

Oakland Airport-Community Noise Management Forum

Meeting Minutes – January 21, 2026

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1. INTRODUCTIONS

The January 21, 2026, 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
Jon Hamilton, Community Representative, Alameda
Ben Bartlett, Councilmember, Berkeley
James Nelson, Community Representative, Berkeley
Bart Loundsbury, Community Representative, Oakland
Eduardo Martinez, Mayor, City of Richmond
Co-Chair Benny Lee, Community Representative, 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
Jesse Richardson, Noise Abatement and Environmental Affairs Supervisor, Port of Oakland
Joan Zatopek, Manager, Planning and Development, Port of Oakland
Tracy Jensen, City of Alameda
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Thann McLeod, Lean Technology
Matt Graber, Southwest Airlines
Carl Stallone, Spirit Airlines

FAA Representatives Present

Joseph Bert, Technical Systems Program Manager
Carlette Young, Supervisory Senior Advisor, Western-Pacific Regional Administrators Office

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. Airport Noise Reports on SharePoint

Facilitator Hanrahan opened the discussion by following up on the previous meeting's Action Item regarding access to the Airport Noise Report and the new SharePoint site. She asked members to confirm that they received the access email and were able to use the site, noting that new postings are added weekly. Facilitator Hanrahan encouraged members to report any technical difficulties to Jesse Richardson or herself. She explained that the SharePoint email may appear unusual because it comes from an HMMH address, which may cause email filters to flag it. She also confirmed that access will be updated as membership changes. Jon Hamilton then stated that he had not seen the access email but would look for it again and contact Mr. Richardson if needed. Benny Lee explained that he was likely unaware of the update because he missed the previous meeting and requested that the information be resent; he added that hosting the material on SharePoint was a positive step. Gopal Krishnan confirmed that he had successfully received and accessed the site. Facilitator Hanrahan concluded by noting she would follow up with Mr. Hamilton and Co-Chair Lee after the meeting to ensure they receive proper access.

B. Super Bowl LX and FIFA World Cup at Levi Stadium

Facilitator Hanrahan informed the group that the upcoming Super Bowl at Levi's Stadium will significantly increase air traffic throughout the Bay Area, including Oakland San Francisco Bay Airport (OAK). She invited Matt Davis to provide an update on related coordination efforts. Mr. Davis explained that the Super Bowl generates substantial corporate jet activity, with aircraft arriving from February 3–5, 2026 and continuing through February 9, 2026, though the heaviest impacts are expected immediately after the game on February 8, 2026 and into the morning of February 9, 2026. Because all regional airports, including Hayward, Palo Alto, San Francisco,

and OAK, will be managing overlapping departure times, air traffic control will require tightly choreographed movements across shared airspace. As a result, OAK may need to use the North Field during peak departure periods due to traffic volume and taxiing constraints. While many corporate jets will be present, Mr. Davis noted that noise abatement procedures are still expected to be followed, helping to minimize community impact. He concluded that the most significant noise and operational impacts will be limited to the period immediately following the game and into Monday morning.

Co-Chair Lee recalled that during the last Super Bowl hosted in the region, more than 2,000 aircraft were parked at OAK. He emphasized the importance of ensuring that all incoming operators receive clear, accessible materials on noise abatement procedures. Co-Chair Lee noted that relying solely on emails may not be effective, as pilots may overlook them, and suggested that physically handing out noise abatement information or otherwise ensuring direct distribution would make pilots more aware of the guidelines. He stated that improving how this information is delivered would help reduce noise impacts during the event.

Jim Nelson suggested that it would be useful to review noise monitoring data for the Super Bowl period to understand the actual noise impacts, if such an analysis is feasible. Facilitator Hanrahan acknowledged the request and stated they would consider it and report back at the next meeting with any findings or useful data that could be shared.

Tracy Jensen thanked Mr. Davis for his input and agreed with Co-Chair Lee's point about sharing noise abatement information with pilots. She suggested that, in addition to pilot outreach, the group should consider conducting community outreach in Alameda to inform residents about the potential for increased noise impacts on specific days following the Super Bowl. She proposed a public service announcement or similar communication to ensure the community is aware of the temporary changes.

Mr. Hamilton asked for clarification on how pilots obtain departure slots during the Super Bowl period, noting the description sounded like a reservation system and wondering whether the FAA or the tower assigns these times when a flight plan is filed. Facilitator Hanrahan noted that no tower staff were present; however, Mr. Davis offered an explanation based on his coordination experience. Mr. Davis confirmed that the process functions like a reservation system, with airports allotted a limited number of slots that operators request through their fixed-base operators (FBOs). These slots govern both arrivals and departures from February 4, 2026 through February 9, 2026. He emphasized that although aircraft must adhere to their assigned times, this should not force pilots to depart from the North Field due to lateness, as typical taxi times still allow them to reach the South Field unless they are departing during the immediate heavy push after the Super Bowl. Mr. Davis added that commercial carriers, such as Southwest Airlines, are not impacted by the slot program because their scheduled flights are already accounted for in slot allocation; the constraints mainly apply to general aviation. He concluded that North Field departures are expected to remain limited to the two peak periods surrounding the game, consistent with prior Super Bowl experience.

Facilitator Hanrahan acknowledged both Mr. Davis's earlier comments and Co-Chair Lee's related chat question about whether historical data from the previous Super Bowl is available. She noted that the airport does maintain historical information from the last event, and she will coordinate with airport staff to determine what data could be useful to compile or distribute for upcoming announcements. Facilitator Hanrahan emphasized that while the Super Bowl period is highly impactful, it is also very limited in duration. Co-Chair Lee added that it would be helpful to review the Day-Night Average Sound Level (DNL) specifically for that time window.

Facilitator Hanrahan noted that, following the Super Bowl, the region will also face impacts from the upcoming FIFA World Cup, another major global event that will bring additional operational complexity due to international attendees. She emphasized the importance of capturing lessons learned from the Super Bowl, such as effective communication materials or outreach strategies, to help prepare for World Cup-related aviation activity. Mr. Davis added that the first World Cup match at Levi's Stadium is scheduled for June 13, 2026, with several group-stage games and a quarterfinal on July 1, 2026. He explained that, unlike the Super Bowl, there is no historical data for predicting air traffic demand during World Cup events, and preliminary planning is still underway. He noted that Levi's Stadium will host six or seven matches before the tournament progresses eastward.

C. Third Quarter 2025 Noise Abatement Report

Facilitator Hanrahan noted that the Noise Abatement Report for the third quarter of 2025 was included in the preparation materials and is already posted on the OAK website. She clarified that no approval vote is required at this meeting but invited any questions or comments. Co-Chair Lee asked about increased flight activity and decreased compliance on Runways 28R/L, noting upcoming construction and commending staff for maintaining 100 percent compliance on the 16,000 flights in other categories. In response, Mr. Richardson explained that the rise in North Field jet departures followed the Taxiway Bravo and Runway 28L construction project, but outreach to operators successfully redirected traffic to Runway 30, resulting in a significant improvement to 94 percent compliance in the fourth quarter. Mr. Hamilton requested a future follow-up with staff regarding filtering methods used in sound exposure level (SEL) noise measurements, seeking clarification on how flights are captured and categorized in the reports. Mr. Richardson welcomed the follow-up, and the facilitator closed the item after confirming there were no additional questions.

3. APPROVAL OF MINUTES

A. October 15, 2025

Facilitator Hanrahan noted that the minutes from the fully in-person October 15, 2025 Noise Forum meeting had been emailed to all members for review and expressed appreciation for the successful turnout. Members were invited to provide comments or revisions before proceeding to a vote. Mr. Hamilton commended the minutes as exceptionally well written, and Co-Chair Lee, though not in attendance at the October meeting, concurred with this assessment, noting the clarity of the documentation. The facilitator thanked both members for their feedback and shared

that producing high-quality minutes is an important deliverable for the group, expressing appreciation for the positive remarks. Moved: Benny Lee, second: James Nelson.

4. RUNWAY 28 L/R AND TAXIWAY B PROJECT RECAP

Matt Davis reported that although major work had largely been completed earlier, additional cleanup and maintenance activities were required in August and September 2025, including an extended closure of Taxiway Bravo and scheduled maintenance on Runway 28L. He explained that these closures are part of routine surface maintenance performed approximately every 15 years and acknowledged the operational challenges during that period. Additional nighttime closures continued into October and November to finish remaining work while minimizing flight impacts. Mr. Davis noted that the primary civil work is now complete, along with safety enhancements such as improved lighting for taxiing crews. While minor punch list items may remain, the significant disruptions experienced during the summer and fall have concluded, and Runway 28L should not require major work again for some time. He added that Runway 28R underwent only a small rehabilitation to address short-term deficiencies, with a larger project planned in future years. With no questions from the group, Facilitator Hanrahan thanked Mr. Davis for the update.

5. 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:

- Sandra Harrison, Hayward – Ms. Harrison expressed ongoing concerns regarding aircraft noise over her home, noting that December and early January had been particularly disruptive based on her records. She shared that planes often fly very low and pass over her house every few minutes, including throughout the night and into the next day, creating both disturbance and fear for her household. Having raised these issues for more than 20 years, she questioned whether there was any way to prevent aircraft from flying over her residence and asked for clarification on the airport's procedures for managing constant overflight noise.

6. FAA REGIONAL ADMINISTRATOR'S UPDATE

FAA representative Joe Bert provided an update on the CNDEL departure request, reporting that the FAA had denied the proposal. He explained that the requested change would push OAK departures too close to San Francisco airspace, creating separation and safety concerns for air traffic controllers. Even alternative versions of the turn, including shallower variations, were tested but did not meet operational criteria. He also clarified earlier confusion in the FAA Gateway system: the community's request had been unintentionally merged with an unrelated FAA editorial update, making it appear as though the change had been approved when it had not. Facilitator Hanrahan apologized for any premature messaging that arose from this misunderstanding.

Dr. Matt Pourfarzanah questioned the FAA's explanation, stating he did not accept the reasoning and believed something else must be influencing the decision. He argued that the airspace dimensions and separation requirements did not technically support the FAA's conclusion and noted inconsistencies between earlier communications, the reported postponement, and the final denial. Mr. Bert took responsibility for any miscommunication but emphasized that no information was being withheld.

Mr. Hamilton encouraged the FAA to provide a visual presentation, like those given by San Francisco International Airport (SFO) representatives, to show flight paths and better explain the constraints. He suggested such transparency would improve community understanding of the denial. Facilitator Hanrahan declined, explaining that the Forum had not formally requested such a presentation and that FAA protocol requires materials to be submitted in writing 60 days in advance.

Mr. Nelson echoed support for a graphical presentation, saying visuals would significantly help illustrate what was analyzed and rejected. Mr. Davis added that although the request was denied, the airport would continue collaborating with the FAA to reassess whether any alternative adjustment could achieve the goals of the community request. He emphasized that communication remains open and that more information may become available at the next meeting.

Dr. Pourfarzanah asked for clarification about the FAA's presentation protocols, prompting Facilitator Hanrahan to explain that the 60-day rule applies to all FAA public-facing working groups to ensure consistent, prepared communication. The Forum intends to follow that protocol to maintain positive engagement with the FAA.

Co-Chair Lee acknowledged community frustration but expressed appreciation for the FAA's presence, noting that a decade ago the FAA did not attend these meetings at all. Carlette Young thanked the group for recognizing their engagement and reaffirmed the FAA's commitment to transparency and collaboration, asking that questions be submitted in writing so the agency can respond formally. The agenda item concluded with hope expressed by both the Forum and the FAA that continued dialogue would lead to improved outcomes in the future.

7. NEXTGEN UPDATE

Thann McLeod reported that a well-attended Ground-Based Augmentation System (GBAS) meeting was held earlier in the day with participation from FAA Flight Standards, FAA Flight Procedures, Honeywell, and industry representatives. Flight Standards continues to support GBAS installations, but Ms. McLeod noted growing differences between FAA processes on the East and West Coasts. East Coast airports such as LaGuardia and John F. Kennedy International Airport are moving forward with their systems and expect GBAS Landing System (GLS) procedures to be published in 2026, whereas SFO's procedures remain on hold due to FAA resource shortages and a significant backlog. Because of this, the FAA has suggested exploring private development options for Bay Area GLS procedures. Ms. McLeod also highlighted global

progress: Frankfurt recently commissioned the first Category II GLS for the A320, and Australia reports that about half of its instrument procedures are now GLS-based. During the discussion, Mr. Hamilton asked what “GLS” stands for, and Ms. McLeod explained that GBAS is the ground-based GPS system, while GLS refers to the approach procedures developed for GBAS, essentially the GPS-based equivalent of an Instrument Landing System (ILS) approach. She added that although SFO currently has Category I GLS overlays, future plans aim to develop more advanced GLS procedures with steeper approaches that could improve noise mitigation and fuel efficiency. However, because GBAS is not yet an FAA-owned system, further progress will require alternative pathways.

8. NOISE OFFICE REPORT

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

Mr. Davis reported that there were no major updates, but ongoing work continues with the control tower to strengthen the practice of issuing a second reminder to pilots regarding the airport’s preference for departures from Runway 30 for noise abatement. When pilots request Runway 28 L/R, controllers are encouraged to clearly restate the airport’s request for Runway 30. Although pilots may still choose Runway 28 L/R, this additional reminder provides another opportunity to reinforce noise abatement goals and inform pilots who may not have seen the airport’s guidance materials. Mr. Davis explained that the airport continues focusing on maintaining high participation rates in voluntary noise abatement procedures. This includes outreach to North Field operators, emphasizing community impacts and the importance of compliance. These engagement efforts helped improve participation rates following lower numbers in the third quarter of 2025, with much better results going into the fourth quarter.

Mr. Davis noted that the working group also reviewed updates to the CNDEL, HUSSH, and WNDSR procedures. There were no new developments to report, and CNDEL had already been discussed earlier in the meeting. No further procedural changes or updates were available at this time.

B. Update of Action Items from Noise Forum Meeting.

Mr. Davis discussed the SharePoint site referenced earlier by Facilitator Hanrahan, which provides access to the Airport Noise Report. The group expressed appreciation that the site is functioning well and easily accessible. Several attendees noted that the report is a valuable resource containing extensive and current information on noise-related issues, and many rely on it for up-to-date insights.

Mr. Davis discussed that the forum had also requested an FAA update on the CNDEL departure procedure. Appreciation was expressed to the FAA representatives for attending the meeting and providing the requested update. No additional items or follow-up actions were identified beyond the information already shared.

He concluded with the final action item that concerned the airport’s ongoing responsibility to attend and report on SFO Roundtable meetings. Mr. Richardson attended the most recent session and confirmed that while many topics were discussed, none involved updates to procedures or

issues that would impact OAK. He reported that no OAK-related developments or changes arose from that meeting.

9. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan moved to address new business and the next meeting, which is scheduled for Wednesday, April 15, 2026 and will be held virtually. Mr. Hamilton thanked Mr. Richardson for sharing the one-hour vertiports and advanced air mobility presentation, noting that it was highly informative, and commented on observations from the recent SFO meeting where procedural limitations were highlighted. Facilitator Hanrahan clarified that the presentation Mr. Hamilton referenced was publicly available on the SFO Roundtable website and that Mr. Richardson had simply provided the link for easy access.

During the new-business portion of the meeting, a chat question introduced the idea of submitting research to the Transportation Research Board regarding aircraft noise impacts from major events such as the Super Bowl, FIFA tournaments, or the Olympics, which was identified as a potentially valuable and interesting topic.

Facilitator Hanrahan also reminded Mr. Hamilton of his dual roles, noting that while he often represents CLASS, he also serves as an appointed Forum Member representing Alameda. Mr. Hamilton acknowledged this and agreed to keep it in mind moving forward. He then shared two additional items: first, that CLASS had sent a letter to Southwest Airlines expressing concerns about scheduled Monday-morning flights prior to 6:00 a.m., given uncertainty about Runway 30 availability during maintenance periods; and second, that community members have reported noticeable reductions in nighttime noise that appear to correlate with the grounding of the MD-11. Mr. Hamilton suggested it may be useful to conduct a numerical analysis comparing noise levels over a month-long period from last year to this year to quantify the impact.

Co-Chair Lee offered a brief comment underscoring the need for stronger involvement from elected officials in addressing aircraft-noise issues. He noted that the National League of Cities will hold its congressional conference in March 2026, which includes an important noise-related working group, yet few city or county council members attend local noise meetings. He thanked Mayor Eduardo Martinez for participating and emphasized how valuable that engagement is for residents. Co-Chair Lee encouraged more elected representatives to take part so they can elevate these concerns at national forums such as the National League of Cities, the U.S. Conference of Mayors, and the National Association of Counties, where coordinated advocacy could help drive progress.

Co-Chair Greg Boller asked whether the CLASS letter regarding Southwest Airlines' early-morning departures could be shared with the full group, along with any response or correspondence received from Southwest Airlines before the next meeting, so it could be included in the next meeting packet. Facilitator Hanrahan agreed, noting that if Co-Chair Boller coordinated with Mr. Richardson and Facilitator Hanrahan, the materials could be distributed to all members.

Mr. Hamilton raised a follow-up question regarding aircraft classification, explaining that while researching Stage 5 aircraft he was surprised to find that the classification appeared to be based on aircraft weight rather than maximum noise levels, which he had expected. Facilitator Hanrahan clarified that the term “stage” can refer to different concepts depending on context. In noise modeling, “stage” sometimes represents departure stage length, which serves as a surrogate for aircraft weight due to fuel load, and therefore correlates with trip distance. This is separate from the FAA’s noise certification stages, which classify aircraft by certified noise limits. Facilitator Hanrahan noted that these two meanings are often confused and emphasized the importance of distinguishing them. Mr. Hamilton acknowledged the explanation and agreed to follow up as needed.

Mr. Nelson commented that modern turbofan engines, such as those used by Southwest Airlines, are significantly quieter than earlier engine stages. Facilitator Hanrahan agreed, noting that the newer 737 MAX series offers both reduced noise and improved fuel efficiency. Matt Graber, a Southwest Airlines chief pilot in Oakland, addressed the concerns raised about Southwest’s early-morning departures. While not speaking as an official representative for the airline’s headquarters, he explained that flight schedules are set three to five months in advance, meaning adjustments would require substantial lead time. He clarified that although aircraft may push back as early as 5:00 or 5:30 a.m., actual takeoff timing depends on when the control tower opens the runway, suggesting that coordination with tower operations would be necessary to address concerns. Mr. Graber also noted that Southwest Airlines is phasing out older 737-700 aircraft, equipped with Stage 3 and early Stage 4 engines, with newer 737 MAX models featuring quieter LEAP engines, entering the fleet later in the year, which should further support noise abatement improvements in the Bay Area.

10. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:41 p.m.