

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

April 17, 2019

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1. INTRODUCTIONS	

The April 17, 2019 meeting of the Oakland Airport-Community Noise Management Forum was called to order at 6:40 p.m. by the Forum’s Facilitator, Michael McClintock. Mr. McClintock welcomed the Forum members and guests. The facilitator asked the Forum members and advisors to introduce themselves for the benefit of the audience:

Forum Members/Alternates Present:

Bryant Francis, Aviation Director, Port of Oakland
Benny Lee, Co-Chair, Councilmember, City of San Leandro
Walt Jacobs, Co-Chair, Citizen Representative, Alameda
Tony Daysog, Councilmember, City of Alameda
Cindy Horvath, Alternate for Supervisor Wilma Chan, Alameda County
Ernest DelliGatti, Citizen Representative, Alameda County
Cheryl Davila, Councilmember, City of Berkeley
James Nelson, Citizen Representative, Berkeley
Edward Bogue, Citizen Representative, Hayward
Peter Marcuzzo, Citizen Representative, Oakland
Jaime Patiño, Councilmember, City of Union City
Tom Wagner, Citizen Representative, San Leandro

Staff Members/Advisors/Guests:

Jose Hernandez, U.S. Representative Barbara Lee's office
Raquel Girvin, Regional Administrator, FAA Western-Pacific Region
Tamara A. Swann, Deputy Regional Administrator, FAA Western-Pacific Region
Kristi McKinney, Assistant Director of Aviation
Matt. P. Davis, Airport Operations Manager
Diego Gonzalez, Port Governmental Affairs
Jesse Richardson, Sr. Noise and Environmental Affairs Specialist
Kathy Ornelas, North Field/South Field Research Group
Rhea Gundry, HMMH, Acoustical Consultant
Adam Scholten, HMMH, Airspace Consultant
Christian Valdes, Technical Consultant, Landrum & Brown
Valerie E. Jensen Harris, Court Reporter (CSR 4401)
Michael McClintock, Forum Facilitator

A. Tony Santos Update

The facilitator noted that soon after he put the agenda together for this meeting, he learned that former San Leandro Mayor Tony Santos had passed away. Tony had been very ill. Tony's passing was a great loss to San Leandro, and to the Forum as well. Tony was a founding member of the Forum and had been a leading voice for aircraft noise abatement even before the Forum.

San Leandro Councilmember and Forum Co-Chair Benny Lee said that Tony Santos was one of San Leandro's most progressive elected officials ever. Tony took on some of the major challenges facing San Leandro in the 1970s, and there were many. He was a champion for diversity and inclusion, and spoke out on behalf of the city's emerging minority communities, especially the Asian community, which is now one of the city's more predominant populations. Tony was a friend to everyone. Benny said that when he began his political career twenty years ago fighting against certain projects, Tony welcomed him and mentored him and his allies, as he did for numerous other up and coming elected officials. After leaving the Forum, Tony remained active in sending noise complaints to the Port, often asking Benny to follow-up with staff. Benny said, he visited Tony in hospice. It was very sad, but his legacy, selflessness, and contributions to his community will be long remembered. He will be missed greatly.

Co-Chair and Alameda resident Walt Jacobs said, he's been involved with the Forum from the very beginning, and Tony Santos was his mentor. He said, Tony was instrumental in getting the Forum

started and that he represented his community very well. Walt said that he had a chance to talk to Tony before he passed, and that he was a great guy, a lot of fun and very smart. People like Tony are few and far between, and they're there when you need them the most. Alameda Councilmember Tony Daysog added that he had had the opportunity to meet former Mayor Santos over the many years that he had served on the city council, and he always appreciated his forthrightness. He noted that last night's City Council meeting was adjourned in remembrance of Tony Santos. San Leandro representative Tom Wagner said he echoed the sentiments of Benny and Walt.

Assistant Aviation Director Kristi McKenney said she was one of the staff people who had the pleasure to work with Tony from the beginning, and he was definitely a major presence and force of engagement. She said the Port is in a much better place with the community due to Tony's leadership, and that this is reflected in the cooperative relationship that exists today with the Forum. Tony was a big part of helping to develop this relationship. He was a very solution-oriented individual, and was always looking for the achievable outcome as opposed to fixing blame. She said, she was very pleased that Tony was able to attend the Forum's 20th Anniversary event, especially since it served as an opportunity to reconnect with him and to get to know his wife more, and to have some good conversation. Facilitator called for a moment of silence to honor the memory of Tony Santos.

B. 2019 APPOINTMENTS

The facilitator announced the 2019 appointments to the Forum:

- Benny Lee, reappointed by San Leandro City Council
- Tony Daysog, reappointed by Alameda City Council
- Jaime Patiño, appointed by Union City City Council
- Cheryl Davila, appointed by Berkeley City Council

2. NEXTGEN RELATED NOISE CONCERNS

A. Comments from FAA Regional Administrator Raquel Girvin

The facilitator noted that agenda item 2A was to hear comments from FAA Regional Administrator, Raquel Girvin. Following Administrator Girvin, Deputy Regional Administrator Tamara Swann would speak on the FAA's engagement with airport/community roundtables. The facilitator requested that anyone having questions or comments for the two FAA speakers fill out a speaker's card and return it to him by the end of the meeting. He also noted that questions could be submitted to him via e-mail at glomike65@aol.com until April 27. Questions and comments from the audience would be forwarded to the FAA for response. He added that any other questions on Nextgen issues or aircraft noise would be addressed under agenda item 5—Public Comment. Persons wishing to ask questions or comment were requested to also fill out a speaker's card.

Ms. Girvin introduced herself and noted that she assumed her current administrator's position on December 23, 2018--the same day that the federal government was shut down. She said that it took about five weeks to get back up and operating and that they were very happy to be back in full swing. So, she said, she was here to speak on behalf of the FAA and to express its commitment as an agency to engage with the communities to address noise issues. She said she recognized that noise issues are challenging, and that they recognize that the way to move forward is in a collaborative manner with a broad set of stakeholders, such as those who are represented here. She said, the agency really appreciates the fact that, in addition to the elected officials and community members present, we also have the airport and airlines involved, as well as technical experts. So, she said, we are here to support the Forum's efforts, and you will hear from Tamara Swann on how we want to move forward. One other item that she wanted to mention was that the FAA's Western-Pacific Region has been most active in engaging with community roundtables and noise forums. She said she felt that this was an

effective way of engaging with communities, adding that she had attended the April 3 SFO Roundtable meeting, where they are ready to proceed on the technical work on the nighttime HUSSH recommendations from the select committee and SFO Roundtable. In particular, she said, the FAA's participation was conditioned on having the involvement of the Oakland Airport and the airlines operating out of OAK to be part of the process.

Ms. Swann introduced herself as the deputy regional administrator for the FAA's Western-Pacific Region. She said she has been in this position for four and a half years, and Ms. Girvin is the third regional administrator that she's worked with in that time. Administrator Girvin is committed to re-engaging with communities through their roundtables and forums, and the commitment from the FAA's regional office is to have Ms. Swann regularly attend these meetings. Ms. Swann thanked Forum members and citizens for their interest and participation in this process. She introduced her presentation as "Roundtable 101," which, she said, represents a fresh start to moving forward. She said the goal of her presentation would be to explain what the FAA wants out of the process and what the FAA's engagement will entail. She said she was pleased to see the support from the airport, airline industry, elected officials, and the community because they are trying to address community concerns; because this process is both voluntary and advisory.

The region's forums/roundtables provide the FAA with recommendations, and they review them to determine which ones may be feasible. So, she said, as a matter of perspective, the Forum should know that the FAA's Western-Pacific Region includes California, Arizona, Nevada, Hawaii and Asia-Pacific. Each of these states/regions currently have roundtables or noise forums, and there are new ones being formed because people are realizing this is an excellent way of being heard and listened to. Ms. Swann noted that the Forum is a long-standing venue with bylaws, membership requirements, protocols for the conduct of meetings, and a work plan for dealing with issues. She said, the Forum was unique because it has both elected and community representatives from each of its member communities. She said, that while she was here as a representative of the Regional Administrator's office, she is not a technical expert. So, she said, if there are technical questions, she would not attempt to answer them, but would need to take those back to the appropriate subject matter experts. If technical questions are received far enough in advance of a meeting (30 days) they will do everything they can to get the questions answered and/or have a technical expert attend the meeting with her. They are here to provide the Forum with technical information and expertise, data, and advice. She noted that the education of new Forum members was an important part of their outreach, in order make sure that they understand what it is that they are attempting to accomplish through the Forum. She said they would address any upcoming changes to the NAS [National Airspace System] and community involvement activities. She repeated that the FAA's participation would come from the regional administrator's office. Again, if technical expertise is needed, they'll attempt to have that individual at the meeting, or, at the least, have herself prepared to answer the question(s) that were asked.

As for recommendations, she said, once a recommendation has been discussed, vetted and agreed upon by the Forum, we'll assign the appropriate subject matter expert. She emphasized that the Forum, as a group, needs to agree on which recommendations to forward to them, as they need to make sure that they are focusing their resources on something that is important and of value to the group. With respect to the feasibility of any recommendations, she noted, that there are two initial considerations: technical feasibility and operational feasibility. Technical feasibility is about "can it be done?" Operational feasibility is "if it's technically feasible, is it safe?" Then there is the National Environmental policy Act (NEPA). If technically and operationally feasible, will it meet NEPA standards? If the proposal meets these criteria, the last question is "is it supportable financially?" Once all of these feasibility measures are met, that's when design, development, and environmental studies can commence. Safety, risk management, and training of the air traffic controllers and implementation follows afterwards.

So, that pretty much covers the process in moving forward, she said. But, she cautioned, the same individuals that are working on the recommendations that come from the Forum, and those of other forums and roundtables in the Region, are also working on the National Airspace System on a daily basis. She said we are fortunate to have one of the “most amazing airspace systems in the world, in that we have an excellent accident history rate with a few incidents.” So, she concluded, when it seems like it's taking the FAA forever to get back to us or to recognize or acknowledge the Forum's requests, she asked that we keep in mind the fact that their subject matter experts, the controllers they work with, are from Seattle and they are also working for the Northwest Mountain Region and the Alaska Region. So, this is one reason they have asked the Forum to prioritize its recommendations. It will help them to allocate their resources properly and get more positive outcomes. As things move forward, she said, she will provide the Forum with updates and milestones along the way. That's also part of what she has committed to. Ms. Swann ended her presentation by asking that the Forum help the FAA by limiting its recommendations to those which have the best chance of success. This is a collaborative work environment and we are in this together. We want the National Airspace System to run as safely, and effectively as possible. She said she would provide a copy of her presentation to staff.

The facilitator asked if Forum members had any questions for Ms. Girvin and Ms. Swann. Co-Chair Benny Lee welcomed both representatives and said he thought it would be a very positive step to have Ms. Swann at our meetings. He said he was pleased to see that the FAA recognized that both elected officials and citizens are represented on the Forum and that all are committed to solving the problems at hand. He said he was looking forward to seeing how we can increase public outreach, particularly for the environmental review phases. Ms. Girvin replied that community input will be very important. She said the greatest challenges facing communities today are the growth in numbers of flights and the need to acoustically retrofit older residences. She cited the Alameda and San Leandro acoustical insulation programs as examples of successful projects. She said the FAA can provide grant funds for both noise measurement equipment and acoustically retrofitting residential dwellings and schools. She said she was looking forward to this working relationship, and to the development of data that can be used as tools to solve these problems.

Ernest DelliGatti thanked the FAA representatives for coming. He said his comments were not directed at them, but the presentations were just words. He said his reason for saying this is that for the past five years the Forum has been asking the FAA for help with NextGen problems affecting East Bay communities. The FAA has told us that the Forum is the appropriate venue for the communities to bring their issues to the FAA. But it took Congressional intercession to get the first regional administrator to attend one of our meetings. Now, the second administrator has come and gone. So, everything we have worked with them on has gone “absolutely nowhere.” We submitted our proposals. They were prepared by industry experts, including consultants, ex-military and commercial pilots, retired FAA controllers, and local citizens with expertise in acoustics and aviation technology. These were well-thought out and solid proposals. The feedback that we got from the FAA on our August 28, 2018 recommendations was that most were denied because the FAA “cannot support this or that recommendation.” DelliGatti recommended that the FAA take another look at these recommendations because there was a lot of effort that went into their development. He asked that the FAA use “people that are well versed in the local region -- not in Seattle, but over at NorCal [TRACON] or within the San Francisco Bay Area – people who know the traffic patterns because...[nobody] up in Seattle has any...vested interest in what's going on down here in the Bay Area.” He asked that resident experts from the Bay Area be the ones to review our proposals and recommendations.

Alameda Councilmember Tony Daysog thanked Ms. Girvin and Ms. Swann on behalf of the citizens of Alameda for taking an active role with the Forum. He said he first started with the Forum in 2003 and has been a councilmember for going on fifteen years out of the past 23 years. He said he was proud to say that he relied heavily on Alameda residents to bring local issues to his attention, especially those from the Citizens League for Airport Safety and Serenity (CLASS). It's an organization of homeowners and includes people with incredible technical knowledge and passion about aviation safety and noise. He said, he was looking forward to having not only the Forum and the citizens of Alameda interact with the FAA, but also interactions between CLASS and the FAA on these kinds of issues. He said, Walt Jacobs, Alameda's citizen representative on the Forum, is a person whom he relies on for technical guidance on a lot of these issues. He is really looking forward to having this heightened involvement with the FAA.

The facilitator interposed at this point to say that he had overlooked an important item. He said U.S. Representative Barbara Lee's field representative for the East Bay, Jose Hernandez, is leaving his position and moving to Los Angeles. Jose has been a great resource to the Forum, and we are sorry to see him go. He has been of great assistance to the Forum in moving things forward with the FAA. We're certainly going to miss you, said the facilitator, and we are looking forward to working with your replacement. Mr. Hernandez thanked the Forum and said he enjoyed working on these important issues.

B. Subcommittee Report—Forum Response to FAA Update letter

The facilitator noted that Ernie DelliGatti had set the stage for this item when he spoke about the response of the FAA to the Forum's initial recommendations. Subsequent correspondence between the Forum and the FAA resulted in the FAA providing the Forum with its August 2018 "*Updated Response to Oakland Airport-Community Noise Management Forum's Recommendations.*" On January 17, 2019, the Forum submitted its reply to the FAA's "Updated Response," entitled "*Response to FAA August 2018 Updates Letter and request for Face-to-Face Technical Collaboration Meetings.*" So, having this as the basis for actions requested of the NextGen subcommittee by the Forum, the facilitator asked Peter Marcuzzo to bring us up to date on what the subcommittee has been up to.

Peter noted that he is the chairperson for this subcommittee and thanked Ms. Girvin and Ms. Swann for attending tonight's meeting. He said the subcommittee received the FAA's 33-page updated report which told us, basically, what we can't do, he said. We replied with our letter of January 17, 2019 setting forth the Forum's expectations. Ms. Girvin is the first FAA regional administrator to respond to us in a collaborative manner and say, "We do want to work with you and see what we can do." So, she asked the subcommittee to establish a priority list of the subjects-- the primary issues that we want to resolve. The subcommittee came to a consensus and provided Ms. Girvin with an e-mail list of its priorities. First of all, we want to work on the HUSSH standard instrument departure (SID), along with the CANDL SID because these are very contentious areas between Oakland and San Francisco flights. The HUSSH SID is a nighttime procedure up over the Bay and really impacts the citizens of Oakland to the north side and especially the citizens of Alameda and Bay Farm Island. So that is our first priority.

Our second priority, he said, is the infamous WNSDR arrival. This does not mean that we will not be looking at anything else; we just need to establish some initial priorities. As noted by our FAA guests, the FAA has limited technical resources. Peter said, a friend in the FAA called him to say "Hey, we can't be everywhere at once." And that's true. They have limited resources, and they were just forced to take a five-week imposed vacation too. That did not help matters any. So, we know that they are working hard to catch up. We need to establish our priorities one a time, and we'll be looking at each of the remaining issues in due time. So, for those who are concerned about TRUKN nighttime departures and southeast plan (bad weather) operations, we'll get to them eventually; we

just can't get everything done at once. Peter said he had been in contact with Ms. Girvin and they are working with airport operations supervisor Matt P. Davis to establish a date to get together with the San Francisco Airport technical work group to start working on these procedures. He said he hopes everyone agrees with the subcommittee's priorities.

James Nelson asked if there have been any joint meetings with SFO? Peter responded, that there will be meetings, but no date has been set yet. Co-Chair Benny Lee said Elizabeth Lewis, SFO Roundtable Chairperson, reached out to him following discussions with Ms. Girvin to talk about this process. He said he explained to her the differences between the Roundtable structure and the Forum, noting that the Forum had citizen representatives in addition to the elected officials, and, as noted by Councilmember Daysog, the citizen reps are very, very dedicated. She mentioned Peter Marcuzzo to Benny. Benny replied that he is very technically oriented and has been committed to the subcommittee from its inception. He explained that it was the subcommittee that drafted the Forum's recommendations to the FAA. Co-Chair Lee said also that he believed that the SFO Roundtable may be looking for an elected representative from the Forum to interact with them. Benny said he wanted to make sure that one of the Forum's citizen reps could also participate.

Ms. Girvin said she wanted to make sure things were clear with the nighttime HUSSH procedure. She said they have been in conversation with the SFO Roundtable about this procedure, and that she recognizes that this is also a priority with the Forum, but she wants to make sure that things don't get mixed together because they are trying to "tackle things in as defined a manner as possible." She said, she wanted to be clear that, at least with the Roundtable discussion, it is focused on the night HUSSH, as was recommended by that group. Facilitator McClintock commented that he thought the important thing was that as laypersons, the Forum tries to refine its recommendations as much as possible with the help of people like Peter. When the Forum makes a recommendation to the FAA, it is with the hope that they will review it, refine it, and present alternative solutions as may be necessary. The last thing the Forum wants to see is their recommendations rejected out of hand without evidence of objective analyses. So, the Forum is looking forward to a collaborative process where we can work out the kinks, the issues, the details, and, certainly, we're very much aware of the airspace interactions between the three major Bay Area airports.

The facilitator said that the Forum is very much aware that the FAA has its hands full right now. He asked how many recommendations from forums and roundtables in the Western-Pacific Region are you dealing with right now. Ms. Girvin replied, "hundreds." Co-Chair Lee said, "140." So, the facilitator said, it is very important that each of the airports and each of the roundtables and forums prioritize these issues so that the FAA can get a grip on them and deal with them. Benny Lee added that he thought that the recommendations that Peter set forth-- the HUSSH SID and the WNDSR have both had an immense impact on the East Bay shoreline and the Oakland Hills. McClintock asked how long it would take Peter to get the priority recommendations to the FAA. Peter responded that he was working on a draft letter for Ms. Girvin. James Nelson said he would like to talk with Peter about the WNDSR procedure. McClintock thanked everyone for a job well done, and closed this item with the wish that we be able to see some positive results sooner than later.

3. ANNOUNCEMENTS

A. Acceptance of 3rd Quarter 2018 Noise Report

The facilitator noted that this item is the acceptance of the 3rd quarter 2018 noise abatement report. Typically, we receive and file these reports, he said, and this was an action item for the January meeting that was canceled for lack of a quorum, so it's back before the Forum again. We will be doing the 4th quarter 2018 next, he said. He asked if Forum members, had any questions or comments? Ernie DelliGatti said on page 5 [of the minutes] he was misquoted. Co-Chair Lee said he

wished to compliment staff for putting the report together and added that he found it worthwhile to have two reports to compare. Typically, he said, we have a year-to-year comparison, which is a great thing. But what he found beneficial was being able to compare the 3rd and 4th quarter report with each other—because it represented a small trend, which he felt had a lot of value. He asked that for future meetings there be a one-page summary of the two reports because it would allow us to see what has changed on a quarter-to-quarter basis versus a year-to-year comparison. He said he saw a number of increases in specific areas from the third quarter, but they decreased in the fourth quarter, which, he said, was a good thing. He repeated that he would like to see a one-page comparison of the last two quarters. There being no further discussion, the facilitator called for a motion to receive and file the 3rd quarter 2018 noise abatement report. Co-Chair moved to receive and file. Seconded by Tom Wagner. The motion carried.

B. Acceptance of 4th Quarter 2018 Noise Report

This item is to receive and file the 4th quarter noise abatement report, said the facilitator. He asked if there were any questions or comments. Benny Lee said he had spoken with Jesse Richardson about some numbers related to the 100-degree radial. He asked Jesse to explain. Mr. Richardson said, his comparison was with the 3rd quarter, which showed a non-compliance rate that went from 46 down to 11. This is good, he said. In a separate comparison, the non-compliance numbers went from 109 down to 9. For the 100-degree radial, Jesse said, we are seeing a definite downward trend in the number of non-compliant operations. He said that he thought that much of this could be credited to the air traffic controllers giving instructions to pilots, and the pilots complying with them. Benny said he thought that this showed great progress. Tom Wagner moved to receive and file the 4th quarter noise report. Seconded by Councilmember Davila. The motion carried.

C. Honoring Kathy Ornelas for Service to the Forum

Facilitator McClintock said that it was time to honor Kathy Ornelas for her long-time service to the Forum. Kathy has been around as long as any of us, if not longer, he said, and he thought that Walt Jacobs and Kathy probably have the greatest longevity of anyone who has ever been affiliated with the Forum. Although Kathy is leaving the Forum, she will continue to be San Leandro's representative on the NextGen subcommittee. Facilitator McClintock asked Ms. Ornelas to come up front to receive her award from the Forum, which read:

*“Award in appreciation to Kathy Ornelas
for more than 20 years of dedication and
lasting contributions to the
Oakland Airport-Community Noise Management Forum
April 17, 2019.”*

Forum Co-Chair Walt Jacobs said that Kathy has served the Forum for a long time and that we would miss her as an ex-officio member of the Forum, but was pleased that she would continue with the subcommittee. He added that the subcommittee has been doing fantastic things, and has been working hard to pin things down and to comply with the FAA's guidance. Anything less than a positive outcome is just another conversation, he said. He said he appreciated everything that Kathy has brought to the Forum and the subcommittee. Co-Chair Benny Lee said that Kathy had retired from the City of San Leandro about the time he was appointed to the Forum, but she came as a consultant. Benny was very thrilled about that because she had all this history regarding the Noise Forum. He described Kathy's work for the Forum as being phenomenal. Benny said he first met Kathy when he moved to San Leandro twenty years ago. He said he was getting the runaround from some franchise, that were saying, "You'll have to wait a year to get the services." He wrote a letter to the city and it was Kathy who responded. She told him to tell the franchisees that they were not fulfilling their

franchise agreement with the city. He said he called them and they were out to his place the next day. Everybody who had issues in the city -- particularly in his community -- knew of her, because she was the one who got things done.

Councilmember Tony Daysog congratulated Kathy on her many years of service. He said he first met Kathy in 1995, when he was 29 years old and serving as an alternate to an Alameda councilmember on the Base Conversion Commission. Kathy was San Leandro's representative to the commission. Ms. Ornelas said, that working on aviation issues over all the years had been a great learning curve. She said, she's learned so much about what can be accomplished and, a lot of times, what can't be. A colleague once taught her that "the thing you have to aim for is satisfying the irritated without irritating the satisfied." She said that had been her mantra.

Peter Marcuzzo said he wanted to make a clarification about the Forum's January letter to the FAA. He said, a draft of the letter to the FAA was in the agenda packet that was sent out. The letter was signed by him and countersigned by the Co-Chairs. In the future, and in the interest of time, he recommended that the subcommittee not be required to wait until the next regular Forum meeting before it could release important correspondence. Any official correspondence signed by him with the approval of the Co-Chairs should be allowed to move forward as expeditiously as possible. The facilitator said he would entertain a motion that any correspondence coming from the subcommittee to the FAA be signed by the subcommittee chair, as the representative of the subcommittee, and counter-signed by the two co-chairs as approving the correspondence. Councilmember Daysog moved approval. Peter Marcuzzo seconded the motion. The motion was approved [as part of Agenda Item 2B]. The facilitator asked that he be allowed to review any correspondence before sending it out for signatures.

4. APPROVAL OF MINUTES

A. October 17, 2018

The facilitator recognized Ernie DelliGatti. Mr. DelliGatti said that, on page 5 of the draft minutes, he was misquoted. He did not say that it was his "opinion" with regard to noise shifting. He said it was a fact based on his analyses and cited his documentation to this effect. The facilitator said he would make the correction in the final minutes with the following statement: "Mr. DelliGatti said that noise shifting has been occurring for the last two years, especially over San Leandro and everything else in the last three years." There being no other questions or comments, the facilitator asked for a motion to approve. Tom Wagner moved to approve with the correction as noted. Seconded by Co-Chair Lee. Motion carried. Daysog abstained.

B. January 16, 2018

The January 16, 2019 Forum meeting was cancelled due a lack of a quorum. The draft minutes of the meeting are short and to the point: they list those who were in attendance at the meeting. The facilitator thanked those who came out to the meeting in very bad weather, and noted that even he was unable to attend. He asked for a motion to approve. Councilmember Daysog so moved. Seconded by Co-Chair Lee. Abstention by Bogue. The motion carried.

5. PUBLIC COMMENT

The facilitator announced that this time for public comment on items not on the agenda. He repeated that he would need speaker cards, but if anyone had any comments or questions about the FAA's presentation, they should put their comments in writing. He said he would accept written comments via e-mail and forward them to the FAA. The facilitator noted that he had four speakers' cards on this item, and asked anyone wishing to speak to bring him a card. He reminded the audience of what

he said earlier about agenda items 2A and 2B: If anyone has questions or comments on these items, they can send him an e-mail with their questions or comments. Once received, he said, he would consolidate all of the comments and get them to the regional administrator.

He called upon James Jaber from the Oakland Hills. Mr. Jaber thanked the Forum and subcommittee members for their leadership role on the NextGen issues. He said, he came to the meeting as a new resident of the Oakland Hills after realizing that there was “something wrong” with the airspace above his home and community. This served to “engage” him and he hoped that the momentum gained with the FAA’s presence would be continued. So, he said, he hoped that by the next meeting the FAA will get up to speed on what the Forum has requested. He went on to describe his personal experiences with aircraft overflights from both OAK and SFO, and how these activities cause a disproportionate amount of suffering in his community. He added that felt that a good plan has been proposed to deal with the NextGen issues and with the application of some “intelligence” it should work.

The facilitator called upon Elena Matthews of San Leandro. Ms. Matthews thanked the Forum for taking the time to listen to community complaints, and said she has tried to reach someone at the Port of Oakland to lodge her complaint. She said she e-mailed it back in January. She said, she is a 21-year resident of San Leandro, residing near downtown, and that “air traffic has absolutely changed, increased, and it's gotten...worse.” She said she finally got a response back from the Port of Oakland, saying that there was no change or increase in the air traffic in the last few years, which she was very disappointed in. She said she e-mailed Councilmember Lee on April 1, and still has not received a response. Back in 2016 or 2017 she was told by the Port that there was a repaving project taking place at North Field and that traffic would be diverted. She has noticed that the traffic has not reverted back to its prior condition and, she said, “it's just gotten increasingly worse.” This is when she started making calls and contacting her neighbors. She said she appreciated the work that was done in San Leandro to insulate people’s homes, but when she steps outside into her backyard to be with her grandkids, “there's no insulation out there. It's just constant air traffic back and forth every few minutes.”

Bill Harrison of Hayward/Castro Valley said he and his wife have been attending Forum meetings for over ten years, and that they have appreciated the responses they have received to their previous complaints. He spoke highly of the noise office staff, and of Jesse Richardson, specifically. Mr. Harrison said he was encouraged by the presence of Ms. Girvin and Ms. Swann. He noted that, in 2011, the airport staff put a noise monitor at his residence, and over a 30-day period, recorded in excess of 5,000 flyovers. None of them, fortunately, he said, are the basis of what he was requesting this evening. He said he was formally complaining about aircraft overflight of his residence between 1:00 a.m. and 3:00 a.m. None of the 2011 flights took place during these hours, he said, and wanted to express firsthand the frustration and anxiety, and detrimental health effects created by these low-flying aircraft” that wake us up at 1:20 a.m. He said, that between 1:20 and 2 a.m., five aircraft flew over the Hayward, Castro Valley community. This started about three months ago, he said, and he would appreciate knowing what this is all about, where they are coming from, and why it is happening at 1:20 a.m. The facilitator said he knew that Mr. Harrison had had contact with the noise office in the past and suggested that he contact Jesse Richardson to get answers to the questions he just raised.

Thomas Colussi, a resident of the Oakland Hills, said he has lived in Oakland for over 20 years. He said he bought his home in 2010, but since 2015, “the noise from the planes is literally a disaster of epic proportions. He said they “literally sit right underneath the cross-hairs of a WNDSR landing and two of the departure lanes from TRUKN from SFO departures. He said, he “can stand in [his] backyard, and if [he had] a golf club long enough, [he could] tickle Southwest Airlines flights from Portland and Seattle, Norwegian Airlines, Alaska Airlines, FedEx and UPS at all times of the day and them flying around 7,000 to 8,000 feet.” He added that he gets “the discharges from TRUKN and

SFO literally every 90 seconds... [and has] to wear 33 decibel reduction ear plugs in [his] house and [in his] yard... to get a little bit of peace and quiet.” He said, the FAA has asked us to help them. The answer is simple, he said: “Reverse NextGen. You don't have to do a safety feasibility study, or an environmental, or financial feasibility study. This is not a democracy, he said, and added that our neighborhood has been sacrificed.

Ms. Indhira Rojas said she is a new resident in Oakland's Sequoyah Hills, having been there for the past two years. She said they can definitely sense the change in what's been happening, and it really surprised her because she is a designer. What is obvious to her, she said, is that there is one feasibility aspect that's not being considered: which is the human impact. It is surprising, she said, because when we design with people in mind, all these things have already been considered. She has reported 60 flights above her home with intervals between two and three minutes. She said she cannot focus on her work because of the distractions. She thinks the amount of productivity that's being lost in the community because of the sound is immeasurable. She asked the FAA, “How are we thinking about human feasibility and is this something we're factoring in as we think about how we need to solve these problems? To her, this is a design problem, and the solution needs to be designed considering all of the aspects, one of which is how do we live with a system in which we have to listen to a plane every two to three minutes? What is saddening to her, she said, is that her husband and her worked really hard to buy their home. It is unique. It is an Eichler home. There are only 40 of them in Oakland, and they do not want to move. It is their dream home. The fact this problem beyond her control is mind blowing. So, she said, she is here to make sure this problem gets addressed. It can be solved. There being no further speakers, the facilitator closed the public comment period.

6. 2019 FORUM WORK PLAN

The facilitator said Forum members had received copies of the draft 2019 Work Plan. This item was to be considered at the Forum's January meeting, but has been carried over to tonight's meeting. He talked the Forum members through the proposed changes, primarily with respect to bills in Congress that expired with new 116th congress in January 2019. However, he noted, two new bills have been added. The remainder of the changes were largely housekeeping items. He said he would entertain a motion to approve the draft Forum work plan for 2019 with the corrections and changes set forth in the draft. Peter Marcuzzo moved approval. Ernie DelliGatti seconded. Co-Chair Lee said he would check the internet to see if Representative Barbara Lee was still listed a s cosponsor of HR 6454, HR 5075, and HR 3938. If not, he said, we need to have our respective City Councils to prepare a resolution to get on board with these bills. McClintock said he should be able to update everybody on what's going on and make any necessary changes. There being no further discussion, the facilitator called for the question. Motion carried.

7. TECHNICAL WORKING GROUPS REPORT

A. North Field/South Field Research Group Action Items

Matt P. Davis reviewed the activities of the last North Field/South Field Research Group meeting, which took place on March 20, 2019. The NF/SF Group focuses on technical issues that go beyond the scope of the Forum and other work not related to Metroplex issues, he said. The first action item studied by the group was a review of noise event data for noise monitoring sites 9 and 10, which measure noise impacts in San Leandro. The issue was changes to the SALAD procedure—the nighttime departure from North Field. This procedure is designed to incorporate a quick right turn to avoid houses on Bay Farm Island. Previously, he said, aircraft were using a combination of Runways 28L and 28R. The group worked with air traffic control to prioritize the use of Runway 28R for the departure procedure unless an aircraft required a longer runway. Most do not, he said. He presented a slide showing that Runway 28R is separated from the houses, but they were concerned about any

unforeseen impact to San Leandro. They saw none. This, he said, will help with the compliance numbers and there will be no negative impacts to San Leandro. So, a positive work-through between air traffic control, the airport, and the community was achieved on this particular issue. Another issue discussed was that of aircraft making immediate right turns after departing Runway 30, which takes them over Bay Farm Island. It's a very rare occurrence, he said, but they've been looking into why it happens, other than potential pilot error because there is no air traffic procedure for aircraft to execute an immediate right turn after departing this runway. If it happens again, he said, they will do further research as to why it happens. It doesn't really impact the community, but it is also not a recognized procedure. Davis also noted that, there's been some question in the quarterly noise reports about why 80 decibels was chosen as the threshold for many of the reports. The group reviewed a national study that relates the 80dB limit to sleep disturbance. He said if anyone was interested, he would be happy to share it.

The group also reviewed their 2018 accomplishments:

- A review of the SALAD departure procedure off Runway 28R showed a positive benefit to Alameda and did not negatively impact San Leandro;
- The noise reports have been modified at the request of CLASS. He said, their data is now consistent with what CLASS is compiling;
- There is a new web site for the noise office. It is more user friendly, and it's a much quicker and easier interface for the community;
- The Runway 30 Bay Farm Island gate was modified to better track right turns and to encompass all potentially affected residences;
- The number of data points for the REBAS and HUSSH departures was increased. To be considered compliant, there are numerous waypoints that must be hit. In essence, there was an impact to Berkeley, at one point, where those aircraft were turning early before they reached the waypoint. Now, the procedure maximizes the flight time over water;
- The reporting for the SALAD procedure has been modified to remove the buffer zone which included some homes. Now, if any turns are made over homes, it is considered to be a non-compliant departure; and
- At the Forum's request the noise complaint procedure has been modified to include not only the number and where the complaint is from, but also how it was received.

Matt said they hoped to have even more accomplishments in 2019.

Other action items for the NF/SF Group at its next meeting include:

- Legislative updates on noise issues;
- Sharing noise complaints with SFO (about San Francisco flights and vice versa);
- Jet use of Runway 33 (the crosswind runway) request from Alameda and CLASS;
- Southeast flow compliance for Runway 12;
- Improving compliance with 100-degree radial;
- Fixing discrepancies in how noise monitoring system catalogs IFR versus VFR flights off Runway 33;
- Examine feasibility of adding noise information to Automatic Terminal Information Service (ATIS);
- Sending reports of aircraft turning early over Berkeley to NorCal TRACON.

Matt said there is a lot of work being done by the NF/SF group and their meetings have gotten to be quite long. The next group meeting is scheduled for June 19.

Ernie DelliGatti thanked Mr. Davis for putting the noise abatement procedures on ATIS. He asked that the NOTAMs (notices to airmen) be checked regularly to ensure that any updates to the noise abatement procedures are also posted to ATIS. Matt Pourfarzaneh, president of CLASS, thanked the
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noise office for their efforts over the past year, especially with respect to the SALAD procedure and use of Runway 33. He said, “if you can put your mind to it, anything is possible.” James Jaber said that it appears that a lot of changes appear to be taking place, and wondered why the same sort of actions can’t be taken for the WNDSR procedure and some of the other NextGen problems. Matt P. Davis explained that it has to do with the interplay the Metroplex has between airports. To move WNDSR farther away from the airport is a bigger deal, because it would affect airspace operations over a wider area. It is much easier to deal with local traffic issues that don’t impact other traffic. We don’t have jurisdiction over the surrounding airspace; that’s why we can’t change Metroplex procedures on our own, but for local traffic issues, he said, we can, and do, work with air traffic control to come up with solutions. There are a lot of factors to be considered, he said, including the interplay of traffic between all the different airports in the Bay Area, and where and how aircraft climb and descend. Again, he noted, we are actually able to do a lot locally. As an example, he cited Berkeley again, where there is an existing procedure, but it was not being followed properly. They didn’t have to ask for a new procedure, they only needed to remind air traffic control and pilots that the procedure exists and remind them to “please fly it” accordingly. Mr. Jaber responded that he still thought that WNDSR could be easily fixed.

8. NOISE OFFICE REPORT

A. Update on Action Items from October 17, 2018 Meeting

One of the action items left over from the October 17, 2018 Forum meeting was a report on the status of the Cal State visual approach. He said that this was coming up, and that copies of Adam Scholten’s October report had been sent out. Another action item from the October meeting directed the facilitator to prepare a memo advising the executive director on how the Forum plans to proceed with the work of the subcommittee. The facilitator’s memo was submitted on October 22. The Forum asked the technical working groups to monitor the SALAD departure and report on any potential impacts to San Leandro. He noted that he had just reported on this.

B. 20th Anniversary Reception Recap

Mr. Davis reported that the reception was held on the afternoon of January 31, and it was fairly well attended. Former Mayor Santos was there, as were Benny Lee and Walt Jacobs. Davis said, that with all the work being done on the Metroplex issues, it was decided to hold the reception in the afternoon, rather than having to give up a Forum meeting, as has been done in the past. He said it was nice to go through some of the Forum’s accomplishments and talk about where we were 20 years ago versus today. It was a good event and a lot of fun.

C. Viewpoint Update

Mr. Davis said a lot of work has been done on this. He said many people have been asking about an app that would make it easier to file noise complaints. They are testing the Viewpoint app now, and he would send out a link to it when the testing was completed. The big advantage of this app, he said, is that noise complaints can be filed from your phone, and when you check back, you won’t have to re-enter your personal information. It makes it easier to file a complaint, because, unlike using a third-party app, it helps correlate to specific flights. This really helps, he said, because when they get a number of complaints and they are not sure which flight was associated with each complaint, it’s hard to do anything. He said the app has been demonstrated to the NF/SF Group. Ed Bogue asked if every time a complaint was submitted by a multiple complainer, would each submittal be considered a separate noise complaint? Matt answered that each submittal would be counted as one complaint.

D. Cal State Visual Approach to Runway 30 Update

Adam Scholten presented an update on the FAA's proposed Runway 30 Cal State visual approach. He said he presented this proposed approach at the Forum's October meeting. It is proposed to be a charted visual flight procedure, which means it is a published approach, but is to be flown visually. So, pilots can bring up it up in their flight computers. It's designed to address issues with aircraft crossing the 100-degree radial noise abatement procedure, where aircraft are supposed to cross the radial at or above 3,000 feet. He showed graphical illustrations of this. Also, he noted, this proposed procedure was supposed to be published earlier, but has now been delayed until December 4, 2019 because of the recent government shutdown. In order to execute this procedure an aircraft must be flying at or above 3,000 feet with visibility of at least three statute miles. If either of these conditions cannot be met, the procedure cannot be used. Adam showed more graphics depicting concentrations of flight tracks over the period of one year and compared them with the anticipated results of the proposed procedure. The Cal State procedure would result in more concentration of flight tracks because vectoring by air traffic control would not be required. He showed more graphical examples of how the procedure would work

Adam noted that, at the October Forum meeting, questions were asked about the types of land uses underlying the proposed visual approach procedure. He showed slides of the various land uses in the areas around where the proposed approach would be, including the centerline of the proposed route and a corridor half a nautical mile wide on either side of the proposed route. He identified the various types of land uses, including residential, industrial, and public use among others. The greatest area of land use under the proposed flight path, at 8,125 acres, was in public use. The second highest was single-family residential, with some 3,000 acres, and multi-family with 500 acres, for a total of 3,500 acres of residential land use. The third highest land use was manufacturing and production, at around 1,000 acres. The graphic also illustrated the location of a hospital, schools, and churches. He summarized the benefits and disbenefits of the proposed procedure:

- Any aircraft flying this procedure would, basically, be guaranteed to comply with the 100-degree radial noise abatement procedure, because the crossing over the Cal State East Bay campus is actually a little farther southwest than where the 100-degree radial is actually located;
- It would also reduce air traffic controller workload. By publishing this procedure, it would be charted, and the controller would know exactly where an aircraft is supposed to be;
- It represents a smaller overall area that would normally be overflowed, because it is a more defined route. This is a potential disbenefit because the flight tracks would be concentrated over the area directly beneath the track. This could concentrate arrival flight paths over communities southeast of Hayward, Hayward, Mount Eden, Castro Valley, and Fairview; and
- It would overfly some noise-sensitive properties, including residences (both single- and multi-family), schools, places of worship and a hospital.

Ernie DelliGatti asked if Adam was sure he had the correct information as far as the routing of the procedure. He said, "He was asked to do an analysis of what [he] referred to as the "San Lorenzo 1," and concluded that Adam did not "push" the flight track far enough over the industrial area to avoid noise sensitive areas. Matt P. Davis replied that Mr. Scholten was tasked with analyzing the proposed procedure as it was defined by the FAA. He did not design it. The FAA did. Adam said he was provided a preliminary draft of the procedure by the FAA, and that is what his analysis was based on. Mr. DelliGatti said the procedure should have been "pushed out further over the industrial area." The facilitator offered that at some point the FAA would ask for public commentary on the proposed procedure. He asked Davis if he knew when that would be? Matt responded that he did not know, but they have been working with the FAA and is not going to move forward with this procedure without input from Forum and from the Oakland Airport. Davis said that this is analogous to the

complexities of Metroplex, and why it's difficult when you try to solve one problem and end up creating more, unintended problems. He said that Ernie's comments were important, and the FAA should be made aware of his findings and concerns during the public comment period. The FAA, he said, is looking for this to be a template for how to engage the airport and the community. The facilitator asked if the NF/SF Group was reviewing this. It is not a Metroplex issue because it was designed by NorCal TRACON, so it is a more locally designed procedure. McClintock asked how Ernie should proceed to get his information to the FAA where it can make the most difference? Davis replied that this should come from the Forum, but that anyone can submit their own comments to the FAA. The facilitator asked Mr. DelliGatti how he wished to proceed with the problems he identified. Ernie replied that he had provided the Forum with his presentation in November 2018. However, he said, putting things simply: the track has to go over the industrial area as much as possible." The facilitator said we can expect more information at the July meeting, and take any appropriate action at that time. Peter Marcuzzo asked for a copy of Adam's presentation. Edward Bogue also asked for a copy. McClintock said that if Adam could send him a copy, he would make sure it got distributed.

9. NOISE NEWS AND UPDATE

The last informational item on the agenda is Christian Valdes and Noise News and Updates, said the facilitator. Mr. Valdes began with some of the highlights he had planned to report in January: The FAA announced it will start outreach efforts relative to the Florida, Denver and Las Vegas Metroplex projects;

- A three-judge panel ruled in favor of the FAA by rejecting the remaining challenges
- against the SoCal Metroplex environmental assessment (EA);
- The American National Standards Institute and the Acoustical Society of America retracted the aircraft noise sleep disturbance standard which was adopted in 2008;
- The blended winglet seen on many Southwest aircraft, is not only attractive, but it has saved nine million gallons of fuel since it was first used;
- Toronto-Pearson International Airport's noise forum is now 20-years old, and has divided into seven different forums as prompted by advisory committee member feedback; and
- The MIT website has a video of a flying airplane with no moving parts—it only flew the length of a basketball court, but the technology has promise.

In more recent news, Mr. Valdes offered:

- The FAA has gathered comments on the O'Hare interim night runway rotation plan, which was designed to distribute nighttime aircraft noise relief and build predictability. It would increase overall noise to some dwellings versus decreased noise in others;
- Last year the World Health Organization (WHO) concluded the levels of population annoyed by airport noise is four times greater than the FAA's levels. The data used for the FAA study weren't representative of the general population, the standard protocol for annoyance surveys were not followed, and about 40 percent of the total data were for just one airport. The original researchers are fighting back and the entire debate is currently under peer review in The International Journal of Environmental Research and Public Health; and
- Attorneys for the State of Maryland are asking courts to deny the FAA's motion to dismiss the state's argument that the approach path into the Ronald Reagan National Airport is arbitrary and capricious and the FAA should perform a proper analysis.
- Boeing has invested in "Aeron," a Reno-based company that is developing a supersonic business jet. They have a 12-passenger business jet that uses the General Electric Affinity engine. It is designed to meet FAR Part 36 stage 5 subsonic noise requirements and current emission standards. It would fly trans-Atlantic in about three hours less than for subsonic flights. Flight testing is scheduled in 2023 through 2024;

- SFO noise abatement manager, Bert Ganoung, helped to develop a unique hands-on learning environment that leads students to explore the science of sound waves, and how they travel;
- Drones and urban air mobility have been in the headlines frequently over the last several months. Errant drones at London Heathrow and Gatwick Airports disrupted operations for many hours, canceling thousands of flights and impacting thousands more passengers. The airports have now installed new anti-drone technology;
- In the U.S., New Jersey's Newark International and Teterboro Airports were subject to drone incursions;
- The Bell Nexus electric vertical takeoff and landing vehicle made an appearance at the Consumer Electronics Show in Las Vegas. The aircraft will use a hybrid electric engine and a gas turbine to power the 68-foot rotors. It will have about a 150-mile range. Testing starts in 2023;
- The Bell Nexus is the preferred aircraft for Uber's Elevate Air Taxi Service;
- Boeing announced it successfully completed the first flight test of its autonomous electric passenger air vehicle. It took off, hovered and landed autonomously;
- The president of the Aerospace Industry Association spoke to members of the House stated UAM (Urban Air Mobility) technology is ready but will not succeed without the collaboration government;
- Two German aviation companies joined forces to develop concepts for ground infrastructure and operations required to bring air taxi services to airports, beginning with the Frankfurt Airport; and
- Airbus announced the world's first electric airplane race, which is set to launch next year. It aims to drive the development and adoption of cleaner, faster and more technologically-advanced engines.

Christian next discussed how the government shutdown has left FAA officials unavailable to approve projects, engage airport forums and lead workshops in Metroplex locations. The shutdown will likely delay many of the provisions included in the FAA reauthorization act and cause a ripple through the federal court system and court schedules. To prevent or minimize the impact of future government shutdowns, the House Transportation and Infrastructure Committee sponsored the Aviation Funding Stability Act of 2019. This would essentially keep all the FAA programs uninterrupted during a government shutdown. Delta Airlines' A321neo aircraft flew into service for the first time at La Guardia Airport. It is powered by Pratt-Whitney's geared turbo fan engines which are quieter and more fuel efficient, and better for the environment, he said.

Two proposed departure procedures at the Burbank Airport are drawing a lot of attention. The new procedures shift and concentrate flights over noise-sensitive areas. Last November, the FAA held two public meeting workshops to inform residents about the proposed procedures. The meetings didn't go as planned. The police had to come in and escort a few people out and cut the meeting short. The airport authority invoked Section 175 of the FAA reauthorization act, which requires the agency to consider track dispersions and show how they would be implemented. The FAA agreed to prepare an environmental assessment on these new procedures. No schedule has been set. With respect to other noise problems, Christian said, Senators Feinstein and Harris have told the FAA to take a leading role in forming the San Fernando Valley Airport-Community Noise Roundtable, which would include Burbank and Van Nuys Airports. Ms. Girvin said she wanted to note that the FAA has not responded to the letter from the senators regarding the San Fernando Valley Roundtable. So, she said, she did not want anyone to prejudge the FAA's response. She just wanted to set the record straight.

At Co-Chair Lee's request, Mr. Valdes provided a brief update on the B-737 MAX. The aircraft are still grounded worldwide.

10. CONFIRM NEXT MEETING – July 17, 2019

The next Forum meeting is scheduled for Wednesday, July 17, 2019.

11. NEW BUSINESS/ADJOURNMENT

There being no new business proposed, the meeting was adjourned at 9:08 pm.

END