

Oakland Airport-Community Noise Management Forum

Meeting Minutes – July 16, 2025

Table of Contents

1. INTRODUCTIONS	1
2. ANNOUNCEMENTS.....	2
A. In Remembrance of Edward Bogue	2
B. Annual Dues	2
C. Airspace 101 Held June 5, 2025	2
D. First Quarter 2025 Noise Abatement Report	2
3. APPROVAL OF MINUTES	3
A. April 16, 2025.....	3
4A. ACTION ITEM – Election of Elected Co-Chair	3
5. ACTION ITEM – Adoption of the Quarterly Report’s Current Format.....	3
6. PUBLIC COMMENT.....	5
7. FAA REGIONAL ADMINISTRATOR’S UPDATE	5
8. NEXTGEN UPDATE	5
9. NOISE OFFICE REPORT	6
A. Update on Action Items from North Field/South Field Research Group.....	6
B. Update on Action Items from June 18, 2025, Noise Forum Meeting.....	8
10. NEW BUSINESS / CONFIRM NEXT MEETING DATE	8
11. ADJOURNMENT.....	9

1. INTRODUCTIONS

The July 16, 2025 Oakland Airport-Community Noise Management Forum (Noise Forum) meeting was called to order at 6:35 p.m. by the Noise Forum’s facilitator, Rhea Hanrahan. Ms. Hanrahan noted that this meeting was a regular meeting and that there was a quorum. Roll was taken.

Noise Forum Members/Alternates Present

Co-Chair Greg Boller, Councilmember, Alameda
Jay Seaton, Community Representative, Alameda
Ben Bartlett, Councilmember, Berkeley
James Nelson, Community Representative, Berkeley
Dylan Boldt, Councilmember, San Leandro
Gopal Krishnan, Community Representative, County of Alameda
Craig Simon, Director of Aviation, Port of Oakland

Staff Members/Advisors/Officials Present

Doug Mansel, Acting Assistant Director of Aviation, Port of Oakland
Matt P. Davis, Airport Operations Manager, Port of Oakland
Marjon Saulon, Government Affairs, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Sarah Yenson, HMMH
Thann McLeod, Lean Technology Corporation
Bert Ganoung, Noise Manager, San Francisco International Airport
Carl Stallone, Spirit Airlines

FAA Representatives Present

Carlette Young

Facilitator Hanrahan reminded everyone that the meeting was being transcribed by a court report. She asked everyone to speak clearly and slowly and speak one at a time.

2. ANNOUNCEMENTS

A. In Remembrance of Edward Bogue

Facilitator Hanrahan began with an announcement regarding the passing of Mr. Ed Bouge, a long-time supporter and active participant in the Noise Forum as well as a dedicated member of the community. She invited attendees to share some words in remembrance of Mr. Bouge, emphasizing that it was entirely optional. In honor of his memory, she then requested a moment of silence, which the group observed.

B. Annual Dues

Facilitator Hanrahan announced that the fiscal year 2025–2026 notices for membership dues have been distributed. She requested that all members remain attentive to receiving these notices and confirmed that follow-up on any outstanding payments would be addressed in a subsequent agenda item during the October meeting.

C. Airspace 101 Held June 5, 2025

Facilitator Hanrahan announced that an *Airspace 101* workshop was held on June 5, 2025 as a follow-up to the previously conducted *Noise 101* session. She noted that all related materials from the workshop are now available on the Port of Oakland's (Port's) website for those interested in reviewing the content.

D. First Quarter 2025 Noise Abatement Report

Facilitator Hanrahan reported that the Noise Abatement Report for the first quarter of 2025 was posted on the flyquietaok.com website. She asked if there were any questions about the report. Matt Davis provided a clarification regarding a recent correction to the data on North Field VFR

aircraft departures. He acknowledged and thanked the community, particularly Jay Seaton, for identifying errors in the original report, which dated back several quarters. The issue stemmed from an algorithmic miscalculation that had been capturing only a subset of VFR flights, resulting in significantly underreported departure figures. Although the corrected data now shows a sharp increase—from 184 to 1,317 departures—Mr. Davis emphasized that this does not reflect an actual rise in flight activity but rather a more accurate accounting. He reassured attendees that compliance rates have remained consistent year over year and confirmed that the revised figures are now reliable.

3. APPROVAL OF MINUTES

A. April 16, 2025

Facilitator Hanrahan noted that Noise Forum members have received copies of the draft minutes for the April 16, 2025 Noise Forum meeting. She asked if there were any questions or comments. If there were no questions, comments, errors, or omissions, the Facilitator said she would entertain a motion to approve. Moved: James Nelson, second: Dylan Boldt.

4A. ACTION ITEM – Election of Elected Co-Chair

Facilitator Hanrahan introduced Action Item Number 4A, which was the election of a co-chair for an elected member. After opening the floor for nominations, Mr. Nelson nominated Greg Boller, and Mr. Seaton seconded the nomination. With no additional nominations presented, Ms. Hanrahan conducted a voice vote. Hearing unanimous approval and no opposition, she congratulated Greg Boller on his election.

4B. ACTION ITEM – Election of Community Co-Chair

Facilitator Hanrahan introduced Action Item Number 4B, which is the election of a co-chair a community member. She then opened the floor for nominations. Mr. Seaton nominated Benny Lee, the current co-chair, and Mr. Nelson seconded the nomination. Ms. Hanrahan confirmed that Mr. Lee had previously expressed interest in continuing his role, and with no additional nominations, she moved forward with the vote. Mr. Lee ran unopposed, and the motion was unanimously approved.

5. ACTION ITEM – Adoption of the Quarterly Report's Current Format

Mr. Davis provided a detailed overview of the rationale behind the proposal to adopt the current format of the Quarterly Noise Report, emphasizing that although the report has undergone numerous updates over the years—many of which were based on feedback from the Noise Forum and the North Field/South Field Research Group—there has never been an official ratification of its structure. He explained that while the report's core content remains relatively stable from quarter to quarter, various enhancements have been made to improve clarity and data granularity.

These enhancements include:

- Expanded tracking of nighttime departure compliance. Previously, aircraft were monitored only at a single checkpoint (gate) along the departure path. Now, the report tracks whether aircraft pass through three gates, providing a more complete picture of compliance.
- Time-specific non-compliance data. The report now includes detailed breakdowns of when aircraft are noncompliant during nighttime hours (e.g., 10:00 p.m., 1:00 a.m., etc.), which helps identify patterns and potential areas for improvement.
- Refined terminology in compliance summaries. The section detailing air traffic control instructions has evolved to better explain why certain aircraft are categorized as noncompliant or excused. This change was made to enhance transparency and understanding.

Mr. Davis acknowledged that some of these changes were made collaboratively with other groups but were not always brought back to the Noise Forum for formal approval. The purpose of this action item is to establish a clear procedural standard: from this point forward, any substantive changes to the report format—beyond minor technical edits—must be reviewed and approved by the Noise Forum.

Mr. Davis concluded by expressing satisfaction with the current format, noting that it reflects the collective input of various stakeholders and serves the goal of providing accurate, actionable information. However, he also emphasized the importance of maintaining a formal process for future updates to ensure transparency and accountability.

Mr. Boller expressed appreciation for the update, and Mr. Seaton raised a key procedural concern. He sought clarification on whether future suggested changes to the Quarterly Noise Report would be reviewed directly by the Noise Forum or first vetted by the North Field/South Field Research Group. He explained that he had previously proposed changes that were dismissed on the grounds that the report format had already been approved, and he emphasized the need for a transparent and documented process to avoid such confusion.

Mr. Davis acknowledged that a formal process for submitting and approving changes had not yet been established but agreed that suggestions could be reviewed by the North Field/South Field Research Group before being brought to the Forum. He supported Mr. Seaton's idea of creating a simple flow diagram to outline the process for proposing and implementing changes, ensuring clarity and consistency moving forward.

Mr. Seaton also commended Jesse Richardson and the software team for their work in resolving discrepancies in flight classification data, noting that his own observations from living under the flight path had helped identify issues. Mr. Davis thanked him for his contributions and reaffirmed the commitment to considering community input for future report improvements.

Mr. Nelson sought clarification from Mr. Davis regarding which documents were included in the action item. Mr. Davis confirmed that both the Quarterly Noise Report and the Quarterly Compliance Summary—the two PDFs regularly distributed—were covered under this item.

Facilitator Hanrahan then acknowledged the need for a formal vote. She requested a motion to adopt the current format of the reports. Gopal Krishnan moved to approve, and Mr. Boldt seconded. The motion passed unanimously with no opposition. Ms. Hanrahan concluded by confirming that the current format of both documents is now officially adopted. She also noted that an action item will be carried forward to the next meeting to establish a clear process for proposing and approving future changes to the reports, ensuring transparency and consistency.

6. PUBLIC COMMENT

Facilitator Hanrahan opened the public comment period with an announcement that it was an opportunity for the public to speak on issues not on the agenda but relevant to airport noise at OAK. The following individual provided a public comment:

- Jon Hamilton, Alameda – Mr. Hamilton expressed appreciation for the recent improvement in communication between San Francisco Airport and Oakland Airport. He emphasized the importance of regional collaboration, noting that the close proximity of the two airports necessitates a coordinated approach to long-term airspace management. He encouraged continued joint efforts to identify solutions that best serve local residents and to present those unified recommendations to the FAA. The comment concluded with thanks for the progress made so far.

7. FAA REGIONAL ADMINISTRATOR'S UPDATE

Carlette Young provided a brief update on FAA personnel changes. She announced that Bryan Bedford has been appointed as the new FAA Administrator and will soon share his leadership priorities. Ms. Young is currently serving as the Acting Deputy Regional Administrator, transitioning from her formal role as Supervisory Senior Advisor, and will continue to support and participate in Oakland Roundtable meetings. She also noted that Mofair Chin, the former Community Engagement Officer, has departed the agency, leaving that position vacant. In the interim, coordination with the Forum Facilitator will continue for any questions, concerns, or technical needs.

8. NEXTGEN UPDATE

Thann McLeod provided a brief update on NextGen developments, noting that there are currently no scheduled updates for Oakland Airport in the near future. She mentioned that the FAA is still evaluating the proposed CNDLE procedure change, which may be published around 2027, although that timeline is not yet confirmed. No other changes are anticipated for Oakland at this time. The update concluded without questions from Forum members.

9. NOISE OFFICE REPORT

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

Mr. Davis reported on an ongoing coordination effort with the Flight Standards District Office regarding medivac flights, which are exempt from noise abatement procedures due to their time-sensitive nature. While these flights are generally intended for critical purposes such as transporting patients or organs, concerns have been raised about potential misuse by pilots seeking priority handling. The Noise Office continues to monitor this issue closely, particularly due to its impact on Alameda residents, as these flights often depart from the North Field.

Mr. Davis then addressed procedural updates, specifically the HUSSH nighttime departure. A request had been made to align it more closely with the Oakland conventional daytime departure. However, after review, it was determined that the HUSSH already provides a sharper, more beneficial turn (approximately 270 degrees) and any changes would likely reduce its effectiveness. As such, this item is considered resolved. He also reiterated that the FAA is still evaluating the CNDLE daytime procedure, with a tentative implementation date around 2027.

Matt Pourfarzaneh raised questions regarding the HUSSH departure procedure and the CNDLE procedure. He sought clarification on the initial heading of the HUSSH, noting it begins at approximately 296 degrees before turning left to 270 after reaching 520 feet. Mr. Davis confirmed this and explained that the HUSSH is an Area Navigation (RNAV) procedure, which differs from conventional procedures like the Oakland departure. Because RNAV procedures rely on fixed waypoints and altitude constraints, changes to the initial heading would not affect when the aircraft begins its turn. This is determined by the minimum turning altitude coded into the procedure. Mr. Pourfarzaneh suggested reconsidering the heading adjustment, citing potential noise reduction benefits similar to those achieved with the straight-out departure. Mr. Davis acknowledged the suggestion and agreed to continue the discussion within the North Field/South Field Research Group.

Mr. Pourfarzaneh also inquired about the status of the CNDLE procedure, which he believed had been published in June 2025. Mr. Davis clarified that, despite earlier expectations, the procedure had not yet been published. He emphasized that the FAA is still working toward its implementation and reaffirmed its importance, as the CNDLE would align more closely with the Oakland departure and offer noise reduction benefits for Alameda. The discussion concluded with agreement to keep both topics active for further review and follow up.

Mr. Nelson asked whether the HUSSH procedure would be revisited in the North Field/South Field Research Group, and Mr. Davis confirmed that it would. Mr. Davis explained that while the FAA designs procedures based on the capabilities of the least advanced RNAV-equipped aircraft, many modern aircraft today have more sophisticated onboard systems that could potentially allow for lower-altitude turns or more flexible routing. Mr. Nelson followed up by asking whether newer aircraft have more capable computers, and Mr. Davis affirmed that they generally do, suggesting that future procedural improvements may be possible as aircraft technology continues to advance.

Mr. Davis explained that touch-and-go operations were another focus area. The Noise Office is actively updating pilot guidance and outreach materials to ensure consistency with noise abatement expectations. This includes reviewing the language used in letters sent to pilots and operators, with the goal of strengthening messaging while remaining within regulatory boundaries. Although enforcement options are limited, the emphasis is on educating pilots about the importance of compliance.

Mr. Davis also discussed efforts to address chronic violators—operators who repeatedly disregard noise abatement procedures. These cases are prioritized due to their sustained impact on surrounding communities. The Noise Office engages directly with such operators, often finding that changes in crew or leadership can lead to improved compliance. While most operators are cooperative, a small number remain resistant, and outreach efforts continue to focus on building awareness and accountability.

Craig Simon requested an update on the closure of Runway 28L and Taxiway Bravo. Mr. Davis provided a detailed briefing, explaining that the closure is part of a scheduled rehabilitation project necessary for maintaining airfield infrastructure, which typically occurs every 15 years. The closure will take place from July 28 to August 10, during which Taxiway Bravo will be inaccessible, preventing aircraft movement between the North and South Fields. The project also includes resurfacing the section of Taxiway Bravo that crosses 28L and adding safety enhancements such as guard lights to alert pilots when approaching a runway.

Mr. Davis noted that the construction timeline was minimized as much as possible through pre-work and coordination with contractors. Taxiway Bravo is scheduled to reopen on August 11, 2025, even though work on Runway 28L will continue for two additional weeks. Nightly closures of Taxiway Bravo from 9:00 p.m. to 7:00 a.m. will persist during this period, chosen due to minimal nighttime traffic, primarily limited to medivac and occasional flights.

Following the initial phase, a 30-day curing period is required before final striping and grooving can be completed. This will result in another closure from September 8 to September 12, after which Taxiway Bravo will fully reopen on September 13. Mr. Davis emphasized the importance of these improvements for long-term safety and operational efficiency and encouraged Forum members to reach out with any questions. Mr. Simon added that significant effort was made by the airport team to minimize the closure window and ensure the reopening occurred before the start of the school year in Alameda, thanking the team for their dedication.

Mr. Nelson asked whether the runway rehabilitation involved concrete or asphalt, to which Mr. Davis confirmed it was asphalt. Mr. Seaton asked a question about the availability of the presentation materials on the airport's website. Mr. Davis noted that a slightly different version is posted online and offered to assist with access. Mr. Seaton praised the detailed presentation given to the North Field/South Field Research Group, highlighting its thorough diagrams and explanations, and thanked the team for their efforts.

Mr. Krishnan then inquired about the operational and noise impacts of the Taxiway Bravo and Runway 28L closures. Mr. Davis explained that while commercial operations at the South Field would not be significantly affected in terms of on-time performance, the noise impact would be considerable. Due to the closure of Taxiway Bravo, jets that normally taxi to the South Field for noise-abated departures will instead depart from the North Field, resulting in increased noise exposure for nearby communities, particularly Alameda. Mr. Davis acknowledged the disruption but emphasized the necessity of the rehabilitation work.

[B. Update on Action Items from June 18, 2025, Noise Forum Meeting.](#)

Facilitator Hanrahan initiated a discussion on the format for the upcoming October meeting, proposing a fully in-person gathering rather than a hybrid or virtual format. Forum members expressed general support for the idea, with Mr. Nelson and Mr. Krishnan noting the value of in-person meetings for community engagement and transparency. Mr. Boller asked about the frequency of past in-person meetings and suggested keeping the option open for future discussions, possibly increasing to twice a year if attendance and outcomes improve. Ms. Hanrahan explained that previous hybrid meetings had mixed results, with lower turnout and higher resource demands, and emphasized the importance of member commitment if the Port is to invest in organizing in-person meetings.

Budget considerations were also discussed, with Mr. Davis and Ms. Young confirming that a single in-person meeting per year is feasible within current constraints. Mr. Nelson asked about FAA budget impacts, and Ms. Young confirmed there were no known cutbacks at this time. Mr. Krishnan emphasized that in-person meetings help demonstrate the Forum's accountability to the public, and Ms. Hanrahan agreed, noting that such meetings foster a different dynamic and sense of connection.

To ensure strong attendance and community awareness, Ms. Hanrahan confirmed that the meeting will be held on Wednesday, October 15, and will be fully in-person at the Port of Oakland's Jack London Square offices. She committed to sending clear instructions via the Forum's email list—confirmed to include over 130 contacts—along with parking guidance to avoid citations.

[10. NEW BUSINESS / CONFIRM NEXT MEETING DATE](#)

Facilitator Hanrahan opened the floor for any new business or questions not previously covered in the agenda. Mr. Boller inquired whether the Port now has a representative attending meetings with the San Francisco Noise Department. Mr. Davis confirmed that Mr. Richardson from the Noise Office is the designated attendee. Mr. Boller requested that ongoing reports or updates from those meetings be shared with the Forum to keep members informed of any actions or developments. Mr. Davis agreed to provide updates when Mr. Richardson participates and noted that while not all details may be available, relevant information will be shared. Ms. Hanrahan added that her team is available to support Mr. Richardson as needed, especially given his already full workload, ensuring continuity and coverage in those inter-agency discussions.

Mr. Davis addressed the absence of the usual Airport News and Notes segment, explaining that due to budget considerations, the Port is shifting its approach. Rather than continuing with the live presentation format, which is costly, the Noise Office is proposing to replace it with access to the Airport Noise Report, a weekly publication that provides timely updates, announcements, and in-depth analysis relevant to airport noise issues. Mr. Davis offered to include Forum members on the distribution list, noting that the publication is a valuable resource used regularly by the Noise Office.

Forum members responded positively, with Mr. Nelson expressing interest and Ms. Hanrahan confirming that her company subscribes to the publication and distributes the report internally, noting the valuable information it provides. She also noted that Vince Mestre, a familiar figure to the Forum, is a frequent contributor to the publication. Mr. Nelson mentioned another resource, *Noise News International*, which covers a broader range of topics, including transportation noise, and offered to share it if he could locate the details. Mr. Davis welcomed additional suggestions and reiterated the value of providing Forum members with consistent, accessible updates in lieu of the traditional presentation format.

11. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:40 p.m.