

Oakland Airport-Community Noise Management Forum

Meeting Minutes – April 15, 2026

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1. INTRODUCTIONS

The April 15, 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
Ken Houston, Councilmember, Oakland
Bart Loundsbury, Community Representative, Oakland
Co-Chair Benny Lee, Community Representative, San Leandro
Gopal Krishnan, Community Representative, County of Alameda

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

Diego Gonzalez, Government Affairs, Port of Oakland
Marjon Saulon, Government Affairs, Port of Oakland
Bert Ganoung, SFO
Rhea Hanrahan, Noise Forum Facilitator, HMMH
Doreen Stockdale, HMMH
Jason Stoddard, HMMH
Thann McLeod, Lean Technology

FAA Representatives Present

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. FIFA World Cup at Levi Stadium

Facilitator Hanrahan introduced Matt Davis to provide an update on preparations related to the upcoming FIFA World Cup and its potential impacts on operations at Oakland San Francisco Bay Airport (OAK). Mr. Davis reported that there was minimal new information but emphasized that Port of Oakland (Port) staff continue to monitor the event. He noted that, based on discussions with the FAA, there has not been a significant increase in anticipated activity at Oakland, and at this time, no notable surge in traffic is expected. Mr. Davis explained that, unlike the Super Bowl, the World Cup is not projected to generate similar levels of operational impact. He acknowledged a potential for slight increases in activity associated with matches at Levi's Stadium, including several round-robin games and one knockout game expected in late June. He added that if high-profile teams participate in the knockout stage, there could be some localized increase in traffic, but current indicators do not suggest a substantial effect.

Mr. Davis also referenced the successful coordination with the FAA during the Super Bowl, which helped minimize impacts to the North Field, but reiterated that similar conditions are not anticipated for the World Cup. He concluded by stating that Port staff will continue monitoring the situation and will notify stakeholders if there are any changes or increases in activity that could affect the community.

B. Fourth Quarter 2025 Noise Abatement Report

Facilitator Hanrahan noted that the Fourth Quarter 2025 Noise Abatement Report was included in the meeting materials and is posted on the flyquietoak.com website. She clarified that no approval vote for the report was required at the meeting but invited questions or comments and confirmed that staff, including Jesse Richardson, were available to respond.

Benny Lee raised questions regarding Runway 28R/L, observing that while overall compliance percentages had improved and flight activity had increased, there were still 168 noncompliant flights. He asked what actions were being taken to reduce this number. Mr. Richardson responded

and explained that efforts include sending letters to all noncompliant operators and directly contacting repeat offenders, including owners and CEOs, to encourage use of primary runways. He noted that compliance levels have improved slightly (from 93% to 94%) and have remained steady into the first quarter of 2026 and emphasized that outreach efforts are ongoing. Mr. Lee commended staff's work, highlighting that Runway 28R/L was the only one with noncompliance in the triple digits, while other runways showed strong performance with mostly double- or single-digit noncompliance counts and several achieving near or full compliance. He acknowledged overall improvement compared to prior years and encouraged continued efforts to further reduce noncompliance into lower ranges. Mr. Richardson agreed, reiterating that reducing noncompliance remains a key goal.

Jon Hamilton commended staff performance during the Super Bowl. He added that particularly for jets departing the North Field, total daily flight counts may be more meaningful to the public than percentage metrics and suggested greater focus on absolute numbers in addition to percentages.

3. APPROVAL OF MINUTES

A. January 21, 2026

Facilitator Hanrahan noted that the minutes from the January 21, 2026 meeting had been emailed to all members for review. Members were invited to provide comments or revisions before proceeding to a vote. No comments were provided. Moved: Mr. Lee, seconded: Mr. Hamilton.

4. 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 about aircraft flying over her neighborhood throughout both day and night, noting that activity has recently increased after a brief decline. She described the situation as disruptive and unsafe, and stated that her primary concern remains the frequency of overflights. She urged consideration of reducing the number of flights or rerouting them to avoid residential areas, particularly during nighttime hours, and indicated she will continue to raise this issue.

5. FAA REGIONAL ADMINISTRATOR'S UPDATE

FAA representative Carlette Young reported that the FAA launched a new air traffic control hiring campaign, opening at midnight and remaining open until 8,000 applications are received. She noted that the FAA is targeting approximately 2,400 hires and plans to hold additional hiring campaigns later in the year. She also shared that a nationwide live event would be held to assist applicants with the application process and provide more information about the position. Mr. Lee asked for clarification on the number of open positions versus the number of applicants. He expressed support for the initiative and encouraged broader community outreach to raise

awareness of these job opportunities. In response to a follow-up question from Mr. Lee, Ms. Young advised that interested applicants can apply through USAJobs.gov or the FAA website, where additional information and event details are available.

Mr. Hamilton inquired about the status of a proposed six-degree turn adjustment to the CNDEL procedure. Ms. Young indicated she did not have new technical updates and noted that further information would likely come from other staff more directly involved in the analysis. Mr. Hamilton acknowledged the response and expressed appreciation that the issue remains under review.

6. NEXTGEN UPDATE

Thann McLeod stated that her update related closely to the CNDEL item and indicated that she would defer detailed remarks to Mr. Davis. She reported that progress had been made on the CNDEL procedure and expressed appreciation to Ms. Young and FAA staff for their support. She noted that, following an initial denial, outreach efforts were made to the FAA facility, including a visit to approach control to discuss potential solutions. She also acknowledged additional assistance from staff, which contributed to advancing the effort. Ms. McLeod concluded by deferring to Mr. Davis for a more detailed update and offered to assist with any follow-up questions.

Mr. Davis reported that, following prior discussions, the FAA has reopened evaluation of the CNDEL proposal after it was previously considered infeasible. He credited ongoing collaboration and outreach, particularly efforts by Ms. McLeod and FAA staff, for advancing reconsideration. He noted that the proposal remains under review with no confirmed implementation date but emphasized that progress has been made as the FAA is again actively evaluating the option.

Ms. McLeod added that earlier concerns from air traffic personnel had been addressed through modifications to the approach, resulting in renewed support from operations staff. The proposal is now under technical evaluation to determine whether it meets required criteria, which has contributed to the extended timeline. She emphasized that, at present, the proposal has not been rejected and remains under active consideration.

Mr. Hamilton commented on the broader impact of airport growth on surrounding communities, noting significant increases in passenger and cargo traffic over time and stressing the importance of even modest noise reductions.

Bart Loundsbury asked about potential updates to other NextGen procedures, including WNDSR and HUSSH. Mr. Davis explained that while these remain areas of concern, there are currently no viable solutions, despite prior analysis and consultant review. He noted that the group may revisit other proposals while continuing to monitor opportunities for progress on these more complex procedures.

Mr. Lee inquired about residential sound insulation efforts related to airport expansion. Mr. Davis indicated there is no active insulation program and limited information on current efforts. Mr. Lee suggested that further inquiry by elected officials may be appropriate. Facilitator Hanrahan added

that, under current federal standards, eligibility for sound insulation funding is generally based on a 65 CNEL threshold, which does not currently apply to nearby homes.

Matt Pourfarzanah sought clarification regarding a previously discussed CNDEL implementation timeline of February 2027. Mr. Davis confirmed that while such a date has been discussed, it is not final, as FAA evaluation is ongoing and subject to change. He reiterated that no implementation is confirmed until formal publication and expressed hope that the proposal will ultimately move forward.

7. NOISE OFFICE REPORT

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

Mr. Davis reported that several ongoing efforts are focused on improving compliance with runway usage, particularly encouraging departures from Runway 30 instead of Runway 28 R/L. He noted that air traffic controllers continue to provide reminders to pilots, when workload permits, to encourage use of the preferred runway, especially when pilots request alternatives. He emphasized that this remains an active, ongoing effort, with staff continuing to monitor communications and coordinate with air traffic control.

Mr. Davis explained that these efforts are part of a broader strategy to maintain and incrementally improve compliance rates, with a long-term goal of reaching 100 percent compliance. He stressed the importance of at least maintaining current performance levels while identifying additional ways to incentivize use of the South Field. He also noted continued outreach efforts with North Field operators, including direct engagement with chief pilots and ongoing dialogue to reinforce compliance. While chronic violators appear to be limited at present, Port staff continue to monitor and work directly with any repeat offenders, particularly those based in Oakland. Mr. Davis concluded that these items remain active work in progress and indicated that future working group discussions will also revisit unresolved issues related to procedures such as WNSDR and HUSSH to determine next steps.

B. Update on Action Items from Noise Forum Meeting.

Mr. Davis provided an overview of Forum action items, highlighting significant progress related to Super Bowl operations. He reported a substantial reduction in North Field departures during the 2026 Super Bowl period compared to 2016, with departures decreasing from 151 to 15 despite similar overall traffic levels. He attributed this improvement to extensive outreach, effective coordination with air traffic control, and a strong operational emphasis on using the South Field. He noted that many of the remaining North Field departures were due to pilot requests rather than controller decisions. Mr. Davis described the effort as a positive model for managing future large-scale events. Mr. Lee and Mr. Hamilton both commended the results, emphasizing the effectiveness of early coordination and encouraging continued application of these strategies for future events.

Mr. Davis also confirmed completion of prior action items related to CNDEL updates and distribution of SharePoint access to noise reporting resources. He encouraged members to utilize

the available weekly noise data publications. He added that recent San Francisco International Airport (SFO) roundtable meetings did not identify new procedures affecting Oakland.

Mr. Hamilton raised a request to extend WebTrak data availability beyond three months to better align with reporting cycles. It was confirmed by Mr. Richardson that this will be extended to four months at no additional cost. He also shared analysis indicating that MD-11 (Stage 3) cargo aircraft are significantly louder than other aircraft types and noted community feedback that nighttime noise has decreased in their absence. He raised concerns about potential reintroduction of these aircraft. Mr. Davis acknowledged the analysis and indicated that staff would continue monitoring aircraft operations and fleet changes. He noted that quieter aircraft such as Boeing 777s are increasingly used for long-haul cargo operations, though fleet decisions remain outside airport control.

Mr. Lee highlighted the availability of additional historical data through the airport's Power BI dashboards, which provide approximately two years of data, and emphasized the importance of accessible long-term datasets. Mr. Hamilton reiterated the value of detailed, visualized data such as WebTrak for analyzing flight patterns and identifying potential noise mitigation opportunities.

The facilitator noted limitations on the airport's authority over airline fleet decisions but emphasized ongoing efforts to communicate noise concerns to operators.

Mr. Richardson concluded by thanking the Port's Government Affairs Office for supporting public outreach during the Super Bowl, noting that coordinated communication helped inform local communities.

8. NEW BUSINESS / CONFIRM NEXT MEETING DATE

Facilitator Hanrahan moved to addressing new business and the next meeting, which is scheduled for Wednesday, July 15, 2026 and will be held virtually.

Gopal Krishnan raised concerns about a recurring public commenter, noting that her concerns may fall outside the Forum's scope. He suggested that she may benefit from guidance toward appropriate local or elected representatives who could better address her situation. Mr. Richardson responded that the Airport has engaged extensively with the individual and her household, including conducting noise monitoring and providing FAA contact resources for formal complaints. He explained that the residence is directly aligned with a primary flight path, limiting available mitigation options, though staff will continue to assist. Mr. Lee emphasized the importance of broader advocacy through elected officials at the national level, noting that aviation noise issues are governed federally. He encouraged coordination through organizations such as the National Association of Counties and the National League of Cities. He also reiterated the value of expanding access to historical noise data for analysis.

Mr. Hamilton raised two items. First, he highlighted concerns about disparities in FAA funding contributions between business jets and commercial aircraft, suggesting it may warrant further consideration. Second, he asked about development of the forum's annual work plan. Facilitator

Hanrahan confirmed that a 2026 work plan is in progress in collaboration with co-chairs and airport staff, though no timeline for completion was provided.

9. ADJOURNMENT

Facilitator Hanrahan adjourned the meeting at 7:39 p.m.