

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

April 15, 2009

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1. INTRODUCTIONS

The April 15, 2009 Oakland Airport-Community Noise Management Forum meeting was called to order at 6:35 p.m. by the Forum's facilitator, Michael 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
Susan Wengraf, Elected Representative, Berkeley
James T. Nelson, Citizen Representative, Berkeley
Olden Henson, Elected Representative, Hayward
Edward Bogue, Citizen Representative, Hayward
Michael McEneany, Elected Representative, Marin County
Jim Prola, Elected Representative, San Leandro
William Fernandez, Citizen Representative, San Leandro
Jim Navarro, Elected Representative, Union City
Steve Grossman, Director of Aviation, Port of Oakland

Staff Members/Advisors Present:

Deborah Ale-Flint, Asst. Director of Aviation, Port of Oakland
Rob Forester, Airside Operations Manager, Port of Oakland
Larry Galindo, Noise/Environmental Management Supervisor, Port of Oakland
Wayne Bryant, Noise Office, Port of Oakland
Triena Trahan-Taylor, Noise Office, Port of Oakland
Jesse Richardson, Noise Office, Port of Oakland
Terry Calhoun, OAK ATCT, FAA/NATCA
Jeff Dickinson, Southwest Airlines
Vince Mestre, Acoustical Consultant, Landrum & Brown
Gene Reindel, HMMH
Harvey Hartmann, Consultant
James Baas, First Officer, FedEx Express
Barbara Tuleja, Alternate for Walt Jacobs, Alameda
Mike McClintock, Forum Facilitator

2. CORRESPONDENCE/ANNOUNCEMENTS

There was one piece of correspondence and one announcement:

A. NOISE Information Update

McClintock said that this was NOISE's noise information update for the spring of 2009. He said that Vince Mestre would be touching on many of these issues in his presentation later.

B. 2009 Membership Roster

McClintock said that he had provided Forum members with copies of the latest Forum membership roster.

3. APPROVAL OF MINUTES

The draft minutes of the January 15, 2009 Forum meeting were submitted for approval. McClintock noted that Forum members received a copy of the draft Minutes in their agenda packages. Co-Chair Jacobs moved approval of the minutes. Second by Councilmember Prola. Co-Chair Lai-Bitker asked for a correction to the minutes stating that she was BCDC's appointee to the Regional Airport Planning Committee (RAPC), not Alameda County's. Motion approved with change. (Council members Henson and Wengraf 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. There being no one desiring to comment, the public comment period was closed.

5. NORCAL TRACON TRIP RECAP

The facilitator asked Larry Galindo and Walt Jacobs to provide a recap of the March 25 Northern California TRACON trip. Larry said this was a joint trip between the Forum and SFO Roundtable. He said it was a very good trip, and it was a step forward in developing greater understanding between the two organizations. He said that it also served to give all who attended a better appreciation of the complexity of the Bay Area airspace and an understanding of how the two groups might better work together to solve issues of mutual interest. He thanked the members of the Forum for their commitment in making the trip.

Walt Jacobs said he thought it was a very good trip and helped to foster an understanding on the part of the TRACON about the Forum's interest in what they do and what our challenges are. He said he found the people he talked to be very open and pleased that we were interested enough in what they do to make the trip up there. He said that the time spent with the Roundtable was also very worthwhile, and that there were opportunities for us to work together. He expressed concern, however, that San Jose International Airport seemed to have no interest in our activities, or even joining with us. Both the Forum and the Roundtable recognize that with a coalition of the three airports in the San Francisco Bay Area, this would represent a very powerful entity in talking to legislators about what our issues are and what might be done about them.

Ernie DelliGatti said it was great to meet the players. He said he had a follow-up meeting with Don Kirby to acquaint him with some of the issues and opportunities with his work with the Coast guard. So, in terms of closer cooperation, it was a win-win situation for the Forum. James Nelson said he was impressed with the level of sophistication of the TRA-

CON system. He asked what would happen if the system were to go down for some reason, as in a power failure. Harvey Hartmann responded that they have three diesel-powered generators that can power a city of 40,000 people. In addition there is redundancy in the system with Oakland Center and a contingency plan. Olden Henson said that at one time the TRACON was short of trained personnel. He asked if this situation had been resolved. Harvey Hartmann replied that he did not think that this was a problem for the TRACON at this time, but the FAA is losing a lot of controllers to retirement and they were having some difficulty recruiting replacements fast enough. He said right now there's a big recruitment drive going on at colleges and universities, and among veterans.

McClintock concluded by noting that a representative from San Francisco Mayor Newsom's office was with the group, as was the Mayor of Brisbane, and two other Peninsula council members. He asked Larry Galindo when the next trip was planned. Galindo replied in the fall, September or October. Additional discussion followed on the tenure, training and turnover of Oakland ATC Tower personnel and operating procedures.

6. U.C. DAVIS NOISE/AIR QUALITY SYMPOSIUM RECAP

Larry Galindo recapped the UC Davis Noise-Air Quality Symposium held in Palm Springs in March. First off, he said he was impressed with the cross-section of people that he met there from airports, FAA, consultants, and others who are experts in solving problems for airports and airlines. He said this year's theme was a revolution in aviation, and despite the bad economic news there was an upbeat attitude because of expectations of the new administration, and that some policy that positively affects the aviation industry and environmental programs will break loose and some progress will be gained. He said there were four highlights from the meeting that he wished to share.

He said he was particularly impressed by Alan Epstein of Pratt & Whitney. Alan is head of research and development for new products at P&W and was there to present information on its new ultra high bypass engine that they developed. The new engine is a geared turbofan that offers significant new noise reductions-- another 50 percent from the present Stage 3 noise levels. This means that on landing approach, the airframe noise from the wings and fuselage is louder than the noise from the engines. He said that was amazing. From a fuel efficiency standpoint it is 20 percent more fuel efficient than today's jets. This is representative of an improvement that will help to make airports, communities and airline travel more compatible.

The second item had to do with challenges of airspace management and redesign. It was presented by Donna Warren of the FAA. He said we all know airspace changes, whether it's a regional change in airspace or a large redesign, such as going on in New York, New Jersey and Philadelphia, where the FAA is trying to come up with better methods to solve airport delay problems. He said that while the FAA was making gains in improving and managing the national airspace system, they've run into problems in the courts. Thirteen communities have filed lawsuits against the east Coast Plan. However, Warren's presentation stressed the fact that the FAA is committed to making whatever changes are necessary to resolve delays within the system. The message was that airspace procedural changes are arduous, very lengthy, complex and hard to accomplish.

Gary King, New Mexico's Attorney General spoke on the subject of the states that sued the EPA to include CO₂ as a hazardous pollutant. They also want further guidance from the EPA on how to control aviation emissions. This echoes the concerns of many communities that would like to see more definitive regulations and mandates so that airports, communities and the FAA have regulations to go by with regard to the emission concerns of communities located in proximity to airports. Another presentation was from an ex-Oakland Airport Noise Office person, James Davies, who served with the airport for a few years. He is now with the Phoenix Sky Harbor Airport. He made a presentation on some GPS navigational procedures they implemented at Phoenix. These procedures had two objectives. One was to achieve better airspace management, and the other was to reduce noise impacts from overflights. They were successful, but largely because the geography around Phoenix Sky Harbor, with riverbeds and open space and undeveloped land, gave them options to concentrate the flight tracks from the GPS approaches over these largely undeveloped areas. What was successful in this case probably wouldn't be as easy in a highly-developed area, like the Bay Area. Those were his comments and he said that his written report was included with the agenda materials. McClintock added that it was his observation that the emphasis seemed to be more and more on air quality issues every year. He said he was particularly interested in comments made by the representatives from the California Attorney General's Office that, with respect to aircraft pollution, they found out they couldn't go after the airplanes, so they were going after the airports. He said that he spoke with another representative from the Attorney General's Office who spoke very highly of the air quality and the emissions control policies put in place by the Oakland Airport.

Ernie Delli-Gatti asked that when Pratt & Whitney gave their presentation was there a specific airframe they were gearing this ultra high bypass engine to or was it just a design concept? Larry Galindo responded that no specific airplane was discussed, but that they plan to market it for medium sized jets initially, and for larger aircraft later on. Vince Mestre added that Airbus was so impressed with the technology that they gave P&W an Airbus A340 to use as a test bed. Barbara Tuleja asked how soon this could be implemented. Mestre replied that the engine is now being flight tested, so we could expect to see it on one of the new regional jets that will be coming out soon. Larry Galindo said that P&W was estimating operation by 2013. Ernie Delli-Gatti asked about retrofitting existing aircraft. Vince Mestre said that there was no specific discussion of it, but he was pretty sure Pratt & Whitney would like to sell as many as they possibly can. Its advantages on emissions, noise and greenhouse gases all make it likely to be a very successful engine.

7. NOISE NEWS AND UPDATES

Vince Mestre presented an update on the FAA Reauthorization Act. He said there was a remarkable lack of clarity concerning the Reauthorization Act. In the last couple days, he had looked all over for anyone who might be throwing rocks at some provision in the Act, and there hasn't been anyone. It looks like everybody is happy with the form it's in. When it finally gets to Congress, it might actually get approved. He noted that there were some side discussions about changes in FAR Part 150 and land use guidelines, but none of this is in the Reauthorization Act on the table right now. In terms of environmental issues that are in the Reauthorization Act, the one of most interest to the Forum is the prohibition on the Stage business jets. That is prominently in the bill again. He said the only criticism that he had heard was that when this was bill was first introduced three or four years ago, had it been

passed, then we would be looking at the business jets retiring it at 2011. Now we're looking at retirement in 2014.

He next discussed the CLEEN engine and airframe technology partnership. CLEEN stands for Continuous Lower Energy Emissions and Noise. This an FAA program -- a 10-year research program -- to develop cleaner and more efficient engines in terms of noise emissions, greenhouse gases and reduced fuel burn. The third environmental item in the bill is a pilot program that authorizes the FAA to spend money at six public airports on an air, water or noise project, not to exceed two and a half million dollars per project, and the Federal share not to exceed 50 percent.

Mestre announced that his firm had been acquired by Landrum & Brown, Inc. Nothing changes in terms of his relationship to the Forum. He also noted that the firm that maintains the Airports noise monitoring system, Lochard, has been acquired by Bruel & Kjaer. Bruel & Kjaer is known for producing some of the highest-quality acoustical measuring instruments on the market.

He commented on ACRP. ACRP is the Airport Cooperative Research Program. It's run by the National Academy of Sciences and receives its funding primarily from the FAA and NASA. They did a study of their research needs and a critique of the programs they have in place. They identified environmental sustainability as the top critical issue in airport research programs. As a result of that, the funding going into ACRP research programs for environmental programs has been increased. At the last meeting Alice asked who were the partners in the PARTNER program, which is another research program. He said James Nelson had provided him with a slide that he wanted to share. The members of the PARTNER research program are MIT, Boise State, Florida National, Penn State, Purdue, Stanford, University of Central Florida and University of Missouri-Rolla. Some of those are obvious -- MIT, Penn State, Stanford, they're known research universities with established aerospace research programs -- but a couple of them probably don't jump out at you as major research institutions. Generally, the reason for that is there is an individual at those universities who is an expert in a particular field. For example, Roger Wasson at the University of Central Florida is an expert in aircraft emissions. The sponsors are the FAA, NASA and Transport Canada.

Mestre noted that the Burbank (Bob Hope) Airport had submitted a Part 161 application for their nighttime Stage 3 curfew. It was submitted the first week of February. The FAA has a 180-day review period in which they have to respond. So, by the July meeting, we should have the FAA's response. He noted next that after the USAir flight landing in the Hudson River, the FAA did an update of their bird strike frequency over the last 20 years, and they identified three primary reasons for the increase: an increased number of birds living on or near airports; an increase in the number of flight operations (and the combination of those two increases the probability of interaction between bird and airplane); they identified quieter aircraft as a potential cause of increased number of bird strikes. Lastly, he noted that the Modesto Airport published their noise exposure maps, and the headline that came out was "Modest Noise Maps Approved," which I'm sure are much better than the immodest noise maps they had before that.

Jim Nelson asked about a "bird warning" device for aircraft. Mestre replied that some airports have pretty-severe bird control problems and that these are being exacerbated by state

and federal agencies that oversee wildlife, whose goals are to protect wildlife. Jim Prola asked about the feasibility of attaching bird warning devices to airplanes. Steve Grossman replied that consideration has been given to trying to put screens on the engines and things like that, but there is a lot of research that has to go on to see if that's viable. So the aircraft manufacturers are looking at those types of issues now. Olden Henson asked about HR 915 and aviation technology and emissions control. Vince Mestre replied that the ACRP program is interesting because a lot of the research programs there are focused on immediate tools for airports to use. For example, they're publishing an environmental handbook for airport operators -- primarily, small airport operators -- who don't have a full-time environmental person or environmental staff. At the other end of the spectrum, they are sponsoring long-term research programs, although most of the real fundamental kind of research is being funneled through a different source of funding, which is the NASA funding, and which tends to be the long-range fundamental research. Jim Nelson offered that anyone can submit research proposals to ACRP and the Transportation Research Board. Vince said the way it works is you submit it to ACRP. Then it goes to their review panel. Then they select the problem statements they think are worthy of funding, develop a request for proposal. Then consultants, universities, or combinations thereof, can bid on doing the research.

Co-Chair Lai-Bitker commented on the PARTNER slide that showed Stanford University. She asked if there was a possibility to get to know what they are doing, or if they will be studying anything in the Bay Area. Vince offered that he believed that the Stanford research program was primarily in aerodynamics and acoustics. They are also involved in fluid mechanics doing very high-speed computational simulations of high-speed flow around and in the engine. McClintock asked about NASA Ames research center. Mestre replied that they are involved primarily in the air traffic side. He said that Georgia Tech and NASA Ames have done a lot of work on continuous descent approach. McClintock asked Harvey Hartmann if he could find out what Ames was up to. Francois Gallo asked about environmental litigation in the FAA Reauthorization bill. Funding participation has been limited to 50%, however. Will Fernandez asked about the CLEEN research consortium and whether or not they might be interested in using Oakland's GRE for future research. Vince replied that Oakland actually gets a fair amount of credit for the emissions research that was done on the Southwest aircraft that they allowed to be probed during engine run tests. That research data has gotten a lot of circulation.

8. NORTH FIELD/SOUTH FIELD GROUP REPORTS

Larry Galindo announced that Rob Forester would not be present tonight because he and his wife just had a new family member added -- a baby girl. He said the South Field Group met on March 5. The biggest item was that James Baas, FedEx's new rep to the Forum attended the meeting. Mr. Baas was also at tonight's Forum meeting. Larry advised the Forum about a fly-over by F-18's that occurred during a Raiders football game in January. It was an issue because there was no advance notice. He said they were working on a notification procedure for these types of events because it will help us to handle the noise complaints and community issues that result. He said the Port was studying the compliance with its preferential runway policy for corporate turbo jets that moves them from North Field to the main runway. That study is being conducted by Environmental Science Associates, and he was expecting a draft of that study to be completed in June.

The South Field research group is working on recommendations, including a full review of the noise procedures and methods in our office and how we're using our tools. They are also reviewing the communications between the FAA ATCT and pilots. When the report is completed it will be presented the Noise Forum. He said that, because of recent bad weather, there were very few operations by the Airship Ventures Zeppelin. He said the group reviewed the rolling takeoff procedure for nighttime Federal Express operations. One of the benefits of having James Baas present at that meeting was that they did find a couple of things that would improve and encourage that procedure. He asked Mr. Baas to elaborate.

Mr. Baas said that he was pleased to be at the Forum and was new at this type of thing. However, with respect to the rolling takeoff procedure, he stated that in talking to some of the other folks that he flies with and looking at where the rolling takeoff note is in their pilot information manual, he believes the reason that they were not doing the procedure was because the note is on the absolute last line on a page they almost never look at. So you can imagine pilots flying into airports day after day after day. He said he wants to see greater use of the procedure, and to accomplish this he is working with Larry to produce some posters to be placed in FedEx flight operations that say "Do the rolling takeoffs whenever safety permits." Also, in every navigational chart packet they have what are called "FedEx tailored pages." These are the pages we look at almost every time we go into an airport. It tells me what is very specific about Oakland compared to Memphis or Dallas or something like that: What does Oakland do differently? Where are the gates I have to go to? What're the frequencies to talk to our ramp, et cetera? We have specific arrival and departure sections in there. And within that section, we are going to put on our tailored page the note to do rolling takeoffs whenever possible at OAK.

Alice Lai-Bitker thanked Mr. Baas for joining us and for pointing out how to make the rolling takeoff procedure more useable. She noted that having operating instructions in front of helps ensure such procedures are adhered to. Terry Calhoun asked if there was anything the tower could do to help out? Mr. Baas said he would like to try his approach first before burdening the tower. Will Fernandez asked if there had been any review of the B-727 operations, particularly their phase-out. Baas replied that they should all be gone after 2012. He said that FedEx is constantly looking at what kind of airplanes they need on what routes to best and most economically serve those routes? He said the B-727 isn't a very economical airplane in several ways. One, it has three pilots. Two, it's got three engines, and they're old, old, old engines that we call "oil burners" that burn a lot of gas. If fuel prices go up, the 727s might go away faster. If cargo volumes go up, the 727s might also go away faster, because they're the smallest airplane they have. Fernandez asked if airport size or cargo volume was more important. Baas replied that cargo volume was the primary determinant, but that destination determined the size of the aircraft. If it goes out of Oakland to San Jose, it's a 727, because that's what we fill up. If we had enough to fill an MD-11, that would be the aircraft of choice. That being said, he said -- and this might make you feel a little bit better -- with the downturn in freight, we have done something that might get rid of the 727s a little faster, which is we've consolidated some airplanes. Instead of putting two 727s or a 727 to San Jose and then on to Salt Lake or something, what we've done is say, "Okay. We can put one Airbus full of freight, go San Jose and then Salt Lake, instead of one 727 to San Jose and one 727 to Salt Lake."

Jim Prola asked what FedEx's priorities in replacing the noisier planes are. Is FedEx giving higher priority to those that are disturbing neighborhoods? If not, why not? Baas responded that he surmised that it was purely economics. If FedEx is making money with its B-727's and there is not a more economical alternative, then they will be slow to phase them out. It's the same with automobiles. You may own a car that is not very fuel efficient, but it is paid for. There is no real incentive to replace it with a costlier new car. He said he was guessing that FedEx was making some economic decisions right now, because their freight volumes and profits are down. Prola responded that it was his hope that in those economic decisions, if they're even close, that FedEx would at least give priority to trying to remove the B-727s from the more populated areas or the airports that are disturbing the nearby neighborhoods. Baas replied that he thought FedEx was trying to get rid of the 727s as quickly as they can, and as economically as they can. James Nelson asked about the Silent 7 departure route, and if FedEx might consider putting up a poster for the Silent 7. Baas replied that they fly whatever departure is assigned to them by ATC.

Larry Galindo wrapped up his presentation with two additional North Field notes. He said the Runway 09 noise abatement revision was discussed and that Harvey Hartmann would elaborate on this later on. He gave a summary statistics report for the fourth quarter 2008. For the quiet hours relevant to the North Field, the report showed that we're maintaining a typical average compliance rate of 95 percent. Traffic was down for air carriers and corporate jet activity, but it was up slightly in the general aviation category. There was some discussion on what the Noise Office could do with a repeat offender of a noise abatement procedure. There was a lot of discussion, but it boiled down to the fact our Noise Office does follow up with pilots that can be identified who are not following a prescribed procedure. Anytime a community member wants to bring a repeated operational violation to our attention, we'd be happy to do a follow-up. He said that Kathy Ornelas had asked that the Noise Office would continue to monitor and report on Airship Ventures. Lastly, the Group adopted its annual work plan at the March 11 meeting.

9. NOISE OFFICE REPORT

The facilitator noted that Mr. Galindo had two items to report on: the Union City ANOMS presentation and the fourth quarter noise report summary. On March 24, at the request of Councilmember Navarro from Union City, Wayne Bryant and Larry travelled to Union City to the City Council for a meeting for a brief demonstration of the ANOMS technology on handling community noise complaints. Jim Navarro thanked Larry and Wayne for giving the presentation at the City Council. He said it was a good presentation.

Mr. Galindo advised that the fourth quarter noise report summary was included in the Forum agenda packets, so he briefly summarized the information on operational and compliance rates for seven of the noise abatement procedures that benefit the surrounding communities. He said, in all cases, the intent of these procedures was to keep aircraft noise away from residential communities. He reviewed the compliance rates for 4th quarter 2008 and compared them with 2007 4th quarter compliance. The primary difference between the numbers was in the total numbers of operations. There were fewer operations in 2008, in some cases as much as 30 percent. He reviewed the data for each of the seven noise abatement procedures. Co-Chair Lai-Bitker commented that she liked the visual presentation of the data.

10. RUNWAY 09R NOISE ABATEMENT PROCEDURE TEST

Harvey Hartmann gave an update to the Runway 09 right noise abatement departure procedure test. During the hours of 7:00 p.m. until 6:00 a.m., as a noise abatement procedure for IFR departures, aircraft use Runway 09R on the North Field. Air traffic control has always had the option of turning these aircraft to a 140, 150, 160, 170, or 180 degree heading. The Noise Office went to the FAA and asked "Can you turn them all away from San Leandro, as best you can, based on traffic?" The FAA agreed to a test. It was started on the 23rd of March. To date, the delays with regard to the 09R departures on the San Francisco International traffic have been minimal. He gave a slide presentation showing the noise abatement benefit of using the 180 degree departure heading. He said he would have more definitive information when the test is completed. Jim Prola noted that it has been a lot quieter over his house, and he hasn't had any complaints from the mayor for a while either. Prola said that the 140 degree heading went over both his and the mayor's house. Larry Galindo thanked Debbie Omowale and Terry Calhoun, who worked closely with the noise office to get this test approved and going. Also, great thanks to Don Kirby and Patty Daniel. At the TRACON tour, Don showed us the first flight tracks off his system on this procedure. It was at that point we knew right away that it was going to have probably a high degree of success. So thanks very much to the FAA for its support.

11. NOISE 2008/2009 LEGISLATIVE PRIORITIES

McClintock reviewed the National Organization to Ensure a Sound Controlled Environment's 2008-2009 legislative priorities. He said Forum members should have already received a brief memo on the subject, as well as N.O.I.S.E.'s 2008 adopted noise legislative priorities. He said that last year the Forum submitted a list of its priorities to N.O.I.S.E., and they, in fact, made it into their list of legislative priorities. This year they are asking us for any additional recommendations that we might have. In addition to this he asked the Forum members to take a look at the list and to let him know if there's anything that the Forum may want to add to it. He recapped some of the more pertinent initiatives that were of interest to the Forum, including the establishment of new noise metrics and the inadequacy of the cumulative noise metrics (CNEL, DNL). So they support a national initiative to study and establish new noise metrics, which should be interesting because this has been studied a lot in the past. In association with this, is studying low frequency noise emissions and developing a corresponding noise standard.

One other thing that the Forum has recommended, and which is included as one of NOISE's initiatives is the closing of the small aircraft loophole. So, if you go through the list and see there's anything in there that catches your attention, go ahead and send me an e-mail. Then, when we update our work plan, we'll make sure that it gets included. Some good stuff here. I think we're all on the same page with the National Organization to Ensure a Sound Controlled Environment, he said.

12. FORUM AIR QUALITY PROGRAM OUTLINE

McClintock noted that the Forum had received a memo on this topic. He said we discussed this at our last meeting where we said we would come back to you at this meeting with a plan

on how to proceed with integrating the issue of air quality into the Forum's role and responsibility. There was consensus to expand our role in this area and initially to move ahead with developing a program to educate and inform the Forum on airport air quality matters. Since then I met with Vince and Larry on this, and Rob Forester as well. We are working on a presentation that will help the Forum to understand the regulatory and technical framework surrounding airport air quality issues leading up to a meeting dedicated almost entirely to airport air quality issues at the Oakland Airport in October.

Instead of doing a Noise 101 in October, as we have done in the past, this year we are proposing to do something similar, but for air quality. To help us put some legs on this, staff is recommending forming a committee or subcommittee of the Forum to work with us. Kathy Ornelas had already expressed her interest, and Alice, Olden, Walt, and Ernie also volunteered. McClintock said he thought the committee would have at least one meeting before the July meeting. He said one of the things that he was working on with Larry and Vince was the development of an air quality/greenhouse gas glossary of terms. McClintock said it looked like we've got a plan to have a He said he was looking forward to the July meeting, which promises to take the Forum in a whole new direction.

13. NEW BUSINESS AND MEMBER COMMENTS

There was no new business brought before the Forum. However, Francois Gallo asked about a \$70 million federal grant to the Port for the BART light rail connection from the coliseum to the Airport. Steve Grossman said this was a stimulus grant and is supplemented by another \$70 million from BART. The project is now fully funded and is moving forward.

14. NEXT MEETING DATE

The next meeting was set for July 15, 2009

15. ADJOURNMENT

The meeting was adjourned at 8:04 p.m.