

## **Accomplishments of the Oakland Airport-Community Noise Management Forum**

The Oakland Airport-Community Noise Management Forum has enjoyed a great deal of success since it began in 1998. The community and airport and the FAA have been able to generate a level of mutual understanding of airport, aviation, and noise issues. In particular, the community has come to understand better the different roles of the Port of Oakland as the airport proprietor, and the FAA as the regulator of aircraft operations. While the community had historically held the Port of Oakland responsible for aviation noise, the community now understands the role of the FAA, and even Congress, in aviation noise issues. This has led the Forum to seek methods to influence changes in the Airport Noise and Capacity Act.

The Forum has studied and recommended the implementation of various programs to reduce noise around the airport. These include the following:

- In response to community concern, the Forum initiated review of nighttime noise abatement departure turns when in south flow. This resulted in the FAA developing a noise abatement departure procedure to relieve noise southeast of the airport.
- Reviewed and recommended nighttime rolling takeoff procedures that resulted in the implementation of these procedures.
- A subcommittee of the Forum reviewed and evaluated a nighttime departure procedure for North Field, which resulted in the FAA creating a new noise abatement procedure for small planes, the “Salad One.”
- The Forum has been useful in reviewing, with the community, the noise abatement program at OAK. This included a comprehensive comparison of all possible mitigation measures, their potential applicability at Oakland, and the program in place at OAK. The use of noise barriers to reduce ground roll noise was evaluated.
- The Forum has been actively reviewing and pursuing the implementation of a noise abatement approach procedure called Continuous Descent Approach (CDA).
- Through the Forum, the community and the airport have provided comment to the FAA on proposed Stage 4 noise levels.
- At the direction of the Forum, studies of noise impacts and potential noise abatement measures were completed for the communities of Fremont, Hayward, San Francisco Peninsula, Richmond, and Berkeley.

- Staff have provided background information and relevant event summaries to the Forum members:
  - Naples Airport – History of Part 161 application, approval and revocation of grants and associated litigation.
  - Airport Noise and Capacity Act (ANCA) – described balancing aviation and community interests that Congress adopted in 1990 and the apparent imbalance in terms of community benefits, in particular, the hushkit loophole.
  - FAR Part 161 – The application process and the ‘catch 22’ requirements for an airport to adopt an access restriction based on noise.
  - Summary presentation on Part 161 applications made, in progress, and planned.
  - Summary presentation on airports that have adopted curfews.
  - Background information on aircraft noise, noise metrics, sound propagation, and the effects of noise
  - Airport Land Use Commission (ALUC) – Identified current land use restrictions allowing residential development up to 70 CNEL and recommended strengthening restrictions.
  - Presentation on Stage 4 noise limits, the ICAO process, Airport Council Internationals position on stricter limits, and the FAA process to adopt.
  - Forum sub-committee and staff developed and presented near term and long term goals to the Forum.