



Jesse Arreguín
Councilmember, District 4

INFORMATION CALENDAR
February 19, 2013

To: Honorable Mayor and Members of the City Council
From: Councilmember Jesse Arreguín
Subject: Report on Regional Bodies Representation: Oakland Airport-Community Noise Management Forum

BACKGROUND:

On January 16, 2013, I attended my first meeting as the City of Berkeley's representative to the Oakland Airport-Community Noise Management Forum. Attached is the meeting agenda. Below please find notes from the meeting on issues discussed and voted on relevant to Berkeley:

First Quarterly 2013 Meeting of the Noise Forum
January 16, 2013, 6:30 p.m. Port of Oakland Board Room, 530 Water Street

Forum members present included: Diana Souza (Alternate, San Leandro), myself, Margery Eriksson (citizen rep. Berkeley), Walt Jacobs (citizen rep. Alameda), Mike McClintock (Forum Facilitator), Barbara Halliday (Hayward), Pat Gacoscos (Union City), Subru Bhat (citizen rep. Union City), Will Fernandez (citizen rep. San Leandro), Michael McEneaney (Marin County), Ernest Delli Gatti (citizen rep. Alameda County)

The Forum accepted the 2012 3rd Quarter Noise Report. A letter was sent by the Forum to the National Business Aviation Administration (NBAA) raising concern regarding blocking the release of flight information through BARR and ASDI, which would make it difficult to acquire aircraft identification information critical to noise management programs. While concern has been raised by the NBAA regarding security and privacy of general aviation activities, given that air flight is within the public airspace, the public has a right to such information. To date the Noise Forum has not received a response from the NBAA but has included in its workplan an item to advocate for access to ASDI flight information so that it can effectively monitor air craft flight and noise in order to mitigate noise impacts on surrounding communities.

The Noise Forum discussed and approved its 2013 Workplan, a draft of which is attached. In addition to a number of legislative initiatives, the Forum discussed coalition building and outreach with another regional/national noise forums, including convening a joint meeting between the SFO Roundtable and the OAK Forum, to discuss issues of mutual interest including legislative and regulatory initiatives and ongoing collaboration.

Given the frequency and impact of helicopter flights in Berkeley, I specifically advocated for prioritizing a study and presentations on helicopter noise, particularly noise from news helicopters. Councilmember Barbara Halliday from Hayward also raised her concerns about helicopter noise. She commented that there are ongoing helicopter flights out of the Hayward airport and Hayward residents are affected by helicopter noise, and so the issue affected not just Berkeley but other cities in the region and also supported making it a priority in this year's workplan.

The forum not only agreed to further study helicopter noise, particularly from news helicopters, but also agreed to hold a presentation at a future meeting and invite representatives from new organizations to talk about noise from helicopter flights and how to mitigate noise impacts on residential areas. Staff will also provide members with an update on past studies on the issue. I also raised the issue of pursuing legislation, since HR 2677 was introduced previously, although it was not adopted. It would have directed the FAA to issue regulations to deal with noise pollution from helicopters flying over LA County. However noise from helicopter flight affects communities all over California and the country, and broader legislation should be introduced to establish regulations on altitude and duration of flight over residential areas.

Additionally, I spoke about the importance of looking ways to monitor and regulate unmanned aerial vehicles (drones), given the proposed purchase of a drone by the Alameda County Sheriff and the purchase of drones by law enforcement agencies throughout the country. One issue that was raised was the lack of discussion of noise impacts from drone flight. I talked about the Berkeley City Council's recent discussion on a drone policy and agreed to update the Forum on Berkeley's deliberations, including what policy we ultimately adopt. The issue of drones will also be made a priority in the 2013 Workplan.

Other issues discussed in the workplan included the use of biofuels in airplane flight, air emissions and improving air quality, and sustainability initiatives. Additionally looking at ALUC adoption of CNEL 65dB noise limit and noise easements for new residential development near OAK with noise levels above CNEL 65Db. Councilmember Barbara Halliday raised this as an issue particularly regarding development in Hayward.

The next Forum meeting will be held on April 17, 2013.

Additional information on the Noise Forum, as well as past agendas and meeting minutes can be found at the following website: <http://flyquietoak.com/pages/noise-forum/noise-forum.html>

This information report is submitted in compliance with Berkeley Municipal Code Section 2.06.090 (Open Government Ordinance) which states:

"Council members who represent the City on regional bodies and commissions shall, promptly after attending meetings of those bodies, provide to the City Council and the

public a report that briefly summarizes the discussion and any action or any item that affects the City of Berkeley. Such reports shall state where additional information about the issues summarized may be obtained.”

FINANCIAL IMPLICATIONS:

None

CONTACT PERSON:

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Attachments:

- 1: Oakland Airport-Community Noise Management Forum January 16, 2013 Meeting Agenda
- 2: 2013 Noise Forum Workplan

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM

Meeting Notice

Date: Wednesday, January 16, 2013

TIME: 6:30-8:30 P.M.

Place: Board Room
2ND FLOOR
Port of Oakland
530 Water Street
Oakland, CA

a g e n d a

1. INTRODUCTIONS—MIKE MCCLINTOCK , FACILITATOR
2. ANNOUNCEMENTS-- MIKE MCCLINTOCK
 - A. DEBORAH ALE FLINT - ACTING PORT EXECUTIVE DIRECTOR
 - B. KRISTI MCKINNEY – ACTING AVIATION DIRECTOR
 - C. DARRON EVANS – ACTING OPERATIONS SUPERVISOR
 - D. ACCEPTANCE OF 3RD QTR 2012 NOISE REPORT (RECEIVE AND FILE)
 - E. ANNUAL FORUM DUES REPORT
3. CORRESPONDENCE
 - A. NBAA LETTER SENT
 - B. LETTER FROM BERKELEY ON NEW APPOINTEE TO FORUM
4. APPROVAL OF MINUTES (OCTOBER 17, 2012)—MIKE MCCLINTOCK
5. PUBLIC COMMENT (THIS IS AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO SPEAK ON ISSUES NOT ON THE AGENDA BUT RELEVANT TO AIRPORT NOISE/AIR QUALITY AT OAKLAND INTERNATIONAL AIRPORT—TWO MINUTE TIME LIMIT PER SPEAKER)
6. 2013 WORK PLAN – MIKE MCCLINTOCK
7. NOISE OFFICE REPORT – LARRY GALINDO
 - A. FORUM 2013 TOURS OF NEW FAA AIR TRAFFIC CONTROL TOWER
 - C. FORUM FLY QUIET AWARDS PROGRAM
8. NOISE NEWS UPDATE – VINCE MESTRE
9. STATUS REPORT - NORTH & SOUTH FIELD WORKING GROUPS – DARRON EVANS
 - A. FEDERAL EXPRESS BOEING B-777 IMPACT ON OAK FLEET MIX
 - B. MAGNETIC VARIATION SHIFT - RUNWAY DESIGNATIONS CHANGE
10. RUNWAY SAFETY AREAS PROJECT UPDATE --PORT STAFF
11. CONFIRM-NEXT SCHEDULED MEETING DATE (APRIL 17, 2013)

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM WORK PLAN 2013

The Forum's Work Plan consists of three primary components:

1. Legislative and Regulatory Initiatives;
2. Studies; and
3. Presentations

1. LEGISLATIVE AND REGULATORY INITIATIVES

The "Initiatives" component of the Work Plan sets forth the Forum's legislative and policy agenda with respect to broadening the Forum's influence on federal aircraft noise and air quality legislation and the closing of ANCA loopholes for the benefit of communities affected by aircraft noise.

2. STUDIES

The "Study" component of the Work Plan is designed to address the technical issues of aircraft noise and air quality at OAK and its effects on local communities. In general, studies will require some degree of original research, technical analyses, and result in specific findings or conclusions and/or recommendations. The end product of a study task will be either a working paper or technical report prepared by a person or firm with the necessary qualifications and experience to develop a credible product.

3. PRESENTATIONS

The "Presentation" component of the Work Plan is an on-going feature of Forum meetings. Presentations are to be of an informational or educational nature, and are designed to inform Forum members on matters of interest. Presentations may also be made to interested groups as directed by the Forum. Presentations may be made by the facilitator, staff, advisors and other experts, individual Forum members, or members of the public. It will be the role of the Facilitator to arrange for informational presentations in accordance with the approved Work Plan. Individuals interested in an opportunity to make a presentation to the Forum should make a written request to the Facilitator. It would be up to the Forum to decide what additional presentations it would be interested in hearing. Because of the Forum's desire to conform to the Brown Act, individual presentations of more than five minutes must be placed on the Forum's agenda.

WORK PLAN (Initiatives, Studies and Presentations listed in order of relative priority):

(Proposed New/Revised Initiatives in RED)

s Undertake and Prepare Part 161 Status Report

Provide progress report on the status of the Burbank (BUR) and Los Angeles World Airports (LAWA) Part 161 studies, including Los Angeles International (LAX) and Van Nuys (VNY) Airport.. Report should identify the proposed airport noise regulations, costs, filing dates, and ruling decisions by the FAA.

A. Initiatives.

1. Seek legislative modification or relief from ANCA and FAR Part 161 limitations.

Status: This concern needs to be reiterated to Congress and the FAA. The Forum will continue to work with elected representatives and national and regional airport noise coalitions to advance this position. Forum will monitor the actions of other airport community groups and seek to be part of a broader, national coalition.

2. Continue to lobby for the mandatory phase-out of Stage III hush-kitted aircraft from the air carrier and air cargo fleets.

Status: This is an on-going Forum initiative.

3. Formalize the Forum's coalition building and outreach efforts with other regional/national noise forums.

Status: This is an on-going initiative. For 2013 plan and organize a joint meeting with key members of SFO Roundtable and OAK Forum. Develop an agenda around issues that could foster collaboration between the two noise committees. If successful, the prospect of an annual joint meeting should be pursued.

4. Support a FAA headquarters initiative to continue research into NextGen air traffic control, including OPD procedures, R-NAV/RNP GPS-based approach/departure procedures, the application of flight management systems to noise abatement procedures, and to assist airports and ATC with implementing CDA/OPD and R-NAV noise abatement procedures in the vicinity of airports to reduce aircraft approach noise and reduce emissions.

Status: This is an on-going Forum Initiative that was expanded to include GPS, R- NAV/RNP, FMS and other satellite-based systems.

5. Establish a Forum position on proposed FAA blocking of aircraft registration information.

Status: There is on-going debate between aircraft operators and the FAA over federal policy on blocked aircraft registration. The FAA was requiring a Certified Security Concern be provided to the FAA before being added to the nation's list of blocked aircraft. The Certified Security Concern requirement has now been dropped which makes it easier for flights to be conducted in US airspace and their identification not be disclosed to the public. This could have an impact on the monitoring and compliance of OAK operations, as more and more aircraft choose to operate as a "black" (unidentified) flight. For 2013 have the Forum's community noise consultant advise the Forum on the current status of the FAA's Blocked Flight Policy for the purpose of having the Forum adopt a position in favor of or in opposition to the FAA policy. Submit comments to FAA if policy is still undergoing review.

6. Continue to send member representatives to the FAA NORCAL TRACON and other FAA ATC facilities to familiarize them with FAA air traffic control procedures and provide first hand community input to FAA staff.

Status: This is an ongoing initiative and is subject to available funding and member interest.

7. Continue to work through North Field and South Field Research Groups to encourage voluntary noise compliance efforts on the part of aircraft operators at Oakland International Airport.

Status: This is an ongoing initiative whereby the Forum will continue to support the efforts and research needs of the NFRG and SFRG.

8. Implement a Noise Abatement Award Program.

Status: Program being implemented by Noise Office along with proposal to plan a special Noise Abatement Awards Program at the April 17, 2013 Forum meeting. As proposed, the meeting will consist of a hosted dinner at the Oakland Aquatic Center where airport users and industry representatives (ATA, NEAA, AOPA, and AAI) will be recognized for their contributions to aircraft noise abatement.

9. Continue to send Forum representatives to appropriate congressional meetings/hearings, industry conferences, and symposiums on aviation noise and air quality issues to support and actively seek measures in line with stated Forum legislative and regulatory goals, and to advance regulatory reform of key issues.

Status: This is an ongoing initiative and is subject to available funding.

10. Monitor progress of civilian use of unmanned aerial vehicles (drones).

Status: More and more local government agencies are opting for the use of unmanned aerial surveillance vehicles. These aircraft are flown remotely and are not subject to 14 CFR Part 36 noise limits or altitude restrictions. It is in the interest of Forum communities to monitor the development and application of this technology in the event that regulatory actions may be required. For 2013, work to define the noise related issues that are appropriate to the purpose and role of the Forum (allowing, as always, for the safety of aircraft in flight and for people and property on the ground, and public privacy concerns).

11. Request additional funding from Port to pursue above initiatives.

Status: Forum to submit formal proposal(s) to Port, as may be necessary.

B. Studies. The following study topics are included in the Work Plan in order of their relative priorities:

1. Study news helicopter operational activity and noise impacts on local communities, and possible noise abatement recommendations. Include local TV news organizations in process.

2. Continue to study the progress toward developing a National Stage 5 noise limit and the phase-out of aircraft not meeting Stage 4 limits.

3. Request NFG/SFG initiate study of aircraft noise and overflights in the Hayward/Castro Valley corridor.

5. Monitor and support NASA aeronautics and other aviation industry research programs having the potential to produce important advances and improvements in environmental impacts (esp. noise and air quality), performance, efficiency, and safety of engines, airframes, and other components of aircraft construction.

6. Continue to study the potential benefit of Optimal Profile Descent (OPD) procedures to provide noise reduction in the approach corridor to OAK. Review OPD procedures for potential benefits and/or impacts.

7. Study effects of NextGen and other satellite-based aircraft advanced flight tracking capabilities using and their potential for significant noise reduction.

8. Study and recommend specific actions to be taken with re: ALUC adoption of CNEL 65dB noise limit and recommend noise easements for any new residential development near OAK with noise levels above CNEL 65dB and encourage communities to adopt same requirement.

C. Presentations. The following informational presentations are included in the Work Plan:

s. Tours of the FAA's new Oakland Air Traffic Control Tower for Forum members and advisors.

1. Bi-annual Noise 101 Program.
2. RAPC presentation on status of Regional Airport System Plans.
3. Ongoing updates of the Burbank, Van Nuys, and other Part 161 processes.
4. Status report on NextGen ATC program implementation.
5. Agendize a special presentation on helicopter operations and issues.
6. Provide for ongoing updates and recommendations from the South Field and North Field Research Groups, and conduct further studies/programs as identified (for example rolling takeoffs, etc.).
7. The ALUC Planning Process and the State of California Land Use Planning Handbook.
8. Physical and physiological effects of noise on people.
9. Synthetic fuels development updates.
10. Port Air Quality and Environmental program updates.
11. Monitor AB 32 and other climate change initiatives.
12. Have representative(s) of news helicopter organizations make presentation(s) to the Forum.

D. Completed Studies and Presentations. The following major studies and presentations have been completed and are deleted or suspended from the current Work Plan. They may be recalled for updating at the Forum's pleasure:

1. Runway 27 Preferential Runway Study (completed in 2012 with no action recommended).
2. RNP Noise Analysis.
3. Review and evaluate noise abatement procedures, and develop new or revised procedures.
4. Investigate the feasibility of operating restrictions or curfews, including restrictions on low overflights, and nighttime operations by large aircraft.
5. Runups and airport policy.
6. FAA air traffic control procedures and airspace use.
7. FAR Part 36 and Stage 3 aircraft noise standards.
8. The California Airport Noise Standards.
9. North Field operations.
10. Bay Area airport development plans (OAK, SFO & SJC).
11. New, quieter jet engine technologies.
12. Existing airport and airline noise abatement procedures.
13. OAK flight activities by time of day.
14. Feedback on noise complaints (Hotline).

15. Characteristics of noise.
16. Runway reconfiguration study.
17. Curfews Presentation.
18. "Silent 7" type departure to the south.
19. General aviation preferential.
20. Continuous Descent Approach.
21. Crosswind Runway Analysis.
22. VFR operations noise analysis.
23. Runway 29 Rolling Takeoff Procedure.
24. Runway 29 arrivals over Silverlock neighborhood in Fremont.
25. Runway 29 ILS arrival over Hayward.
26. Runway 29 departure turns below 3000 feet over Alameda.
27. SALAD 1 departure procedures.
28. Quiet Aircraft Technology Developed for the Boeing 787 and Emerging New Technologies;
29. New Light Jets and Their Potential Effect on Aircraft Noise and Airport Operations, Including Small Aircraft Transportation, SAT.
30. Reports on OAK Airport Master Plan Progress.
31. Runway 11 Nighttime Right Turn Departure Procedure.
32. North Field corporate jet operations and compliance issues.
33. Review nighttime FedEx operational anomalies.
34. Review corporate jet noise procedures/noise transfer impacts.
35. Investigate helicopter noise issues.
36. Status of Port LEED projects.
37. Operations by lighter-than-air craft (blimps/zeppelins).
38. Phase 1 study of temperature inversion effect on GRE noise.
39. SWA presentation on new B-737 Max acquisitions and related technology.

E. Link to N.O.I.S.E. Legislative Priorities

NOISE assists and advises communities in working with Congress to address the issue of excessive aviation noise. Many of these issues may be addressed through changes in federal law. Over the years, NOISE has maintained an active set of Legislative Priorities and has represented local communities through participation in FAA and other advisory and policy panels. The following is a link to N.O.I.S.E.'s current list of legislative priorities:

<http://www.aviation-noise.org/advocacy.html>

Last Work Plan update approved on January 18, 2012

