

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

January 21, 2009

INDEX TO THE PROCEEDINGS

	PAGE
1. INTRODUCTIONS.....	1
2. CORRESPONDENCE/ANNOUNCEMENTS.....	2
3. APPROVAL OF MINUTES (10/15/08).....	3
4. PUBLIC COMMENT	3
5. FORUM 10TH ANNIVERSARY RECAP.....	3
6. RAPC RASP UPDATE	4
7. NOISE NEWS AND UPDATES.....	5
8. AIRSHIP VENTURES/TRACON TRIP UPDATES	7
9. 3RD QUARTER NOISE REPORT	7
10. RUNWAY 09R DEPARTURES	9
11. U.C. NOISE & AIR QUALITY SYMPOSIUM	9
12. NEW BUSINESS AND MEMBER COMMENTS	10
13. NEXT MEETING DATE (APRIL 15, 2009)	10
14. ADJOURNMENT	10

1. INTRODUCTIONS

The January 21, 2009 Oakland Airport-Community Noise Management Forum meeting was called to order at 6:31 p.m. by the Forum’s facilitator, Mike McClintock. Mr. McClintock welcomed the Forum members and guests. He asked the Forum members and advisors who were present to introduce themselves:

Forum Members/Alternates Present:

Alice Lai-Bitker, Alameda County Supervisor and Co-Chair
Ernest Delli Gatti, Citizen Representative, Alameda County
Marie Gilmore, Elected Representative, Alameda
Walt Jacobs, Citizen Representative, Alameda and Co-Chair
James T. Nelson, Citizen Representative, Berkeley
Edward Bogue, Citizen Representative, Hayward
Pat Mossburg, Alternate for Councilmember Reid, Oakland
Jim Prola, Elected Representative, San Leandro
Jim Navarro, Elected Representative, Union City
Roy Panililio, Citizen Representative, Union City
Steve Grossman, Director of Aviation, Port of Oakland

Staff Members/Advisors Present:

Rob Forester, Airside Operations Manager, Port of Oakland
Larry Galindo, Noise/Environmental Management Supervisor, Port of Oakland
Triena Trahan-Taylor, Port of Oakland
Wayne Bryant, Port of Oakland
Jesse Richardson, Port of Oakland
Don Kirby, Air traffic District Manager, NorCal TRACON, FAA
Ora King, Manager, OAK ATCT, FAA
Terry Calhoun, OAK ATCT, FAA/NATCA
Harvey Hartmann, Consultant
Jeff Dickinson, Southwest Airlines
Vince Mestre, Acoustical Consultant
Gene Reindel, HMMH
Harvey Hartmann, Consultant
Marge McLean, Alameda
Kathy Ornelas, San Leandro
Mike McClintock, Forum Facilitator

Larry Galindo introduced Jesse Richardson, the Port's new noise abatement specialist.

2. CORRESPONDENCE/ANNOUNCEMENTS

There was one piece of correspondence and one announcement:

A. Shelia Young resignation letter

McClintock read Ambassador Young's letter of resignation and recommended that the Forum accept her resignation. Councilmember Prola moved to accept. The Motion was seconded and approved unanimously. McClintock noted that the Forum had prepared a certificate of recognition for Ms. Young's service to the Forum that was to have been presented to her at the Forum's 10th Anniversary dinner.

B. Forum Fall Air Quality Meeting

McClintock announced that at the behest of Co-Chair Lai-Bitker, the Port had authorized the Forum to expand its role into air quality issues should it be interested in doing so. He said that if the Forum wanted to pursue this they should authorize staff to pull together a proposed program for the April Forum meeting, including the dedication of the October meeting to the subject of air quality. The Forum discussed the matter and asked a number of questions related to air quality issues. It was a consensus of the Forum members present that staff should report back at the April meeting with a proposed program for the Forum to study and advise on air quality issues at the Port.

3. APPROVAL OF MINUTES

The draft minutes of the October 15, 2008 Forum meeting were submitted for approval. McClintock noted that Forum members received a copy of the draft Minutes in their agenda packages. Councilmember Navarro moved approval of the minutes. Second by Councilmember Prola. Motion approved (Marie Gilmore abstained).

4. PUBLIC COMMENT

The facilitator announced that this was the time for members of the public to comment on airport noise issues not on the agenda. John Manual asked if his neighbor could address the Forum on a noise issue. Mr. Gerd Marggraff of Neptune Drive in San Leandro said that he has lived in the area for a couple of years and in that time the noise has increased quite dramatically, especially at night. He said Airport noise information shows 14-15 aircraft taking off around 1:30, 2:00, and 4:00 a.m., and which are quite noisy. He said a lot of his neighbors are not able to sleep at night. He expressed his concern over air quality in his neighborhood, and why there were sometime 5-6 aircraft lined up for takeoff. He wanted to know why they couldn't be organized a little better. He said it was his feeling that noise and air quality issues have to be handled more seriously.

James Nelson asked about the location of Mr. Marggraff's neighborhood with respect to the Airport. Steve Grossman said it was the closest neighborhood to the South Field runway. Mr. Manual asked the Forum to "take this air quality issue to heart because noise is one thing, but our health is another. He said he has discussed the possibility of getting air quality monitors for the neighborhood with Councilmember Prola.

There being no one else desiring to comment, the public comment period was closed.

5. FORUM 10TH ANNIVERSARY RECAP

The facilitator said that Forum members should have received a memo recapping the tenth anniversary dinner that was celebrated on November 6 at the Jack London Aquatic Center. The whole program was very nicely done, and the decorations, the flowers, the food, the service, and everything else was really great. He said the Noise Office staff--Triena, Wayne and Larry-- did a great job, as did Deborah Ale Flint and Rob Forester. He noted that although 100-125 guests were anticipated, the actual turnout was closer to 75, including past and pre-

sent members of the Forum, many of our community representatives, elected officials, representatives from the FAA and consultants, Port staff and others. Also present were representatives from the Offices of Congresswoman Barbara Lee, State Senator Ellen Corbett, and Oakland City Councilmember Larry Reid. Mayor Tom Bates' office from Berkeley sent a representative. Olden Henson, from Hayward, and Jim Prola, from San Leandro, were also there.

The keynote speaker was Port Commission former President -- Darlene Ayres-Johnson, who gave a welcome address which kicked off a special presentation of past achievements of the Forum. Several members of the Forum, past and present, were given special recognition for their contributions and service. The Certificates of Commendation were presented by San Leandro Mayor Tony Santos and Forum Co-Chairs Walt Jacobs and Alameda County Supervisor Alice Lai-Bitker. So the night really concluded with the recognition of efforts in advancing the work of the Forum to benefit the neighboring communities.

At the October meeting, McClintock said he had asked for an additional \$1,500 because he didn't think the original \$5,000 would be enough. The good news -- and this was based more on the number of attendees than anything else -- was that the actual out-of-pocket cost to the Forum was about \$4,800, so it was much less than the \$6,500 anticipated. He noted also that the Port contributed significant in-kind services in the form of staff time, printing and other costs. He said that, as an offshoot of this, the San Francisco International Airport-Community Roundtable passed a Resolution congratulating the Forum on its tenth anniversary on December 3, 2008. He read the Resolution.

Edward Bogue said he felt that it was a good turnout, and people enjoyed themselves. Councilmember Prola said he thought it was good, but if we're going to have money problems, he'd rather cut the ceremonies rather than something more important.

6. RAPC RASP UPDATE

Kristi McKenney, the Port's planning and development manager and the Port's representative to the Regional Airport Planning Committee, gave an update on RAPC's Regional Airport System Plan Update. She noted that the committee was comprised of members from ABAG, MTC and BCDC. In addition, she said, there's representation from each of the three major air carrier airports, a representative for the general aviation airports, and Caltrans and FAA representation. At the last meeting of this committee it was expanded to include Monterey, San Joaquin and Sacramento County representation, because the work program includes areas outside the nine-county Bay Area. Ms. McKenney next gave a historical overview of RAPC, noting that the committee has been around a very long time, and that it has had periods of significant activity and periods of very little activity. Most recently the committee has developed a new work program that is taking an in-depth look at the Bay Area's system of airports and their capacity to serve projected aviation demand.

This work has been going on for about two years and was comprised of two phases: phase one, which was primarily background information, and; phase two, which was a review and update of the information and assumptions in the last Regional Airport System Plan. Updated information includes new aviation activity forecasts, demand management, use of other airports, high speed rail, etc. They are using a process that includes input from community

members and special interest members, including the environmental community at the staff/consultant working level.

In addition to revising the forecasts, the committee is beginning to develop alternatives. When this phase is complete, a year or so from now, the committee will move into phase three, which will be a blend of aviation and non-aviation alternatives to help meet the Bay Area's projected travel demand and to address capacity issues. Walt Jacobs asked who Alameda's representative to the committee was. Kristi responded that it was Dave Needle. Alice Lai-Bitker noted that she was recently appointed as Alameda County's representative to RAPC. Councilmember Jim Prola asked if the Forum would be getting regular updates on the RASP. McClintock responded that RAPC posts much of this kind of information on its website. Ms. McKenney offered that Lindy Lowe (ph) at BCDC is staffing this effort and would probably be able to put the Forum on its mailing list. McClintock said he would follow-up on this.

7. NOISE NEWS AND UPDATES

Vince Mestre presented a series of slides on the topic. The first series were based on a presentation by Carl Burleson, Director of the FAA's Office of Energy and the Environment. Vince said when he asked for his predictions for 2009, he made some predictions that were kind of eye opening for him. He said he wanted to share them with the Forum because there were some things he heard from him we haven't heard from the FAA in the past. Vince noted that Carl was very careful to preface his comments with a quote from Niels Bohr: "Prediction is very difficult, especially if it's about the future." So Carl is not committing to anything. Here are some of his predictions:

U.S. aviation's environmental footprint will continue to shrink in the coming year, especially with respect to its carbon footprint;

Aircraft noise will continue to represent the most-significant environmental impediment to airport expansion in the U.S., despite all of the discussions about emissions and greenhouse gases;

Aviation greenhouse gas emissions and energy issues will gain increasing attention as part of the general debate on climate change and cleaner and renewable energy sources, yet noise is still the primary issue at the community level;

International developments will play a strong role in shaping climate change issues on aviation, and the U.S. is not a leader on this topic--the leader on this topic is, and will continue to be Europe;

The U.S. will not make much progress in tackling environmental issues without decisions from the incoming administration and Congress on funding and authorities;

This will be the year to see whether alternative fuel takes off for aviation, including jet fuel made out of biofuels; and as part of the NextGen air traffic management effort, this will be the year of policy questions, including goals, metrics and targets for U.S. aviation environmental performance in noise, air quality and climate change.

Mestre concluded with the comment that the focus of the new administration on climate change and energy issues will accentuate as well as offer attention to some of the key environmental issues facing aviation. The good news is we have plans and initiatives ready to move forward. The challenge remains that we will need time, resources and significant innovation if U.S. aviation is going to meet the challenge of flying safer, quieter and cleaner.

In the first he noted that there has been significant new discussion about developing a supersonic business jet. However, the FAA has indicated that any supersonic business jets would have to meet the same noise standards all other aircraft have to meet. He said he thought that the SSBJ program has suffered some setbacks due to the economy and that it will be a back burner program for some time. He next discussed Partner. Partner is the FAA-funded research program of a consortium of universities. They have three new studies. One is sleep, the second developing new tools for analyzing annoyance and sleep disturbance, and the last is how to deal with low-frequency sound transmission in structures or how to reduce low-frequency sound.

Last of all he said was a presentation that the General Accountability Office made to Congress in the middle of October in which they discussed the tradeoffs between aircraft noise and emissions. They did state they're not mutually exclusive, but finding the right balance in policy dealing with those will be fairly difficult. He said he thought this was a fairly-obvious statement, but did want to share with the Forum fact that this is not something that people aren't talking about. It's the subject of a very-high-profile discussion within the FAA, the EPA and the oversight agency, General Accountability Office. He cited the example that on November 20, 2008 three new runways opened in the United States -- one at Chicago O'Hare, one at Seattle and one at Dulles. The first line of the story in Chicago kind of tells you how the folks around Chicago O'Hare feel about the new runway. "We're getting killed" is the quote from the mayor. Seattle is getting about 15 more complaints per day after the third runway opened, compared to prior to that. Vince also made reference to the, both of which advocate the transference of nighttime flights to the other airport. The discussion turned to the issue of business jets, and how the state of the economy has affected their manufacture and sales, and operational activities.

Vince's next-to-the-last slide dealt with an article about how the British government just approved a third runway at Heathrow. He said a group of opponents have purchased an acre of land right at the center where the new runway is to be built, and they plan to subdivide it into hundreds and, if they can, thousands of smaller subplots, which would require the British government to go in and condemn each of the subplots in order to acquire the land for the runway. He said he brought it up because this is primarily a noise issue, but this was also a front page article in the Los Angeles Times... about climate change and aviation.

His last Noise News slide was "The train in Spain replaces the plane." The upshot of the story is that Spain has always had a very-poor rail network, but over the last 10 years, they've done a tremendous amount to connect the major cities -- Barcelona and Madrid -- and some of the cities in the south. So now you have very-good rail service among the cities in Spain, and many of the cities have high-speed rail service. As a result, last year their domestic flights carried 20 percent fewer passengers. They associate that with diversion of a mode change to rail, not just an economy sinking.

Larry Galindo asked if biofuels burned cleaner, and if so, does that tie back in with the question Jim Nelson asked about the changes in noise reduction technology resulting in higher pollutant emissions? Mestre replied that in this case, the "cleaner" reference was to some of the hydrocarbons that are not a part of the biofuels. In other words, when they manufactured the fuel, they produced, essentially, just kerosene. It was pure and clean. Without having any

significant contaminating aromatics, all these other hydrocarbons weren't produced in the bio-fuels, and the particulate emissions weren't there or were much lower. Walt Jacobs asked about the basis for origin of the fuel. Ernie Delli Gatti said it was seaweed (saw grass).

8. AIRSHIP VENTURES/TRACON TRIP UPDATES

Larry Galindo said he had two items: Airship Ventures and TRACON trip. He reported that Airship Ventures' flights were limited over the past two weeks, due to weather-related factors, which delayed the Port's plans to perform noise measurements. He said when they were able to get to the measurements; they would present them to the Forum. He noted that at this point, the sound levels for the overflights they witnessed and experienced were "pretty low; just barely above the level of speech." The other request was to check the operations in Japan and Frankfurt where the Zeppelin is currently operating. He said they found out that Airship Ventures are not a subsidiary of that company; so they were assisting the Port in finding out the contact information through the Zeppelin manufacturer. In the meantime, the Noise Office will continue to monitor what flights are performed out of Oakland and make sure they comply with the departure and arrival routes set up for them.

Next item was the upcoming TRACON Tour. He said one was being planned for March 25. He said that these trips provide insight and understanding to Forum members on what happens at NorCal TRACON in Sacramento. Galindo commended Don Kirby, the facility manager, for his attendance at Forum meetings. Either Don, or a member of his staff, comes all the way from Sacramento to attend our meetings. Mr. Kirby commands a staff of over 200 highly trained personnel, who provide a valuable service to the National Air Traffic Control System in guiding aircraft in to and out of Northern California airports. He noted that on the next visit, representatives from the San Francisco International Airport Community Roundtable have requested to join the Forum members. Co-Chairs Jacobs and Lai-Bitker endorsed this idea, as did other members of the Forum. Mr. Galindo concurred, saying it would also provide, in addition to a tour of the TRACON facility, an opportunity for our members to interact and exchange ideas on our local noise issues on the trip up and back. The Forum members concurred.

9. 3RD QUARTER NOISE REPORT

Larry Galindo presented a recap of the third quarter noise report. He noted that operational levels are very important to the statistical report, as well as the compliance for different noise abatement procedures. He presented a bar graph showing that at North Field, the general aviation departures changed little. A year ago there were 6,290 departures for the third quarter, and for third quarter 2008, there were 6,216 departures. For corporate jet departures there was a significant drop--from 2,630 departures to 1,982. Air carrier departures were down also. For the third quarter '07 there were 22,645 departures, but only 18,968 in third quarter '08. Walt Jacobs asked if the corporate jet departures were primarily on Runway 29. Galindo replied yes, and that there were some non-compliant departures on Runway 27, but the overall compliance rate was unchanged from a year ago for the same quarter.

For North Field quiet hour procedures there was an improvement in the compliance, from 92 percent to 95 percent. The BFO right-turn departures, 100 percent compliant. Silent7, 99

percent, the same as last year. He said there was also an improvement in compliance on the Runway 11 night departures, but the figures were based on very-low activity --like, three operations -- so they're not that significant. Galindo walked the Forum members through the remainder of the report point-by-point. Of significance was the rolling takeoff procedure, which was developed to reduce the duration of takeoff noise during the nighttime hours. He said the first group of numbers were the control numbers developed during the test in 2002. The middle groups of numbers, starting with the Boeing 727, show you the new values for the duration of the noise events measured by the Port's noise monitoring system. The final column showed the difference. From it, it can be seen that the B-727 duration is two seconds shorter; DC-10s seven seconds shorter; MD11 10 seconds and the Airbus category is 12 seconds. He said all the categories were pretty much the same as a year ago, except the B-727, which, for some reason, didn't give us the value that we had a year ago. In response to a question from Walt Jacobs, Galindo noted that one year ago, the B-727 was shaving off 19 seconds of noise above a certain threshold on our monitoring system on takeoffs. In this report, it was only two seconds.

James Nelson asked if there were any air quality benefits from the rolling takeoff procedure in San Leandro. Galindo said yes, given that the overall time spent sitting on the runway before takeoff was reduced. As the aircraft come around Taxiway W (Whiskey) they roll over to the numbers and continue their takeoff. He said the noise office took some nighttime videotape of the rolling takeoffs recently, and it is working as it was designed to. Ernest Delli Gatti asked if the B-727s still belong to FedEx. Delli Gatti said he thought that FedEx had drafted a letter saying that they were going to be phasing them out around this time frame. Steve Grossman replied that FedEx's target date was closer to 2012.

Jim Prola said his neighbors, including Mr. Marggraff, had complained that the noise in San Leandro had gotten worse in the last few weeks? Larry Galindo said that the Southeast Plan and the weather we've been having may have contributed to this. Prola said that this was primarily at night, no rain. Galindo said he'd have to look into the specific times and when those reports of increased noise happened because there have been fewer operations lately. Walt Jacobs suggested that this may be back blast from the nighttime rolling takeoffs. Steve Grossman commented that unless somebody would know, he was not aware of any significant change in the FedEx operation. They're not flying more than what they were doing a year ago or even two years ago. Co-Chair Jacobs asked about the effect of Taxiway W runups when the GRE was closed for maintenance. Grossman said this was only for about two weeks and it wouldn't have been significant. Since the noise events occurred after Midnight, Grossman said that it was very likely that they were FedEx operations.

Mr. Marggraff asked if FedEx couldn't be influenced to refrain from sending out their B-727s at 3 o'clock in the morning. Don Kirby offered that Federal Express and United Parcel are very good at being efficient in what they do. However, to do this they tend to bunch up on their departure times. So if you hear one out there, that might interrupt your sleep pattern. But if you put two or three nose to tail, the longer duration might make it more noticeable and trigger a negative response, or a noise complaint. James Nelson asked if temperature inversions were being monitored. Larry said no, only with respect to Bay Farm Island, but that it could have been a factor. Nelson said that he believed that the temperature inversions in place with the aircraft noise on departure would be far more noticeable to the San Leandro residents than weather patterns this year. Larry Galindo agreed and said they would look into

this as part of the upcoming upgrade to their noise monitoring system, which Wayne Bryant noted has a weather tracking component.

Kathy Ornelas commented that she was speaking on behalf of the South Field Research Group, which was feeling some frustration. One of the objectives of the North and South Field Research Groups is working not only with the communities but also with the tenants of the airport to find common solutions or get explanations as to anomalies or problems that are occurring. She noted that FedEx hasn't been at the table in probably a year since Tom Beck retired. She asked if the Forum could contact FedEx to try to get them back at the table. McClintock said he would work with Kathy to get a response.

10. RUNWAY 09R DEPARTURES

Harvey Hartmann gave the Runway 09 right departure status report. He said that the City of San Leandro asked that the noise office to look into trying to improve the noise situation and overflights of its residential communities during the noise abatement hours. He began by describing the instrument departure procedures from Oakland Airport per the letter of agreement between Oakland Tower and the Northern California TRACON, which gives the Oakland tower the latitude of issuing a 140-degree through 180 degree departure heading. He said over the years the 140 degree heading has been used the most for a variety of reasons; mostly operational. He said they asked the TRACON to look into testing the 180 degree turn, which is a more-dramatic turn, in lieu of 140 degrees when traffic conditions permit, to see if it might improve what currently is happening.

He showed a series of slides that demonstrated the procedure and explained that it was primarily for only for the nighttime quiet hours, 10:00 p.m. to 6:00 a.m. He also noted that Southeast Plan departures are exempt from this test, because the Southeast Plan departures off of the North Field off of Runway 09 left and right are a whole different ball of wax with regard to the San Francisco International's traffic. He showed examples of what he was talking about and said that it was hoped that the test procedure will result in more of these tracks being taken off the residential areas. Several of the Forum members asked questions of a technical or operational nature. Councilmember Prola asked when the test would start. Hartmann replied that he had not heard back from the FAA on a start date. Ora King said it should be soon because Don Kirby's group at the TRACON had sent her the final draft of the notice asking for final input. Jim Prola asked to be notified when the test was going to start. Mr. Hartmann concluded his presentation by acknowledging the presence of an aircraft controller -- who came on his own and represents the National Air Traffic Controllers Association— Terry Calhoun. Mr. Calhoun was welcomed roundly.

11. UC NOISE & AIR QUALITY SYMPOSIUM

McClintock asked who was interested in attending the UC Noise and Air Quality Symposium to be held in March. He said Forum received the agenda for the symposium with their agenda packages. He also said that because of the Port's budget constraints the Forum would not be able to send as many people as last year. McClintock asked anyone who was interested in attending to contact him.

Co-Chairs Jacobs and Lai-Bitker both announced that they would not be able to attend, as did Councilmember Prola. Walt Jacobs asked about the NOISE Legislative Conference in Washington, D.C. McClintock suggested that if any of our elected officials were going to the National League of Cities meeting it would be good if they could attend the NOISE session. Last year, Mayor Santos from San Leandro covered for us and did a really good job. He also brought back all kinds of good information. However, we don't yet know if he's interested in covering for us again this year or not. Co-Chair Jacobs said he thought it was important for someone to go because of the change of administration and other things. Additional discussion followed on the TRACON trip and Alice Lai-Bitker's upcoming trip to Washington.

12. NEW BUSINESS/MEMBER COMMENTS

There was no new business brought before the Forum.

13. NEXT MEETING DATE

The next meeting was set for April 15, 2009

14. ADJOURNMENT

The meeting was adjourned at 8:30 p.m.