NASA’s Quesst and AAM Missions
Questions to Panel

UCDAVIS
Air Quality Research Center

Question 1

Advocates: As NASA publicizes its plans for testing involving communities, what communication methods should be included to maximize general awareness within the community?

Question 2

Quesst: Why is a change from a speed limit to a noise limit being considered?

Question 3

AAM: Given the Neighborhood Environmental Survey and NextGen consequences of concentrated and narrow corridors, how is NASA looking at noise differently than the Schultz Curve and DNL?

Question 4

Advocates: How can NASA best receive community input leading up to and during the test from community members not participating in the survey?

Question 5

Quesst: How will NASA obtain informed consent from everyone who hears the noise from the supersonic plane?

Question 6

AAM: Has NASA validated its models on any AAM aircraft?

Question 7

Advocates: Sidd’s presentation showed that NASA is considering number of events, sound quality, and ambient noise for AAM. What additional acoustic factors should NASA consider to capture lived experiences?

Question 8

Quesst: Why will supersonic flight create a new noise that does not exist today?

Question 9

AAM: Will NASA go back after it has acoustic data from AAM aircraft to validate results?

Question 10

Advocates: Given that NASA generally produces technical data, what should NASA strive to do to maximize the value of its community engagement?