



Annual Meeting

November 17, 2025

We'll discuss the settlement agreement, noise abatement progress, and where CLASS is headed in the future

A corporation of homeowner associations formed to protect the safety, health & welfare of people living in communities near the Oakland airport.

Agenda – 2024 CLASS Annual Meeting

- 1) Introduce the CLASS team (Executive & Community)
- 2) Mission and brief history of CLASS
- 3) 2025 settlement agreement summary (4 pgs)
- 4) Noise abatement progress update
- 5) Results of 6 degree left turn during the day
- 6) Where CLASS is headed in the future (3 pgs)
- 7) Political involvement wish list
- 8) Volunteering
- 9) Why sending noise complaints matters
- 10) Q and A

Introduction of the CLASS Executive Committee

- Jon Hamilton Bay Isle Pointe (Citizen rep to Noise forum)
- Matt Pourfarzaneh, Ph.D. Headlands
- Carolyn Kubota Pointe Ballena
- Tianxi Zheng Normandy
- Zhidong (Zee) Hoa Costa Brava
- Behrad Aria Sandpiper Cove
- Kirsten Rommel Clipper Cove
- Barbara Tuleja (Emeritus) Brittany Landing

Supporting individuals and firms

- Dianne Emery Garden Isle (BFI long term volunteer helping with minutes)
- Carmen Borg Advisor (SM&W LLP)
- Kristi Bascom Advisor (SM&W LLP)
- Osa Wolff CLASS Attorney (Partner with Shute, Mihaly & Weinberger LLP)

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Introduction of CLASS Community Supporters

- CHBI Master Board Members, Office Staff, and CHBI homeowners.
- Mayor Marilyn Ezzy Ashcraft, Council Members Trish Spencer (former), Greg Boller (Elected rep to Noise forum), and Tracy Jensen, City Staff member Brian McGuire, Alameda Planning Director Allan Tai, and the Alameda City Manager Jennifer Ott
- Shute, Mihaley, and Weinberger law firm.
- Costa Brava HOA Board President Michael Robles Wong
- The 2,973 homeowners of the CHBI who support CLASS
- 500 Tideway Townhouse Association (Pointe Ballena)
- Jay Seaton and the Fernside HOA (Main island)
- Community of BFI and Alameda for their support and for filing noise complaints

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Mission and brief history of CLASS

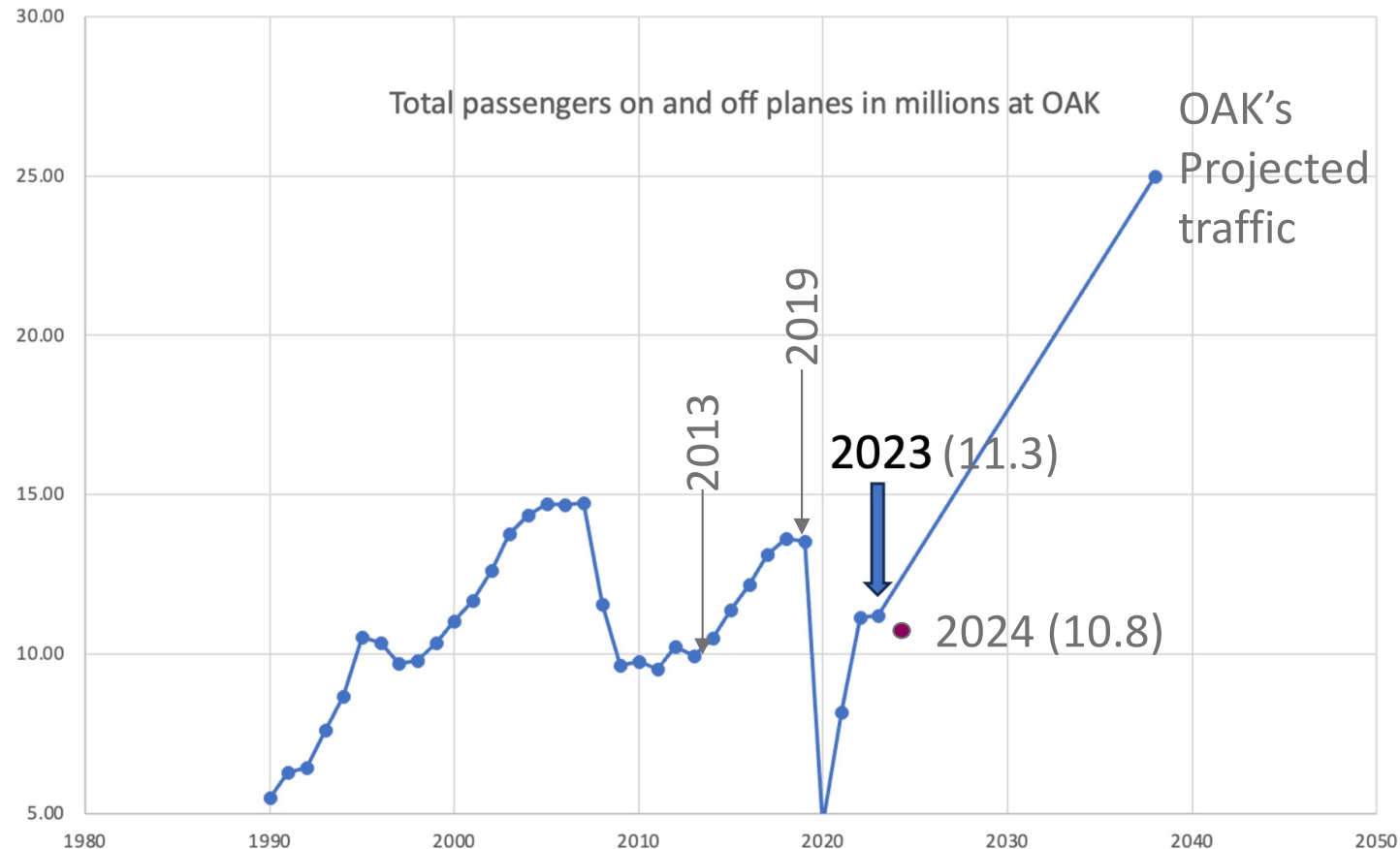
CLASS is a nonprofit, community advocacy organization made up of individuals and homeowner association members formed to protect the safety, health and welfare of the people living in Alameda and communities near the Oakland Airport. CLASS represents 3000 CHBI households and other HOA's.

Established in 1989, CLASS was formed by Bay Farm Island residents to closely monitor the activities of the Oakland Airport and assess its impact on the local community. Ultimately, this monitoring led to the filing of a lawsuit against the Port of Oakland resulting in a Settlement Agreement which gives CLASS and the City of Alameda direct input on airport planning and more open communication on issues which could affect the airport's neighbors.

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2025 settlement agreement summary – pg 1 ^{Pg 6}

“Build it and they will come” is no sure thing...

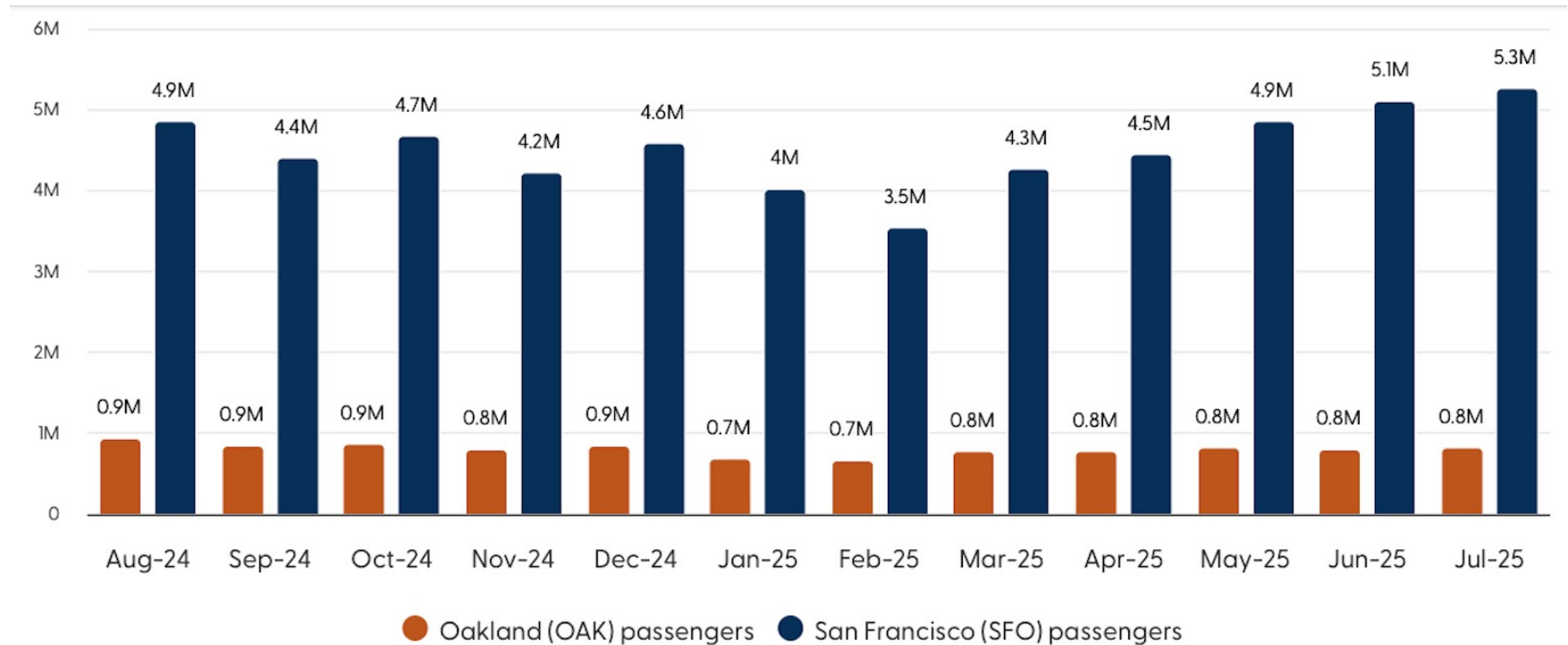


For the 12-month period ending in June 2025, OAK recorded approximately 9.93 million passengers, which is an 8.2% decrease from the 10.82 million passengers in 2024.

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2025 settlement agreement summary – pg 2 ^{Pg 7}

Last 12 months passenger traffic SFO relative to OAK



Source: Individual Airports

8 Percent of OAK traffic is international (Mexico primarily) while SFO has 30% international traffic

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2025 settlement agreement summary – pg 3 ^{Pg 8}

Key points of interest to residents

Port agreed to use good faith best efforts to coordinate with FAA to maximize the use of procedures that will minimize noise impacts in surrounding communities. Port will attend SFO Roundtable and advocate for actions recommended by the OAK Noise Forum.

Port agreed to provide a parallel Taxiway B if the new terminal is constructed parallel to existing Taxiway Bravo. Port commits to construction of the new taxiway prior to operation of the new terminal.

Install fence line air quality monitor(s) no later than one year after the opening of the new terminal and the monitor(s) shall be maintained for a period of five years thereafter. City/CLASS goal is to monitor AQ impacts of additional aircraft operations.

2025 settlement agreement summary – pg 4 ^{Pg 9}

Key points of interest to residents (continued)

Port agreed to commit to implementing all existing settlement agreements as well as the new settlement agreement. Port also agreed that its Board would adopt an OAK Noise Plan (updating the provisions of the completed but never formally adopted 2013 Written Compliance Plan).

Restatement in 2025 Settlement Agreement that the Port will continue to comply with all obligations of the previous three Settlement Agreements (1976, 2001, 2002).

Encourage use of quieter aircraft and encouraging aircraft operators (FedEx) to test and implement departure changes to reduce cargo jet noise.

Meet with City staff and present results of Project Status Report to CHBI Board and City Council. Requirement to meet with CLASS if requested.

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Noise abatement progress update

Approximate 95% of business jets continue to transit from the N field to the S field for departures thus avoiding a take off over BFI homes. Those in the 5% remaining if repeat offenders of the voluntary NAP (noise abatement procedures) receive communication efforts from the airport staff to follow NAP.

Approximately 25 to 30% of the aircraft departing the S field during the daytime (7AM to 10PM) turn 6 degrees left thus reducing the noise level to BFI homes by 3 dBA.

CLASS had pushed for additional daytime departures to also make the 6 degree left turn. Initially the FAA agreed that this occur mid 2025. It has since been delayed until February 2027. Cooperation on this with the OAK airport staff has been good.

Efforts to conduct departure noise tests for cargo planes has been stalled due to Boeing's concentration on their backlog and other efforts. Note that currently the loud MD-11's are grounded due to the recent UPS crash.

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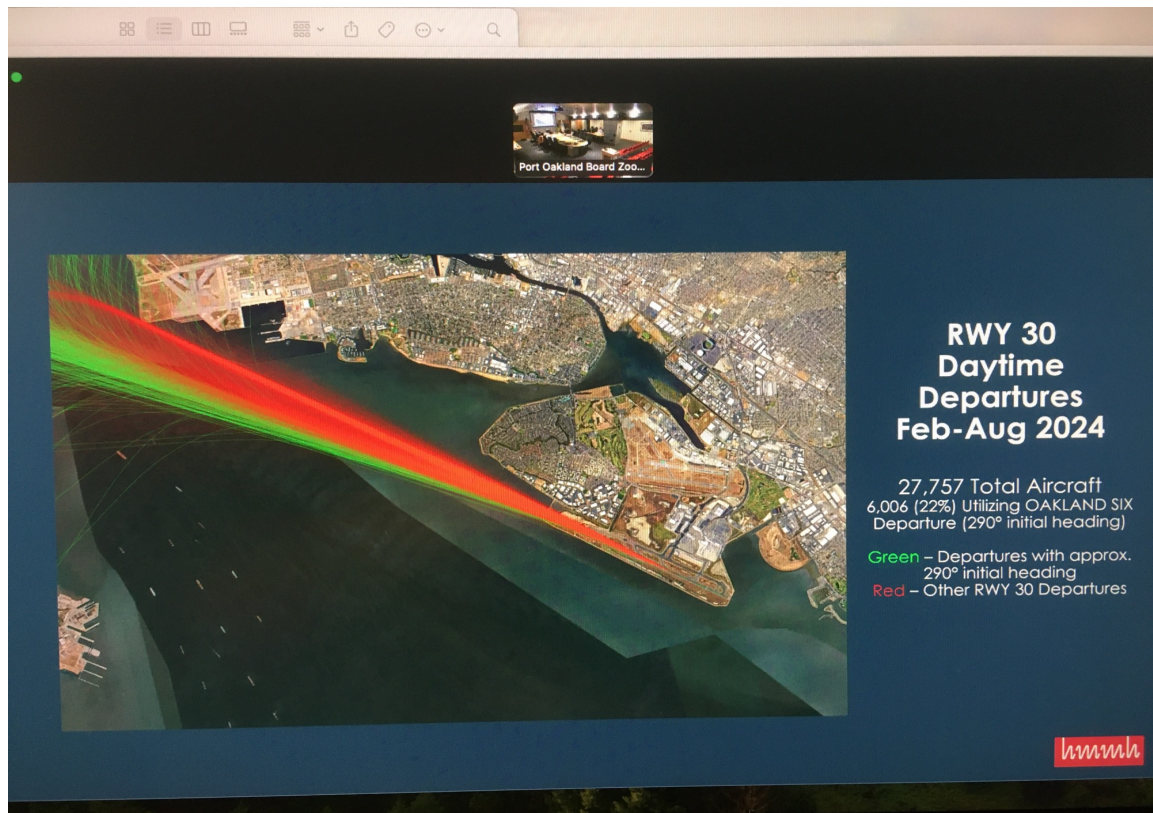
Results of 6 degree left turn during the day

pg 11

About 25 to 30% of the daytime departures now turn further left as shown in green.

CLASS wants all planes to do this left turn.

3 dBA noise reductions have been measured for equal planes and fuel loads.



Note: From 10PM to 7AM planes turn 26 degrees to the left

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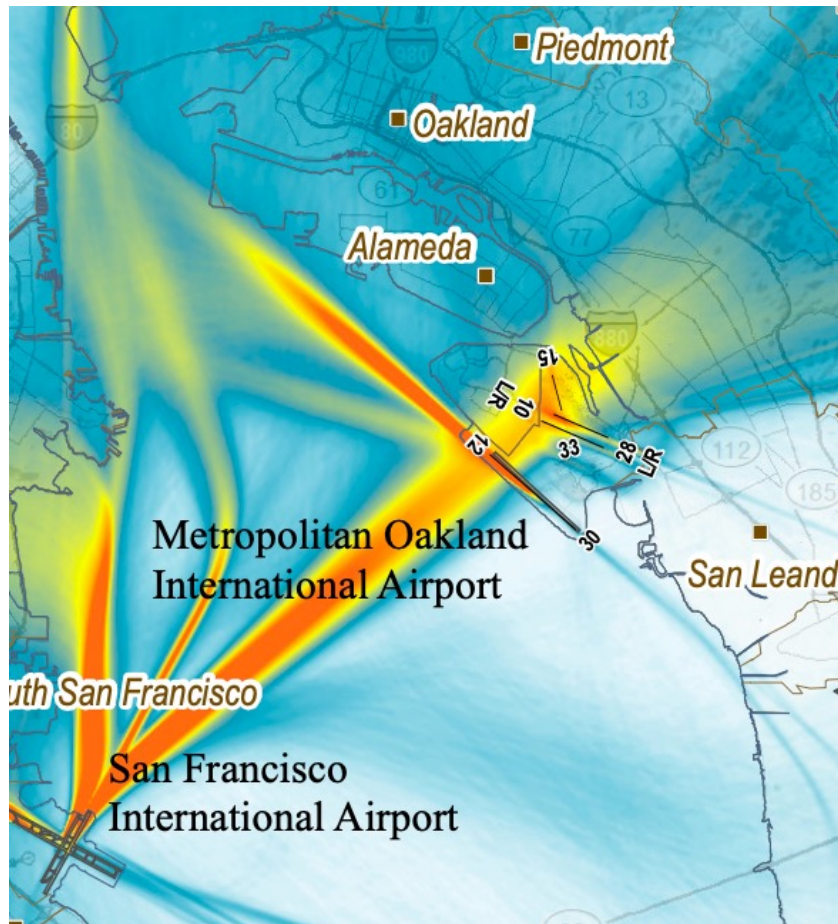
Where CLASS is headed in the future – pg 1

Pg 12

2013 SFO, OAK, and SJC **departures**

Total operations = 268,146

Note: OAK passenger = approx. 10 million



2019 SFO, OAK, and SJC **departures**

Total operations = 426,946

Note: OAK passenger = approx. 13 million



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Where CLASS is headed in the future – pg 2

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2013 SFO, OAK, and SJC arrivals



2019 SFO, OAK, and SJC arrivals



NOTE: This page and previous both include normal flight patterns and bad weather reverse flow

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Where CLASS is headed in the future – pg 3

Pg 14

The last two pages show air traffic that has changed over time:

- More jet traffic makes more noise events
- SFO traffic has a significant influence on Alameda noise
- Air traffic is getting more concentrated on specific routes due to GPS routing
- General aviation propeller aircraft traffic and noise is higher on N field
- Stormy weather is bringing more large aircraft in landing pattern over main island
- Stormy weather is bringing more business jets over BFI to land at low elevation
- Stormy weather is adding landing approach traffic to SFO over BFI

So where is CLASS going:

- Increased communication between SFO and OAK and city involvement
- OAK noise forum now has two BFI long term residents
- CLASS is at every OAK noise meeting and most SFO noise meetings and is speaks up
- With continual push we'll get the 6 degree left turn for the majority of day departures
- Working on adding recommendations to homeowners for window and siding treatments that may be more effective for reduction of noise to the home interior
- Sending letters to passenger airlines and cargo carriers to ask for no flights during Monday morning from midnight to 6AM when the S field is typical closed for maintenance.
- Sending letters to aircraft owners who do not follow noise abatement procedures

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Political involvement wish list

Congress sets the rules the airspace all around us - so we need to make our voices heard

- Concerns about future air mobility (electric helicopters picking up and dropping off people within city limits) – It's coming sooner than you think...
- Concerns about drones used for delivery operations
- Concerns about why the average business jet pays in \$60 per flight to the FAA while a SWA southwest plane would pay \$2,000 to the FAA. In other words, the flying public are subsidized the wealthy flying private planes.
- Concerns that NASA is paying for the development of another supersonic plane while development and production of stage 5 quiet aircraft doesn't get nearly the funding and attention it needs.
- Concerns that GPS controlled planes created dense noise tunnels and loss of quality of life for those living below them.
- Concerns that pollutants from aircraft operations cause health issues.
- Concerns that high altitude CO2 generated by aircraft have an outsized impact on global warming.

Let's face it – our government that took bipartisan action in 1990 to deregulate the airspace with the promise that this would fix the noise problem – and has done nothing since. The people need the government to step in and consider the quality of life for those who live near airports. Growth can not continue without changes to what aircraft that are used, what hours they fly, and how the airspace is used such that noise is concentrated.

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Volunteering

CLASS relies on 2 things:

- 1) Volunteers to keep the ball rolling
- 2) Continued HOA member contributions of \$1.50/home/month as part of your HOA dues.

CLASS has 7 active volunteers out of the 3000 homes in CHBI and another on the main island near Ballena Bay which is also another noise impacted area.

Volunteers are just that - volunteers. They receive no pay or other incentive besides their desire to solve a problem.

They won't be there for long as people age out and health concerns prevail – yes – they will need to be replaced.

One key volunteer has been at it for over a dozen years now...

The easiest way to help is with sending out form letters to aircraft owners that don't follow Noise Abatement Procedures. A lot of benefit for little effort.

Anyone want to spearhead a town hall meeting with Congress woman Lateefah Simon?

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Why sending noise complaints matters

There are 15,000 residents on BFI which is 20% of the city population.

In the past when the S field main runway has been closed for construction work and large planes depart from the N field over BFI homes the number of complainers (people who file a noise complaint) goes up from about 30 to 130 per month.

There is difference between complaints and complainers. The FAA measures their bad decisions by the discrete number of complainers. So... 30 complainers out of 15,000 residents says to the FAA that there isn't a problem.

If we had 500 regular complainers on BFI – the FAA would take notice.

WHEN WAS THE LAST TIME YOU SENT IN A NOISE COMPLAINT?

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Q & A

Thank you for your participation



Joby Aviation has completed the first flight of its new hybrid electric defense aircraft, advancing the Silicon Valley startup's ambitions to serve both commercial and military markets.
Joby Aviation

JetZero aims to fly a full-scale demonstrator in 2027



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Nov 4 2025 MD11 UPS Crash:

<https://www.youtube.com/watch?v=U4q2ORhIQQc>

Story of 737 with 1 engine falling off:

<https://www.youtube.com/watch?v=i6kccBc-FBQ>

DC10 loses left engine on takeoff – see 10 minutes in:

<https://www.youtube.com/watch?v=rPc7WbrPpVk>

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