

Oakland Airport-Community Noise Management Forum Meeting Minutes – April 17, 2024

Table of Contents

1. WELCOME / ROLL CALL	2
2. ANNOUCEMENTS.....	3
A. Outstanding Membership Dues for FY 2023/2024.....	3
B. New City of Berkeley Elective Representative	3
C. Runway 30 Repair Work	3
D. Fourth Quarter 2023 Noise Abatement Report	3
3. APPROVAL OF MINUTES	4
A. January 17, 2024.....	4
4. NEXTGEN SUBCOMMITTEE UPDATE.....	4
5. PUBLIC COMMENTS	4
6. FAA REGIONAL ADMINISTRATOR’S UPDATE.....	6
7. NOISE OFFICE REPORT	6
A. Update on Action Items from North Field/South Field Working Group.....	6
B. Update on Action Items from January 17, 2024, Noise Forum Meeting.....	7
8. OAKLAND SIX PRESENTATION.....	7
9. NOISE NEWS UPDATE.....	9
10. NEW BUSINESS / CONFIRM NEXT MEETING DATE	11
11. ADJOURNMENT.....	11

1. WELCOME / ROLL CALL

The April 17, 2024 meeting of the Oakland Airport-Community Noise Management Forum (Noise Forum) was called to order at 6:40 p.m. by the Noise Forum's facilitator, Rhea Hanrahan. Ms. Hanrahan noted that the meeting was the Noise Forum's first hybrid meeting. She pointed out the operation of the microphones for those attending in person and the mute feature for those attending virtually. Ms. Hanrahan reminded everyone that the meeting was being transcribed by a court reporter. Ms. Hanrahan took roll call, and quorum was reached.

An asterisk () indicates virtual attendance.*

Noise Forum Members/Alternates Present

Co-Chair Trish Herrera Spencer, Councilmember, Alameda
Jay Seaton, Community Representative, Alameda
James Nelson, Community Representative, Berkeley
Edward Bogue, Community Representative, Hayward
Bart Lounsbury, Community Representative, Oakland
Craig Simon, Interim Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present

Matt P. Davis, Airport Operations Manager, Port of Oakland
Jesse Richardson, Airport Noise and Environmental Affairs Supervisor, Port of Oakland
Matthew Davis, Chief Public Engagement Officer, Port of Oakland
Diego Gonzalez, Director of Government Affairs, Port of Oakland
Colleen Liang, Director of Environmental Programs and Planning, Port of Oakland*
Anjana Mepani, Environmental Planner, Environmental Programs and Planning, Port of Oakland*
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Tim Middleton, Technical Consultant to the Port, HMMH
Jason Stoddard, Consultant to the Port, HMMH
Christian Valdes, Technical Consultant to the Noise Forum, Landrum & Brown*
Paul Hannah, Airspace Consultant to the Port, LEAN Technologies*
Bert Ganoung, Noise Manager, San Francisco International Airport*

FAA Representatives Present

Moifair Chin, Community Engagement Officer*
Carlette Young, Acting Supervisory Senior Advisor, Western-Pacific Regional Administrators Office*
Harley Aronson, Operations Supervisor, OAK Air Traffic Control Tower*
Benjamin Kingston, OAK Air Traffic Control Tower*

2. ANNOUNCEMENTS

A. Outstanding Membership Dues for FY 2023/2024

Ms. Hanrahan announced that there are outstanding 2023/2024 fiscal year Noise Forum membership dues for the City of Oakland and the City of Richmond. She stated that the Port of Oakland (Port) Finance Department sent invoices for the dues to the two cities, but payments have not been received. Ms. Hanrahan added that all Noise Forum members will receive invoices for the 2024/2025 fiscal year membership dues soon.

B. New City of Berkeley Elective Representative

Ms. Hanrahan announced that there is a new City of Berkeley elected representative who was not able to join the meeting; therefore, the representative's introduction would be delayed until the next Noise Forum meeting.

C. Runway 30 Repair Work

Matt P. Davis explained that Runway 30 is in need of repair because the first 1,500 feet of pavement on the runway is heavily used by arriving aircraft. He said construction on the runway will begin during a normal Monday morning closure. The runway will also be closed the nights of May 5 and 12, 2024, to complete the repairs in two phases while trying to minimize noise impacts to the community. Mr. Davis added that there may be additional repair work on the adjacent taxiway in summer 2024.

Trish Herrera Spencer asked Mr. Davis to describe what neighborhoods would be impacted by the Runway 30 repair work. Mr. Davis replied that since the impacts would primarily be related to jet arrivals and departures on the North Field, the neighborhoods that are typically impacted by North Field operations would also be impacted by the Runway 30 construction. Mr. Davis added that during the Monday morning work, aircraft will be required to depart over Alameda and arrive over San Leandro. Ms. Herrera Spencer thanked Mr. Davis for his explanation.

D. Fourth Quarter 2023 Noise Abatement Report

Ms. Hanrahan announced that the fourth quarter 2023 Noise Abatement Report is available on the Port's website and asked if Noise Forum members had questions regarding the report.

Jay Seaton stated that noncompliance for Runway 10 jet landings went from 8 to 17 percent, more than doubling. He asked if this change was within a normal range. Jesse Richardson explained that he believes the change may be due to an increase in southeast flow in 2023 compared to previous years. Mr. Richardson added that letters were sent to all noncompliant pilots.

Mr. Seaton pointed out that noncompliance for Runway 12 nighttime departures went from 4 to 40 percent. Mr. Richardson explained that before a rain event, pilots are usually asked to turn away from San Leandro; however, this did not happen for a few days during the fourth quarter

resulting in the percentage change. He added that the numbers improved in the first quarter of 2024.

3. APPROVAL OF MINUTES

A. January 17, 2024

As requested by a member of the public, Ms. Hanrahan stated that she had made one adjustment to the January 17, 2024 meeting minutes and asked if there were any additional questions or comments regarding the minutes. There were none. Ms. Hanrahan motioned to approve the minutes. Moved: Ms. Herrera Spencer. Second: James Nelson. The motion was approved.

4. NEXTGEN SUBCOMMITTEE UPDATE

Ms. Herrera Spencer reported that the subcommittee was expecting an update from Paul Hannah regarding working with FedEx and the Federal Aviation Administration (FAA). She added that Mr. Hannah would also provide a presentation for the Noise Forum members on the complexities of the HUSSH procedure.

Bart Lounsbury said Mr. Hannah had previously provided members with files concerning the redesign of WNSDR and TRUKN, and he asked what the next step should be to coordinate with Mr. Hannah. Mr. Hannah explained that he needed to review potential dates to provide a presentation. He confirmed that he did provide files to the members, and he is prepared to discuss the complexities and challenges of the procedures. Mr. Davis stated that he and Mr. Hannah could work with Ms. Herrera Spencer on determining a date for the presentation. Ms. Herrera Spencer agreed and asked Mr. Hannah to provide potential dates that he is available.

Mr. Hannah stated that members of the North Field/South Field Research Group would discuss working with FedEx during their next meeting. He added that he could also discuss the topic during the next NextGen Subcommittee meeting if needed. Ms. Herrera Spencer agreed and thanked Mr. Hannah for his hard work.

5. PUBLIC COMMENTS

Ms. Hanrahan opened the public comment period stating that there was a limit of two minutes per speaker. She asked virtual attendees to use the raise-your-hand feature and in-person attendees to use the microphone at the podium.

The following public comments were provided:

- Robert Jarman – Expressed concerns regarding the difficulty of submitting noise complaints on the OAK website and would like the airport to consider using stop.jetnoise.net.
- Lin Griffith – Expressed concerns regarding aircraft noise in communities near the airport.
- Yvonne McHugh – Made two requests: (1) have the NextGen Subcommittee and an FAA representative work on a plan to reroute some departures so flights are not so

concentrated over Richmond, and (2) include Richmond in graphics that are distributed by the OAK Noise Office.

- Jeffrey Beeman – Read a letter written by Dr. Rani Marx concerning health impacts from aircraft noise associated with NextGen WNSDR.
- Martine Kraus said “The jet noise is incessant starting before 7 am and going well past midnight at times until 2 am in the morning. It is virtually impossible to get 7 hours of sleep. This type of concentrated jet traffic is not merely an annoyance. It is a public health issue. As we heard last month at the UC Davis Aviation Noise and Emissions Symposium the human physiologic response and long-term health effects of concentrated jet noise are well understood and documented in scientific literature. Long-term health effects include hypertension, heart disease, stroke and other serious health outcomes. Before the pandemic I often reported via the complaint app well over 100 jets daily. We are quickly approaching those levels again and will be significantly exceeding those levels with the Oakland airport expansion. We need to work together and come up with lasting solutions to address and alleviate this extreme concentration of aircraft over our East Bay communities.”
- Daniel Richheimer – Expressed concerns with aircraft noise associated with concentrated flight paths over Berkeley and a potential increase in noise as a result of the airport expansion.
- Beverly Cheney – Expressed concerns regarding sleep disturbance due to aircraft noise.
- Sophia Chen – Expressed concerns regarding the impact of aircraft noise on child development.
- Bill Harrison – Expressed concerns regarding aircraft noise in Hayward, stating that it has been a problem for decades with no progress towards a solution.
- Karen Pertschuck – Expressed concerns regarding an increase in aircraft noise in Berkeley since September 2023 and suggested that flights be rerouted over the Bay Area.

Ms. Herrera Spencer asked for clarification on how community members who have concerns with the airport expansion should express their concerns and asked who votes on the expansion. Ms. Hanrahan stated that those who have concerns regarding the Oakland Modernization Project and the Environmental Impact Report that is underway can visit the website listed on the bottom of the Noise Forum meeting agenda (<https://www.oaklandairport.com/terminaldevelopment>). Craig Simon confirmed that the information was on the website. He explained that all public meetings regarding the Oakland Modernization Project have already been held, and the Port Board of Commissioners has the final vote on the project, which will likely take place in summer 2024.

Ms. Herrera Spencer added that she is also a community member and is sympathetic with the community members’ concerns. She reminded attendees that the Noise Forum members are volunteers who are all working together with the same goal of resolving noise-related issues. Mr. Lounsbury said that he echoed Ms. Herrera Spencer’s statement and said he hopes that a solution can be found through the efforts of the NextGen subcommittee and Mr. Hannah.

Mr. Lounsbury asked the FAA representatives in attendance if they knew of any solutions that have been successful in other parts of the country. Ms. Hanrahan reminded Mr. Lounsbury that Moifair Chin would provide an administrative update during the Noise Forum meeting and questions for the FAA of that nature need to be submitted to the FAA in writing 45 days in advance. Mr. Lounsbury agreed and asked the FAA to consider responding to his question during the next Noise Forum meeting.

Ms. Chin confirmed that all questions and requests to the FAA should be sent in writing. She said the FAA Noise Portal is also an avenue where complaints can be submitted. Mr. Lounsbury asked what email address can be used to submit requests to the FAA in writing. Ms. Chin said that the FAA Noise Portal should be used. Mr. Lounsbury asked if one of the FAA representatives attending the Noise Forum meeting would receive the submissions made through the FAA Noise Portal. Ms. Chin responded that all noise complaints and noise inquiries for the FAA must be submitted through the FAA Noise Portal, and the FAA encourages the public to go to the local airport first before contacting the FAA since the airport knows the community better. Mr. Lounsbury thanked Ms. Chin and emphasized that the issue is not how to submit individual noise complaints but to understand what approaches the FAA may have implemented in other jurisdictions to address NextGen-related noise concerns. He asked how that question can be conveyed to Ms. Chin for an answer at the next Noise Forum meeting. Ms. Hanrahan stated that she would be happy to help draft a written request and submit it to the FAA in order to get it on the next Noise Forum meeting agenda. Mr. Nelson asked if that would be in a letter from the Noise Forum addressed to the FAA, and Ms. Hanrahan confirmed it would.

Ms. Herrera Spencer asked if the FAA Noise Portal could be shown to attendees on the computer during the meeting. Ms. Hanrahan explained that she was unable to show the website since it was a hybrid meeting. However, she said it can be found by searching for “FAA Noise Portal” in a web browser. Ms. Chin confirmed that was correct.

6. FAA REGIONAL ADMINISTRATOR’S UPDATE

Ms. Chin stated that she did not have an update. She encouraged attendees who missed the Advanced Air Mobility webinar to watch it on the FAA YouTube channel. Carlette Young also stated that she did not have an update for the group.

7. NOISE OFFICE REPORT

A. Update on Action Items from North Field/South Field Working Group

Mr. Davis explained that the North Field/South Field Working Group is a subcommittee of the Noise Forum that reviews technical items that come from the Noise Forum meetings. He stated that the Working Group’s review of the 10 action items from the previous Noise Forum meeting included the following:

- One action item involved asking the Port Noise Office about noise signatures from different aircraft types and at given locations. He stated that the “Fly Quiet Oakland” website provides information by jurisdiction, aircraft type, and noise signatures at various monitors.

He added that Noise Forum members were welcome to provide input if someone had additional information they would like to see on that website.

- Marketing questions about OAK being a green airport will continue to be reviewed.
- In December 2023, Runway 28R was used by jet traffic as opposed to 28L because of limited visibility due to weather conditions.
- Runway 28L is the preferred flight-training runway, but it is not mandatory. Mr. Davis explained both are being used, which is good in terms of dispersing flight traffic, and the Working Group will continue to track the flight-training activity.
- Lifeguard aircraft, which are primarily smaller jets, are those aircraft that are conducting medical missions, such as transporting organs. Those aircraft are exempt from the noise program. The Working Group did not find any evidence that the Lifeguard aircraft are attempting to bypass normal noise procedures, but the Working Group will continue to monitor concerns regarding the aircraft.
- For the community advisory notifications sent through the Port's emergency notification system, the Working Group opted to stop the normal 3:00 p.m. notification sent every Friday (for the Monday morning closures) because it was not being seen with the other notifications being issued, and it did not involve unusual activity. The notifications will be used for unusual activity only.
- The Runway 30 graphic in the Noise Abatement Report was updated to make it more accurate; however, the procedure itself did not change.
- The Working Group continues to look for incentives for operators in the North Field to comply with voluntary noise abatement procedures.
- Mr. Richardson continues to contact violators and send them notices.
- Mr. Hannah is continuing to look at options for the WND SR arrival procedures, which is a procedure that is difficult to change. The HUSSH departure procedure presents an opportunity to work with FedEx to find alternative ways for the aircraft to depart without changing the public departure procedures. More updates will be provided at the next Working Group meeting.

Mr. Nelson asked for an explanation of Lifeguard aircraft. Mr. Davis explained the Lifeguard aircraft transport organs, individuals, or anything medically related.

Ms. Herrera Spencer asked if, in response to a public comment, Richmond could be added to Mr. Hannah's presentation. Mr. Hannah said that it could and said he would do his best to point out where the flight tracks line up over Richmond relative to the three-dimensional data that was provided earlier in the year.

[B. Update on Action Items from January 17, 2024, Noise Forum Meeting.](#)

Mr. Davis said he had nothing additional to report.

8. OAKLAND SIX PRESENTATION

Jason Stoddard explained that the Oakland Six departure, which replaced the Oakland Five departure on January 25, 2024, is a daytime only departure from 7:00 a.m. to 10:00 p.m. He said the Oakland Six departure moved the initial departure heading 6 degrees to the west, away from Alameda and Bay Farm Island, from 296 to 290 degrees.

Ms. Hanrahan requested that Mr. Davis provide a brief background of the Oakland Six departure. Mr. Davis stated that the departure procedures have been an action item for the NextGen Subcommittee for many years. He explained that the conventional daytime departure from OAK resulted in the wind causing aircraft to fly closer to populated areas. Therefore, there was a request to turn the conventional procedure into an RNAV procedure or a NextGen-type procedure, which would result in a predictive flight track regardless of the wind and weather. However, this option was found by the FAA to not be feasible. Mr. Davis continued that the NextGen Subcommittee found a different option that involved aircraft turning slightly before impacting the San Francisco airspace, and the FAA worked with the subcommittee to develop a procedure. He emphasized that this is related to the conventional procedure, and there is already an RNAV procedure for aircraft going southbound (a ground track procedure).

Mr. Stoddard continued with the presentation, referring to graphics showing the difference between the Oakland Five departure (with a 296 heading off Runway 30) and the Oakland Six departure (with a 290 heading off Runway 30). He pointed out that the noise contours have shifted slightly with the Oakland Six departure. He explained that there is only two months' worth of data for the Oakland Six departure since it was implemented in late January 2024. He said the data from February and March of 2024 showed that nearly 1,900 departures, or about 30 percent of the total departures off Runway 30, utilized the 290 heading of the Oakland Six departure.

Mr. Stoddard continued that data from noise monitors 5, 6, and 7 located on Bay Farm Island showed that the Community Noise Equivalent Level (CNEL) average from 2023 decreased slightly compared to February and March of 2024. Ms. Herrera Spencer asked for an explanation of CNEL and the significance of the decrease. Mr. Stoddard stated that CNEL is a weighted average of noise level over time, which adds a 10 times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m. He added that a decrease from 60.2 to 58.9 CNEL at noise monitor 6, for example, is progress but the human ear may not notice a difference in sound level that decreases by less than 3 decibels.

Mr. Seaton stated that he spoke to some residents on Harbor Island who said they have noticed a difference in aircraft noise levels after the procedure changed. Mr. Seaton asked if approximately 70 percents of departures are using the 296 heading since approximately 30 percent are using the 290 heading as part of the Oakland Six procedure. Mr. Stoddard confirmed that was correct.

Mr. Seaton asked if the Oakland Six presentation could be made available as part of the Noise Forum's packet so that he could share the information with Bay Farm Island residents. Ms. Hanrahan confirmed that the Port could post the presentation to their website.

Mr. Simon pointed out that a significant amount of effort went into the Oakland Six procedure change and stated it is a huge accomplishment. Ms. Herrera Spencer agreed, thanked the subcommittee for their hard work, and asked if the subcommittee had to work with the FAA to

implement the procedure change. Mr. Stoddard stated that was correct. Ms. Herrera Spencer added that it is important for the FAA to continue to attend the Noise Forum meetings.

Mr. Stoddard reminded the group that the decrease in CNEL at the three noise monitors was only for two months' worth of data. He said the data will continue to be analyzed as it becomes available, and additional updates can be provided during Noise Forum meetings in the future if requested.

Mr. Nelson asked if Mr. Stoddard had an estimate of what the noise reduction would be if 100 percent of aircraft departed on a 290 heading.

Mr. Stoddard said that the estimate had not been determined. Mr. Stoddard continued with the presentation, stating that the CNEL at noise monitor 7 decreased from 59.4 to 58.3 in February and March of 2024. He also explained that there was a slight decrease in sound exposure level (SEL) at the three noise monitors. Tim Middleton explained that SEL is all the sound energy associated with one noise event put into a one-second interval. Ms. Hanrahan added that if Noise Forum members and/or the public need further explanation of noise terminology, the airport website contains Noise 101 information. Ms. Herrera Spencer and Mr. Nelson suggested that the definitions of noise terminology be made clearer during Noise Forum presentations.

Mr. Stoddard asked if anyone had questions regarding his presentation. Mr. Nelson asked if there was a modification to the climb rate for the 290 departure. Mr. Stoddard explained that the aircraft using the Oakland Six departure utilize a 375-foot-per-nautical-mile climb rate to get above 1,400 feet above the airfield to achieve minimum vectoring altitude. He added that he was unsure how that compares to the Oakland five departure.

9. NOISE NEWS UPDATE

Christian Valdez reported on the current aviation and noise industry news. The following items were discussed:

- The FAA and the National Park Service (NPS) announced the availability of a proposed Commercial Air Tour Management Voluntary Agreement for Lake Mead National Recreation Area. The agreement would cover an area that includes 1.2 million acres along the Colorado River and was developed between the FAA, seven air tour operators, and the NPS in consultation with Native American Tribes. All air tour operators will have to report their number of tour operations of Lake Mead National Recreational Area to the FAA and NPS so these agencies can separate the number of air tour flights over Lake Mead versus other commercial flights that fly over Lake Mead on their way to conduct air tours of the Grand Canyon National Park. The agreement includes several measures to protect noise-sensitive areas and issues including acoustic environment, wilderness, wildlife, cultural resources, and visitor experience.
- Researchers from Empa (the Swiss Federal Laboratories for Materials Science and Technology), which studies auralization for auditory impression, investigated the noise levels associated with commercial jets with a blended-wing body. In the blended-wing

design, the fuselage is merged seamlessly into the wings, which results in less air resistance and lower fuel consumption. In order to determine the impacts of the noise emissions of various commercial aircraft, 31 people took part in a spatial simulation experiment that included precisely arranged loudspeakers emitting aircraft noise during different phases of flight. The new blended-wing body aircraft rated 4 points less noisy (on an 11-point scale) than the conventional tubular design passenger jet.

- New research conducted by Lancaster University in England aims to improve the efficiency and capacity of air travel by using artificial intelligence (AI) to redesign flexible airspace sectors. Using AI, experts hope to reduce passenger delays, unlock shorter routes, lower emissions, and alleviate the workloads of air traffic controllers by making the dynamic airspace configuration process automated and more flexible. The SMARTS project is looking into redesigning how air space sectors, which are controlled by individual air traffic controllers, are configured to unlock the right amount of capacity at the right moment with maximum efficiency. The project began at the end of 2023 and will finish in 2026.
- Stanford University and NASA researchers conducted a study that compared Aviation Environmental Design Tool (AEDT) estimated noise levels to noise levels at noise monitors on the ground produced by arrivals into San Francisco International Airport (SFO). For 12 months, researchers collected noise and flight track data of over 200,000 arrivals. The results showed that on average, AEDT underestimated the maximum sound level (Lmax) by 3 decibels and SEL by 2 decibels. The FAA sponsored this research under the Aviation Sustainability Center (ASCENT) Project 53.
- Anuma Aerospace received a grant from the North Carolina Board of Science, Technology, and Innovation to advance its airship technology. Anuma's goal is to develop small weather stations similar to a weather balloon by 2025, larger drone airships by 2027, and large cargo airships by 2029.
- Avelo Airlines announced that it is partnering with Seattle-based Vortex Control Technologies to install fuel and emissions-reducing Finlets on the airline's 16 Boeing 737's, making Avelo the first airline to install Finlets on the 737-800. The Finlets modify airflow and reduce drag and are expected to reduce the airline's total annual fuel consumption and carbon emissions by 1.4%, which is about 560,000 gallons of fuel.
- NASA plans to conduct a psychoacoustic test called the Varied Advanced Air Mobility (AAM) Noise and Geographic Area Response Difference (VANGARD) to determine if there are significant differences in annoyance between subjects who live in low versus high ambient noise environments, and if there are differences between subject's responses in specific geographical regions. NASA will run the VANGARD test on about 360 subjects in areas of the United States where AAM aircraft are likely to operate in the future, such as Los Angeles, Dallas, and New York City. The subjects will electronically indicate their annoyance rating to the test AAM aircraft noise into an interface displayed on their own computers.
- The AAM Coordination and Leadership Act of 2022 included a provision for the Government Accountability Office (GAO) to conduct a study on the roles, responsibilities, and interests of federal, tribal, state, and local governments regarding AAM. The study

found that industry stakeholders expressed concerns with needing finalization of U.S. Department of Transportation (DOT) guidance on topics such as vertiport infrastructure requirements and clearances for AAM takeoff and landing locations. The study also found that participants agreed that the FAA has authority over (1) certification and safety of AAM aircraft, (2) pilot and mechanic training, and (3) airspace management.

- In January 2024, the U.S. DOT and the FAA held the fourth of a seven-part leadership series titled “Environmentally Responsible Advanced Air Mobility.” The discussion focused on the work of the agencies to understand the impacts of AAM and the steps being taken to address and facilitate the smooth integration of AAM. The FAA conducted a webinar on AAM Community Engagement the morning of April 17, 2024. The goal was to better understand the roles and responsibilities of stakeholders relative to AAM community engagement. Some of the key takeaways were that an AAM sponsor should begin the dialog with local governments and communities as early as possible. Depending on whether there is a federal action such as a change in air space management, the FAA may have a larger or smaller oversight role. Whether the sponsor is the landowner, AAM operator, or local government considering AAM operations at a specific location, it is recommended that they reach out to the FAA Regional Administrator to begin the conversation.
- The Hawaii Seaglider Initiative is a group of local government, private sector, and community stakeholders working to increase awareness and understanding of seaglidors and advocate for how seaglidors can help modernize Hawaii’s transportation network. Southwest airlines has joined the Hawaii Seaglider Initiative. The group began a series of monthly discussions intended to drive recommendations for adopting seaglidors into the state’s transportation network. Seaglidors are all-electric, zero-emissions vessels that operate over water at speeds up to 180 mph.

Mr. Nelson said he listened to the AAM webcast and stated that the mention of noise was very limited. He said the webcast indicated that it was up to the communities to determine the impact of a local vertiport, and he suggested that a lot of attention should be focused on the topic.

10. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Ms. Hanrahan stated that the next Noise Forum meeting is scheduled to be held virtually on July 17, 2024.

Ms. Herrera Spencer stated she would like every meeting to be in hybrid format. Ms. Hanrahan stated she would add the hybrid option as an agenda item for discussion during the next Noise Forum meeting. She added that the last vote on the topic concluded that every other meeting would be hybrid and emphasized that the next meeting would be virtual. Mr. Seaton said that he would also like for every meeting to be hybrid since the format is useful.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 8:31 p.m.

