllers, simulated traffic patterns in the Dallas Love and Dallas Fort Worth (DFW) Airport area, representing that complex airspace. During the simulation participants virtually tested the ability to integrate up to 120 UAM operations, arrivals and departures per hour, at DFW, alongside the airport's existing air traffic. Up to 45 simulated UAM aircraft were simulated aloft in DFW's Class B airspace during the activity.
- The National Park Service and the FAA announced their completion of an Air Tour Management Plan for Hawaii's volcanos parks that will cut air tours by almost 90 percent. Specifically, the plan authorizes up to 1,548 air tours per year, on three specific routes, within the park's boundaries.
- This is a significant reduction from the existing levels of over 11,300 flights per year. The air tours can occur between 10:00 a.m. and 2:00 p.m. local time on Mondays, Tuesdays, Thursdays, and Fridays. It designates three air tour routes that avoid the summit of Kilauea, and protect the key natural resources, and visitor-use areas, and park wilderness. Air tours will be limited to these three routes. The plan also includes no-fly days on Sundays, and special traditional Hawaiian holidays. Hawaii's Volcano National Park is one of several National Parks for which the National Park Service and the FAA have developed, or are currently developing, an Air Tour Management Plan.

- MIT engineers aim to produce totally green, carbon-free hydrogen fuel with a new train-like system of reactors that is driven solely by the sun. The system harvests the sun's heat to directly split water and generates hydrogen. Today's hydrogen is largely produced through processes that involve natural gas and other fossil fuels making the otherwise "green fuel" more like a gray energy source when considered from the start of its production to its end use. In contrast, solar thermal chemical hydrogen (STCH) offers a total emissions-free alternative, as it relies entirely on renewable solar energy to draw hydrogen production. So far existing STCH designs have limited efficiency, only about 7 percent of incoming sunlight is used to make hydrogen. The results so far have been low yield and high cost. In a big step towards realizing solar-made fuels, the MIT team estimates its new design could harvest up to 40 percent of the sun's heat to generate that much more hydrogen. The increase in efficiency could drive down the system's overall cost making STCH a potentially scaled affordable option to decarbonizing the transportation industry.
- The international aviation sector took a giant leap to acceleration of its decarbonization during the third International Civil Aviation Organization Conference on Aviation and Alternative Fuel held in Dubai in November 2023. By adapting the new global framework for sustainable aviation fuels, the member states have agreed to strive to achieve a global vision to reduce carbon dioxide emissions in international aviation by 5 percent by 2030.
- ICAO's new global framework of cleaner aviation fuels builds on ICAO's General Assembly adoption of a target of net-zero carbon emissions by 2050, which puts international aviation on a stronger transition path.
- Gulfstream announced the successful completion of the world's first transatlantic flight using 100 percent sustainable-aviation fuel, which took place on November 19, 2023. The Gulfstream 600, the photo on the left, flew roughly a seven-hour flight from Savannah to England. Then a few days later, Virgin Atlantic Airline announced that it flew its first transatlantic commercial flight using sustainable fuel on November 28, 2023. Virgin Atlantic's Boeing 787 departed from London and landed in New York.
- For the last few years, we've tracked the development of NASA's X-59 Aircraft, which is trying to fly supersonically without a loud sonic boom but a sonic thump instead. NASA and Lockheed Martin formally debuted the agency's X-59 quiet supersonic aircraft last Friday. The X-59 is the centerpiece of NASA's Quesst mission which seeks to address one of the primary challenges to supersonic flight over land by making supersonic booms quieter. For 50 years, the U.S. and other nations have prohibited commercial supersonic flight over land because of the disturbance caused by loud startling sonic booms over communities underneath the flight path. The next steps in preparation for the X-59's first flight are the integrated systems testing, engine runs, and taxi testing. The aircraft is set to take off for the first time later this year, followed by its first supersonic flight from its home base at NASA's Armstrong Flight Research Center inside Edwards Airforce Base. Once all testing is complete, the X-59 will fly over several to-be-selected cities across the U.S. collecting input about the sound the aircraft makes, and how people perceive it.

11. CONFIRM NEXT MEETING DATE

The next meeting is scheduled to be in-person on April 17, 2024.

12. NEW BUSINESS/ADJOURNMENT

Mr. Seaton asked if anyone from the Noise Forum will be attending the UC Davis Aviation Noise and Emissions Symposium. Mr. Davis said that the Forum by-laws provide for the reimbursement of funds for Noise Forum members to attend conferences if approved by the Forum. He said Port staff does not usually attend; however, HMMH attends and reports back on items of interest or concern. Facilitator Hanrahan adjourned the meeting at 8:28 p.m.