



San Francisco International  
Airport/Community Roundtable  
Box 306  
1534 Plaza Lane  
Burlingame, CA 94010  
T (877) 372-7901  
[www.sforoundtable.org](http://www.sforoundtable.org)

## **REGULAR MEETING ANNOUNCEMENT**

### **MEETING No. 281**

**Wednesday, June 6, 2012 - 7:00 p.m.**

**David Chetcuti Community Room at Millbrae City Hall  
450 Poplar Avenue - Millbrae, CA 94030  
(Access from Millbrae Library parking lot on Poplar Avenue)  
(See attached map)**

### **AGENDA**

- I. **Call to Order / Roll Call / Declaration of a Quorum Present** -  
Jeff Gee, Roundtable Chairperson / Steve Alverson, Roundtable Coordinator
- II. **Public Comment on Items NOT on the Agenda** –  
**Note:** Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item.

### **CONSENT AGENDA**

**Note:** All items on the Consent Agenda are approved / accepted by one motion. A Roundtable Representative can make a request, prior to action on the Consent Agenda, to transfer a Consent Agenda item to the Regular Agenda. Any item on the Regular Agenda may be transferred to the Consent Agenda in a similar manner.

- III. **Consent Agenda Items** – **ACTION**  
**Note:** The Consent Agenda Items from the March 7, 2012 and May 2, 2012 meetings (as indicated by \*) are incorporated here by reference. Please go to: [www.sforoundtable.org](http://www.sforoundtable.org) to review the March 7 and May 2 Consent Agenda Items.
  - A. Review of Airport Director's Report for January 2012\*
  - B. Review of Airport Director's Report for February 2012\*
  - C. Review of Airport Director's Report for March 2012\*
  - D. Review of Airport Director's Report for April 2012 **Pgs. 21-28**
  - E. Review of SFO Fly Quiet Report Q1 2012\*
  - F. Review of Roundtable Regular Meeting Overview for February 1, 2012\*
  - G. Review of Roundtable Regular Meeting Overview for March 7, 2012\*
  - H. Review of Roundtable Regular Meeting Overview for May 2, 2012 **Pgs. 29-40**
  - I. Review/Approval of Correspondence/Information Items for February 2012\*
  - J. Review/Approval of Correspondence/Information Items for March 2012\*
  - K. Review/Approval of Correspondence/Information Items for May 2012 **Pgs. 41-46**

**Note:** Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the Roundtable Administration Office, at 1828 El Camino Real, Suite 705, Burlingame, California 94010, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: [www.SFOroundtable.org](http://www.SFOroundtable.org).

**Note:** To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (877) 372-7901 or (650) 692-6597 during normal business hours (8 a.m. – 4 p.m.) at least 2 days before the meeting date.



**REGULAR AGENDA**

- IV. **2010-2011 John C. Long Fly Quiet Awards** (*Presentation*) **INFORMATION**  
Quietest Overall Airline - Horizon Airlines  
Most Improved Award –US Airways Express  
Chairperson’s Award - Emirates
- V. **Airport Director’s Comments** – John Martin, Director, San Francisco International Airport (*Verbal Report*)
- VI. **FY 2011 – 2012 Roundtable Work Program Items:**
- A. Update on FAA’s PORTE THREE Departure Analysis: **INFORMATION**  
– Roundtable Chairperson (*Verbal Report*)
  - B. Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR: **INFORMATION**  
Ad Hoc Committee Report on Mr. Lyon’s Four Recommendations –  
David Burow (*Verbal Report*)
  - C. Roundtable Budget for FY 2011/2012 – Roundtable Chairperson (*Verbal Report*) **INFORMATION**
  - D. Status of Roundtable Work Program Items **INFORMATION**  
– Steve Alverson (*No updates*)
  - E. Committee Reports - Roundtable Chairperson (*Verbal Report*) **INFORMATION**
    - a. An outcome of this effort will be additional committee assignments
      - i. Operations and Efficiency Subcommittee
        - 1. Develop basis for the recommending adoption of a federal 60 CNEL standard
      - ii. Legislative Subcommittee
        - 1. Develop basis for a letter to the California Congressional delegation opposing CatEx for NextGEN
      - iii. Work Program Subcommittee
        - 1. Initiate development of the FY2012-2013 Roundtable Work Program
        - 2. Discussion of the FY 2012/2013 and FY 2013/2014 Budgets
  - F. Approval the City of Daly City’s Membership Request – Roundtable Coordinator **ACTION**  
**Pgs. 47-48**
- VII. **Member Communications / Announcements** – Roundtable Members
- VIII. **ADJOURN** – Roundtable Chairperson **ACTION**

**NOTE: Next Regular Roundtable Meeting Date: Wednesday, September 5, 2012**  
**Roundtable Web Site: [www.sforoundtable.org](http://www.sforoundtable.org)**

## Glossary of Common Acoustic and Air Traffic Control Terms

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### A

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**ADS-B - Automatic Dependent Surveillance – Broadcast –**  
ADS-B uses ground based antennas and in-aircraft displays to alert pilots to the position of other aircraft relative to their flight path. ADS-B is a key element of NextGen.

**Air Carrier** - A commercial airline with published schedules operating at least five round trips per week.

**Air Taxi** – An aircraft certificated for commercial service available for hire on demand.

**ALP - Airport Layout Plan** – The official, FAA approved map of an airport's facilities.

**ALS – Approach Lighting System** - Radiating light beams guiding pilots to the extended centerline of the runway on final approach and landing.

**Ambient Noise Level** – The existing background noise level characteristic of an environment.

**Approach Lights** – High intensity lights located along the approach path at the end of an instrument runway. Approach lights aid the pilot as he transitions from instrument flight conditions to visual conditions at the end of an instrument approach.

**APU - Auxiliary Power Unit** – A self-contained generator in an aircraft that produces power for ground operations of the electrical and ventilation systems and for starting the engines.

**Arrival** – The act of landing at an airport.

**Arrival Procedure** - A series of directions on a published approach plate or from air traffic control personnel, using fixes and procedures, to guide an aircraft from the en route environment to an airport for landing.

**Arrival Stream** – A flow of aircraft that are following similar arrival procedures.

**ARTCC – Air Route Traffic Control Center** - A facility providing air traffic control to aircraft on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

**ATC - Air Traffic Control** - The control of aircraft traffic, in the vicinity of airports from control towers, and in the airways between airports from control centers.

**ATCT – Air Traffic Control Tower** - A central operations tower in the terminal air traffic control system with an associated IFR room if radar equipped, using air/ground communications and/or radar, visual signaling and other devices to provide safe, expeditious movement of air traffic.

**Avionics** – Airborne navigation, communications, and data display equipment required for operation under specific air traffic control procedures.

**Altitude MSL** – Aircraft altitude measured in feet above mean sea level.

### B

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**Backblast** - Low frequency noise and high velocity air generated by jet engines on takeoff.

**Base Leg** – A flight path at right angles to the landing runway. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

### C

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**Center** – See **ARTCC**.

**CNEL** – Community Noise Equivalent Level - A noise metric required by the California Airport Noise Standards for use by airport proprietors to measure aircraft noise levels. CNEL includes an additional weighting for each event occurring during the evening (7:00 PM – 9:59 PM) and nighttime (10:00 pm – 6:59 am) periods to account for increased sensitivity to noise during these periods. Evening events are treated as though there were three and nighttime events are treated as though there were ten. This results in a 4.77 and 10 decibel penalty for operations occurring in the evening and nighttime periods, respectively.

**CNEL Contour** - The "map" of noise exposure around an airport as expressed using the CNEL metric. A CNEL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

**Commuter Airline** – Operator of small aircraft (maximum size of 30 seats) performing scheduled service between two or more points.



## Glossary of Common Acoustic and Air Traffic Control Terms

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### D

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**Decibel (dB)** - In sound, decibels measure a scale from the threshold of human hearing, 0 dB, upward towards the threshold of pain, about 120-140 dB.

Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of ten dB is perceived by human ears as a doubling of noise.

**dBA** - A-weighted decibels adjust sound pressure towards the frequency range of human hearing.

**dBC** - C-weighted decibels adjust sound pressure towards the low frequency end of the spectrum. Although less consistent with human hearing than A-weighting, dBC can be used to consider the impacts of certain low frequency operations.

**Decision Height** – The height at which a decision must be made during an instrument approach either to continue the approach or to execute a missed approach.

**Departure** – The act of an aircraft taking off from an airport.

**Departure Procedure** – A published IFR departure procedure describing specific criteria for climb, routing, and communications for a specific runway at an airport.

**Displaced Threshold** - A threshold that is located at a point on the runway other than the physical beginning. Aircraft can begin departure roll before the threshold, but cannot land before it.

**DME - Distance Measuring Equipment** - Equipment (airborne and ground) used to measure, in nautical miles, a slant range distance of an aircraft from the DME navigational aid.

**DNL - Day/Night Average Sound Level** - The daily average noise metric in which that noise occurring between 10:00 p.m. and 7:00 a.m. is penalized by 10 dB. DNL is often expressed as the annual-average noise level.

**DNL Contour** - The "map" of noise exposure around an airport as expressed using the DNL metric. A DNL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

**Downwind Leg** – A flight path parallel to the landing runway in the direction opposite the landing direction.

**Duration** - The length of time in seconds that a noise event lasts. Duration is usually measured in time above a specific noise threshold.

### E

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**En route** – The portion of a flight between departure and arrival terminal areas.

### F

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**FAA - The Federal Aviation Administration** is the agency responsible for aircraft safety, movement and controls. FAA also administers grants for noise mitigation projects and approves

certain aviation studies including FAR Part 150 studies, Environmental Assessments, Environmental Impact Statements, and Airport Layout Plans.

**FAR – Federal Aviation Regulations** are the rules and regulations, which govern the operation of aircraft, airways, and airmen.

**FAR Part 36** – A Federal Aviation Regulation defining maximum noise emissions for aircraft.

**FAR Part 91** – A Federal Aviation Regulation governing the phase out of Stage 1 and 2 aircraft as defined under FAR Part 36.

**FAR Part 150** – A Federal Aviation Regulation governing noise and land use compatibility studies and programs.

**FAR Part 161** – A Federal Aviation Regulation governing aircraft noise and access restrictions.

**Fix** – A geographical position determined by visual references to the surface, by reference to one or more Nav aids, or by other navigational methods.

**Fleet Mix** – The mix of differing aircraft types operated at a particular airport or by an airline.

**Flight Plan** – Specific information related to the intended flight of an aircraft. A flight plan is filed with a Flight Service Station or Air Traffic Control facility.

**FMS – Flight Management System** - a specialized computer system in an aircraft that automates a number of in-flight tasks, which reduces flight crew workload and improves the precision of the procedures being flown.

### G

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**GA - General Aviation** – Civil aviation excluding air carriers, commercial operators and military aircraft.

**GAP Departure** – An aircraft departure via Runways 28 at San Francisco International Airport to the west over San Bruno, South San Francisco, Daly City, and Pacifica.

**Glide Slope** – Generally a 3-degree angle of approach to a runway established by means of airborne instruments during instrument approaches, or visual ground aids for the visual portion of an instrument approach and landing.

**GPS - Global Positioning System** – A satellite based radio positioning, navigation, and time-transfer system.

**GPU - Ground Power Unit** – A source of power, generally from the terminals, for aircraft to use while their engines are off to power the electrical and ventilation systems on the aircraft.

**Ground Effect** – The excess attenuation attributed to absorption or reflection of noise by manmade or natural features on the ground surface.



## Glossary of Common Acoustic and Air Traffic Control Terms

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**Ground Track** – is the path an aircraft would follow on the ground if its airborne flight path were plotted on the terrain.

### H

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**High Speed Exit Taxiway** – A taxiway designed and provided with lighting or marking to define the path of aircraft traveling at high speed from the runway center to a point on the center of the taxiway.

### I

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**IDP - Instrument Departure Procedure** - An aeronautical chart designed to expedite clearance delivery and to facilitate transition between takeoff and en route operations. IDPs were formerly known as SIDs or Standard Instrument Departure Procedures.

**IFR - Instrument Flight Rules** - Rules and regulations established by the FAA to govern flight under conditions in which flight by visual reference is not safe.

**ILS - Instrument Landing System** – A precision instrument approach system which normally consists of a localizer, glide slope, outer marker, middle marker, and approach lights.

**IMC** – Instrument Meteorological Conditions - Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using instrument flight rules.

**Instrument Approach** – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

### J

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### K

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**Knots** – A measure of speed used in aerial navigation. One knot is equal to one nautical mile per hour (100 knots = 115 miles per hour).

### L

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**Load Factor** – The percentage of seats occupied in an aircraft.

**Lmax** – The peak noise level reached by a single aircraft event.

**Localizer** – A navigational aid that consists of a directional pattern of radio waves modulated by two signals which, when receding with equal intensity, are displayed by compatible airborne equipment as an “on-course” indication, and when received in unequal intensity are displayed as an “off-course” indication.

**LDA – Localizer Type Directional Aid** – A facility of comparable utility and accuracy to a localizer, but not part of a complete ILS and not aligned with the runway.

### M

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**Middle Marker** - A beacon that defines a point along the glide slope of an ILS, normally located at or near the point of decision height.

**Missed Approach Procedure** – A procedure used to redirect a landing aircraft back around to attempt another landing. This may be due to visual contact not established at authorized minimums or instructions from air traffic control, or for other reasons.

### N

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**NAS – National Airspace System** - The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, manpower and material.

**Nautical Mile** – A measure of distance used in air and sea navigation. One nautical mile is equal to the length of one minute of latitude along the earth’s equator. The nautical mile was officially set as 6076.115 feet. (100 nautical miles = 115 statute miles)

**Navaid** – Navigational Aid.

**NCT** – Northern California TRACON – The air traffic control facility that guides aircraft into and out of San Francisco Bay Area airspace.

**NDB – Non-Directional Beacon** - Signal that can be read by pilots of aircraft with direction finding equipment. Used to determine bearing and can “home” in or track to or from the desired point.

**NEM – Noise Exposure Map** – A FAR Part 150 requirement prepared by airports to depict noise contours. NEMs also take into account potential land use changes around airports.

**NextGen** – The Next Generation of the national air transportation system. NextGen represents the movement from ground-based navigation aids to satellite-based navigation.

**NMS** – See **RMS**

**Noise Contour** – See **CNEL** and **DNL Contour**.

**Non-Precision Approach Procedure** – A standard instrument approach procedure in which no electronic glide slope is provided.

### O

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**Offset ILS – Offset Parallel Runways** – Staggered runways having centerlines that are parallel.



## Glossary of Common Acoustic and Air Traffic Control Terms

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**Operation** – A take-off, departure or overflight of an aircraft. Every flight requires at least two operations, a take-off and landing.

**Outer Marker** – An ILS navigation facility in the terminal area navigation system located four to seven miles from the runways edge on the extended centerline indicating the beginning of final approach.

**Overflight** – Aircraft whose flights originate or terminate outside the metropolitan area that transit the airspace without landing.

### P

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**PASSUR System – Passive Surveillance Receiver** - A system capable of collecting and plotting radar tracks of individual aircraft in flight by passively receiving transponder signals.

**PAPI – Precision Approach Path Indicator** - An airport lighting facility in the terminal area used under VFR conditions. It is a single row of two to four lights, radiating high intensity red or white beams to indicate whether the pilot is above or below the required runway approach path.

**PBN –Performance Based Navigation** - Area navigation based on performance requirements for aircraft operating along an IFR route, on an instrument approach procedure or in a designated airspace.

**Preferential Runways** - The most desirable runways from a noise abatement perspective to be assigned whenever safety, weather, and operational efficiency permits.

**Precision Approach Procedure** – A standard instrument approach procedure in which an electronic glide slope is provided, such as an ILS. GPS precision approaches may be provided in the future.

**PRM – Precision Runway Monitoring** – A system of high-resolution monitors for air traffic controllers to use in landing aircraft on parallel runways separated by less than 4,300’.

### Q

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### R

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**Radar Vectoring** – Navigational guidance where air traffic controller issues a compass heading to a pilot.

**Reliever Airport** – An airport for general aviation and other aircraft that would otherwise use a larger and busier air carrier airport.

**RMS – Remote Monitoring Site** - A microphone placed in a community and recorded at San Francisco International Airport’s

Noise Monitoring Center. A network of 29 RMS’s generate data used in preparation of the airport’s Noise Exposure Map.

**RNAV – Area Navigation** - A method of IFR navigation that allows an aircraft to choose any course within a network of navigation beacons, rather than navigating directly to and from the beacons. This can conserve flight distance, reduce congestion, and allow flights into airports without beacons.

**RNP – Required Navigation Performance** - A type of performance-based navigation (PBN) that allows an aircraft to fly a specific path between two 3-dimensionally defined points in space. RNAV and RNP systems are fundamentally similar. The key difference between them is the requirement for on-board performance monitoring and alerting. A navigation specification that includes a requirement for on-board navigation performance monitoring and alerting is referred to as an RNP specification. One not having such a requirement is referred to as an RNAV specification.

**Run-up** – A procedure used to test aircraft engines after maintenance to ensure safe operation prior to returning the aircraft to service. The power settings tested range from idle to full power and may vary in duration.

**Run-up Locations** - Specified areas on the airfield where scheduled run-ups may occur. These locations are sited, so as to produce minimum noise impact in surrounding neighborhoods.

**Runway** – A long strip of land or water used by aircraft to land on or to take off from.

### S

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**Sequencing Process** – Procedure in which air traffic is merged into a single flow, and/or in which adequate separation is maintained between aircraft.

**Shoreline Departure** – Departure via Runways 28 that utilizes a right turn toward San Francisco Bay as soon as feasible. The Shoreline Departure is considered a noise abatement departure procedure.

**SENEL** – Single Event Noise Exposure Level - The noise exposure level of a single aircraft event measured over the time between the initial and final points when the noise level exceeds a predetermined threshold. It is important to distinguish single event noise levels from cumulative noise levels such as CNEL. Single event noise level numbers are generally higher than CNEL numbers, because CNEL represents an average noise level over a period of time, usually a year.

**Single Event** – Noise generated by a single aircraft overflight.

**Significant Exceedance** – As defined by the Airport Community Roundtable, is a noise event more than 100 dB SENEL outside of the 65 CNEL contour.

**SOIA** – Simultaneous Offset Instrument Approach is an approach system permitting simultaneous Instrument Landing System approaches to airports having staggered but parallel runways. SOIA combines Offset ILS and regular ILS definitions.



## Glossary of Common Acoustic and Air Traffic Control Terms

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**STAR** – Standard Terminal Arrival Route is a published IFR arrival procedure describing specific criteria for descent, routing, and communications for a specific runway at an airport.

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**X**

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### T

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**Taxiway** – A paved strip that connects runways and terminals providing the ability to move aircraft so they will not interfere with takeoffs or landings.

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**Y**

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**Terminal Airspace** - The air space that is controlled by a TRACON.

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**Z**

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**Terminal Area** – A general term used to describe airspace in which approach control service or airport traffic control service is provided.

**Threshold** – Specified boundary.

**TRACON -Terminal Radar Approach Control** – is an FAA air traffic control service to aircraft arriving and departing or transiting airspace controlled by the facility. TRACONs control IFR and participating VFR flights. TRACONs control the airspace from Center down to the ATCT.

### U

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### V

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**Vector** – A heading issued to a pilot to provide navigational guidance by radar. Vectors are assigned verbally by FAA air traffic controllers.

**VFR – Visual Flight Rules** are rules governing procedures for conducting flight under visual meteorological conditions, or weather conditions with a ceiling of 1,000 feet above ground level and visibility of three miles or greater. It is the pilot's responsibility to maintain visual separation, not the air traffic controller's, under VFR.

**Visual Approach** – Wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic facility and having an air traffic control authorization, may proceed to destination airport under VFR.

**VASI – Visual Approach Slope Indicator** - An airport lighting facility in the terminal area navigation system used primarily under VFR conditions. It provides vertical visual guidance to aircraft during approach and landing, by radiating a pattern of high intensity red and white focused light beams, which indicate to the pilot that he/she is above, on, or below the glide path.

**VMC – Visual Meteorological Conditions** - weather conditions equal to or greater than those specified for aircraft operations under Visual Flight Rules (VFR).

**VOR - Very High Frequency Omni-directional Range** – A ground based electronic navigation aid transmitting navigation signals for 360 degrees oriented from magnetic north. VOR is the historic basis for navigation in the national airspace system.

### W

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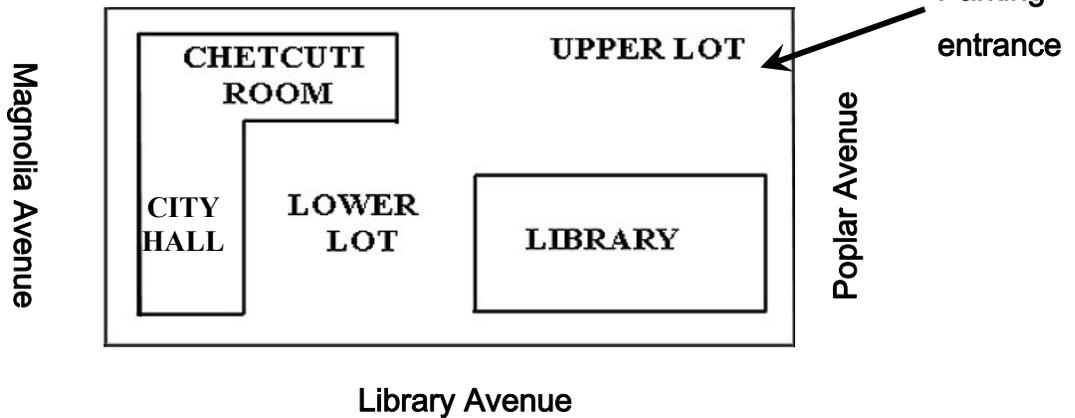
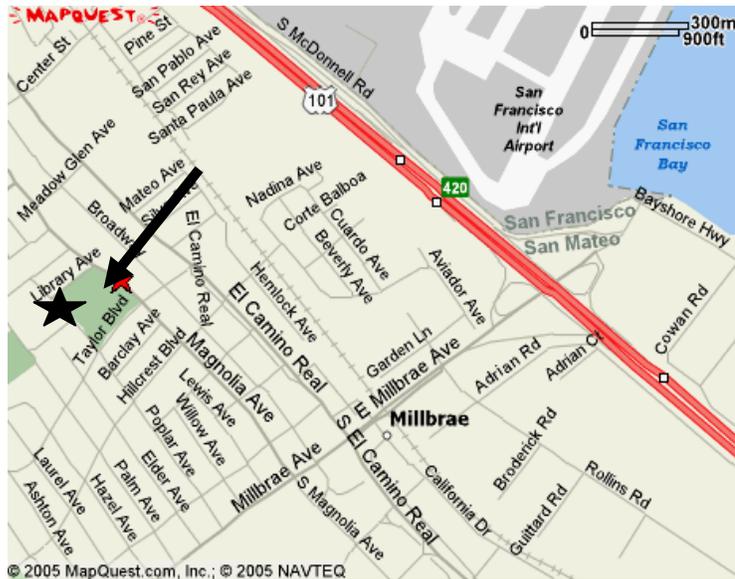


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## **AIRPORT/COMMUNITY ROUNDTABLE** **REGULAR MEETING PLACE**

**David Chetcuti Community Room**  
**450 Poplar Avenue ~ Millbrae, CA 94030**  
(access through Millbrae Library parking lot on Poplar Avenue)  
**(650) 259-2363**

Roundtable Web Site: [www.SFOroundtable.org](http://www.SFOroundtable.org)



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## **WELCOME**

The Airport/Community Roundtable is a voluntary committee that provides a public forum to address community noise issues related to aircraft operations at San Francisco International Airport. The Roundtable encourages orderly public participation and has established the following procedure to help you, if you wish to present comments to the committee at this meeting.

- You must fill out a Speaker Slip and give it to the Roundtable Coordinator at the front of the room, as soon as possible, if you wish to speak on any Roundtable Agenda item at this meeting.
- To speak on more than one Agenda item, you must fill out a Speaker Slip for each item.
- The Roundtable Chairperson will call your name; please come forward to present your comments.

The Roundtable may receive several speaker requests on more than one Agenda item; therefore, each speaker is limited to two (2) minutes to present his/her comments on any Agenda item unless given more time by the Roundtable Chairperson. The Roundtable meetings are recorded. Copies of the meeting tapes can be made available to the public upon request. Please contact the Roundtable office if you would like a copy of the meeting tapes.

Roundtable Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the Agenda, Meeting Notice, Agenda Packet, or other writings that may be distributed at the meeting, should contact Connie Shields at least two (2) working days before the meeting at the phone, fax, or e-mail listed below. Notification in advance of the meeting will enable Roundtable staff to make reasonable arrangements to ensure accessibility to this meeting.

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### **AIRPORT/COMMUNITY ROUNDTABLE OFFICERS / STAFF/ CONSULTANTS**

**~ March 2012 ~**

**Chairperson:**

**JEFFREY GEE**

Representative, City of Redwood City  
Phone: (650) 780-7221

**Vice-Chairperson:**

**SEPI RICHARDSON**

Representative, City of Brisbane  
Phone: (415) 467-6409

**Roundtable Coordinator (Consultant):**

**STEVEN R. ALVERSON**

Roundtable Office, Burlingame  
Phone: (877) 372-7901 (Toll free)

**Roundtable Administrative Staff (Consultant):**

**Phil Wade**

Roundtable Office, Burlingame  
Phone: (877) 372-7901 (Toll free)

**ROUNDTABLE WEB SITE ADDRESS: [www.SFOroundtable.org](http://www.SFOroundtable.org)**

\* City/County Association of Governments of San Mateo County





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## **ABOUT THE AIRPORT/COMMUNITY ROUNDTABLE**

### **OVERVIEW**

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues. The Roundtable is scheduled to meet on the first Wednesday of the following months: February, May, September, and November. **Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations. For more information about the Roundtable, please contact Roundtable staff at (650) 363-4417 or (650) 692-6597.**

### **POLICY STATEMENT**

The Airport/Community Roundtable reaffirms and memorializes its longstanding policy regarding the “shifting” of aircraft-generated noise, related to aircraft operations at San Francisco International Airport, as follows: **“The Airport/Community Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the “shifting” of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport.”** (Source: Roundtable Resolution No. 93-01)

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### **FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS**

The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). Federal law provides that:

“No state or political subdivision thereof and no interstate agency or other political agency of two or more states shall enact or enforce any law, rule, regulation, standard, or other provision having the force and effect of law, relating to rates, routes, or services of any air carrier having authority under subchapter IV of this chapter to provide air transportation.” (49 U.S.C. A. Section 1302(a)(1)).

Attachment





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## **MEMBERSHIP ROSTER JUNE 2012**

### **REGULAR MEMBERS**

(See attached map of Roundtable Member Jurisdictions)

#### **CITY AND COUNTY OF SAN FRANCISCO BOARD OF SUPERVISORS**

**Representative:** Vacant

**Alternate:** Vacant

#### **CITY AND COUNTY OF SAN FRANCISCO MAYOR'S OFFICE**

**Julian C. L. Chang**, (Appointed)

**Alternate:** Edwin Lee, Mayor

#### **CITY AND COUNTY OF SAN FRANCISCO AIRPORT COMMISSION REPRESENTATIVE**

**John L. Martin**, Airport Director (Appointed)

**Alternate:** Mike McCarron, Director, Bureau of Community Affairs

#### **COUNTY OF SAN MATEO BOARD OF SUPERVISORS Dave Pine, Supervisor**

**Alternate:** Don Horsley, Supervisor

#### **C/CAG\* AIRPORT LAND USE COMMITTEE (ALUC)**

**Richard Newman**, (Appointed) ALUC Chairperson

**Alternate:** Carol Ford, (Appointed) Aviation Representative

#### **TOWN OF ATHERTON**

**Elizabeth Lewis**, Council Member

**Alternate:** Bill Widmer, Council Member

#### **CITY OF BELMONT**

**Coralin Feierbach**, Council Member

**Alternate:** David Braunstein, Council Member

#### **CITY OF BRISBANE**

**Sepi Richardson**, Council Member/Roundtable Vice-Chairperson

**Alternate:** Vacant

#### **CITY OF BURLINGAME**

**Michael Brownrigg**, Council Member

**Alternate:** Ann Keighran, Council Member

\* City/County Association of Governments of San Mateo County



## **MEMBERSHIP ROSTER MAY 2012 (Continued)**

Page 2 of 3

### **CITY OF FOSTER CITY**

**Charlie Bronitsky**, Council Member

Alternate: Steve Okamoto, Council Member

### **CITY OF HALF MOON BAY**

**Naomi Patridge**, Council Member

Alternate: Allan Alifano, Council Member

### **TOWN OF HILLSBOROUGH**

**Larry May**, Council Member

Alternate: Marie Chuang, Council Member

### **CITY OF MENLO PARK**

**Richard Cline**, Council Member

Alternate: Kirsten Keith, Council Member

### **CITY OF MILLBRAE**

**Robert Gottschalk**, Council Member

Alternate: Wayne Lee, Council Member

### **CITY OF PACIFICA**

**Sue Digre**, Council Member

Alternate: Pete DeJarnatt, Council Member

### **TOWN OF PORTOLA VALLEY**

**Ann Wengert**: Council Member

Alternate: Maryann Derwin, Council Member

### **CITY OF REDWOOD CITY**

**Jeffrey Gee**, Council Member/Roundtable Chairperson

Alternate: Vacant

### **CITY OF SAN BRUNO**

**Ken Ibarra**, Council Member

Alternate: Rico Medina, Council Member

### **CITY OF SAN CARLOS**

**Matt Grocott**: Council Member

Alternate: Bob Grassilli, Council Member

### **CITY OF SAN MATEO**

**Representative**: Vacant

Alternate: Vacant

## **MEMBERSHIP ROSTER MAY 2012 (Continued)**

Page 3 of 3

### **CITY OF SOUTH SAN FRANCISCO**

**Kevin Mullin**, Council Member

Alternate: Richard Garbarino, Council Member

### **TOWN OF WOODSIDE**

**David Burow**, Council Member

Alternate: Dave Tanner, Council Member

## **ROUNDTABLE ADVISORY MEMBERS**

### **AIRLINES/FLIGHT OPERATIONS**

Captain Andy Allen, United Airlines

Northwest Airlines

American Airlines

### **FEDERAL AVIATION ADMINISTRATION**

**Airports District Office, Burlingame**

Elisha Novak

**SFO Air Traffic Control Tower**

Greg Kingery

**Northern California Terminal Radar Approach Control (NORCAL TRACON)**

Dennis Green

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## **ROUNDTABLE STAFF/CONSULTANTS**

Steven R. Alverson, Roundtable Coordinator (Consultant)

Phil Wade, Roundtable Support (Consultant)

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## **SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT STAFF**

Bert Ganoung, Noise Abatement Manager

David Ong, Noise Abatement Systems Manager

Ara Balian, Noise Abatement Specialist

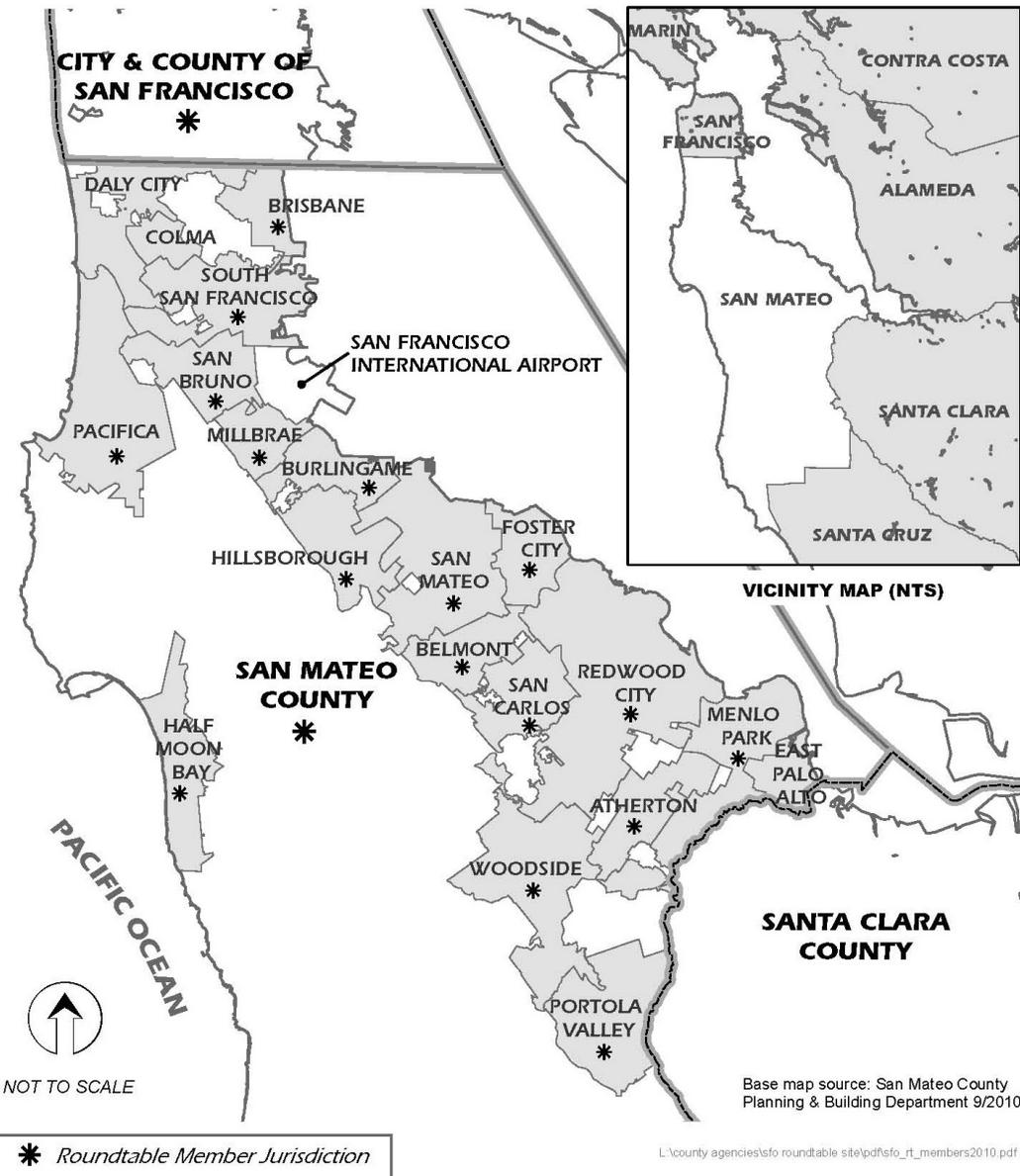
John Hampel, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

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**ROUNDTABLE MEMBER JURISDICTION MAP**  
*Location of Airport/Community Roundtable Member Jurisdictions  
September 2010*



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San Francisco International  
Airport/Community Roundtable  
Box 306  
1534 Plaza Lane  
Burlingame, CA 94010  
T (877) 372-7901  
[www.sforoundtable.org](http://www.sforoundtable.org)

## **CONSENT AGENDA**

**Regular Meeting # 281  
~ June 6, 2012 ~**

**Agenda Items III. A – K**

**Note:** The Consent Agenda Items from the March 7, 2012 and May 2, 2012 meetings are incorporated by reference.  
Go to: [www.sforoundtable.org](http://www.sforoundtable.org) to review the March 7 and May 2 Consent Agenda Items



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# airport director's report

**Presented at the June 6, 2012**

**Airport Community Roundtable Meeting**

SFO Aircraft Noise Abatement Office

**April 2012**



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: April 2012



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	34	9005	4	9.98	
DLH	1	120	8	9.97	
FFT	6	283	21	9.91	
JBU	14	628	22	9.91	
VRD	66	2906	23	9.91	
BAW	3	121	25	9.90	
DAL	36	1412	25	9.89	
ASA	20	752	27	9.89	
SWA	65	2435	27	9.89	
ACA	11	391	28	9.88	
AWE	23	794	29	9.88	
AAL	55	1855	30	9.88	
CCA	2	62	32	9.87	
AFR	2	52	38	9.84	
TRS	11	260	42	9.82	
UAL	476	8841	54	9.78	
AMX	4	60	67	9.72	
KLM	4	60	67	9.72	
TAI	6	86	70	9.71	
HAL	12	63	190	9.21	
ABX	18	83	217	9.10	
FDX	10	41	244	8.99	
NCA	14	50	280	8.84	
SIA	53	120	442	8.16	
EVA	52	93	559	7.68	
AAR	51	77	662	7.25	
KAL	115	118	975	5.95	
CLX	2	2	1,000	5.85	
CAL	173	104	1,663	3.09	
CPA	224	128	1,750	2.73	
WOA	72	34	2,118	1.20	
ANZ	93	41	2,268	0.58	
PAL	142	59	2,407	0.00	
<b>TOTAL</b>	<b>1,870</b>	<b>31,136</b>	<b>15,414</b>		

Source: SFO Noise Abatement Office

**Historical Significant Exceedances Report**  
 San Francisco International Airport -- Director's Report  
 Period: **April 2012**



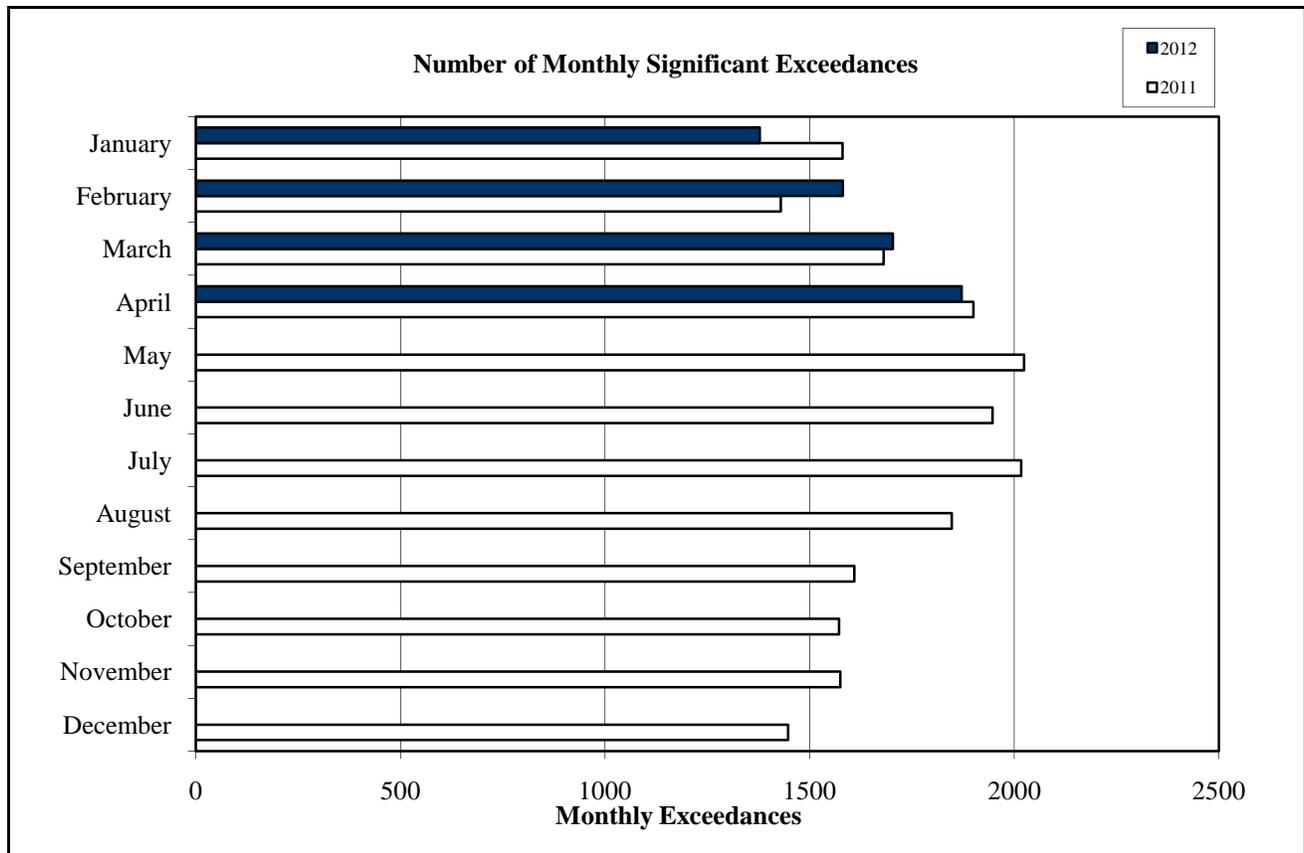
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2008	2009	2010	2011	2012	
January	1321 (1)	1459	1312**	1580	1378	<b>-202</b>
February	1366	1161 (2)	1297**	1429	1581	<b>152</b>
March	1757	1991	1778	1681	1703	<b>22</b>
April	1694 (3)	2258	1449	1900	1871	<b>-29</b>
May	2039 (1)	1917	2042	2024		
June	2154 (1)*	2428	2177	1947		
July	1974*	2039	1743	2017		
August	2067*	1725	2090	1847		
September	1470	1554	1636	1609		
October	1474	1724	1537	1572		
November	1635	1400**	1599	1575		
December	1821	1494**	1411	1447		
<b>Annual Total</b>	<b>20772</b>	<b>21150</b>	<b>20071</b>	<b>20628</b>	<b>6533</b>	
<b>Year to Date Trend</b>	<b>20772</b>	<b>21150</b>	<b>20071</b>	<b>20628</b>	<b>6533</b>	<b>-57</b>

(#) Number of new noise monitors - EMUs

\* Amount of exceedance corrected due to new monitors.

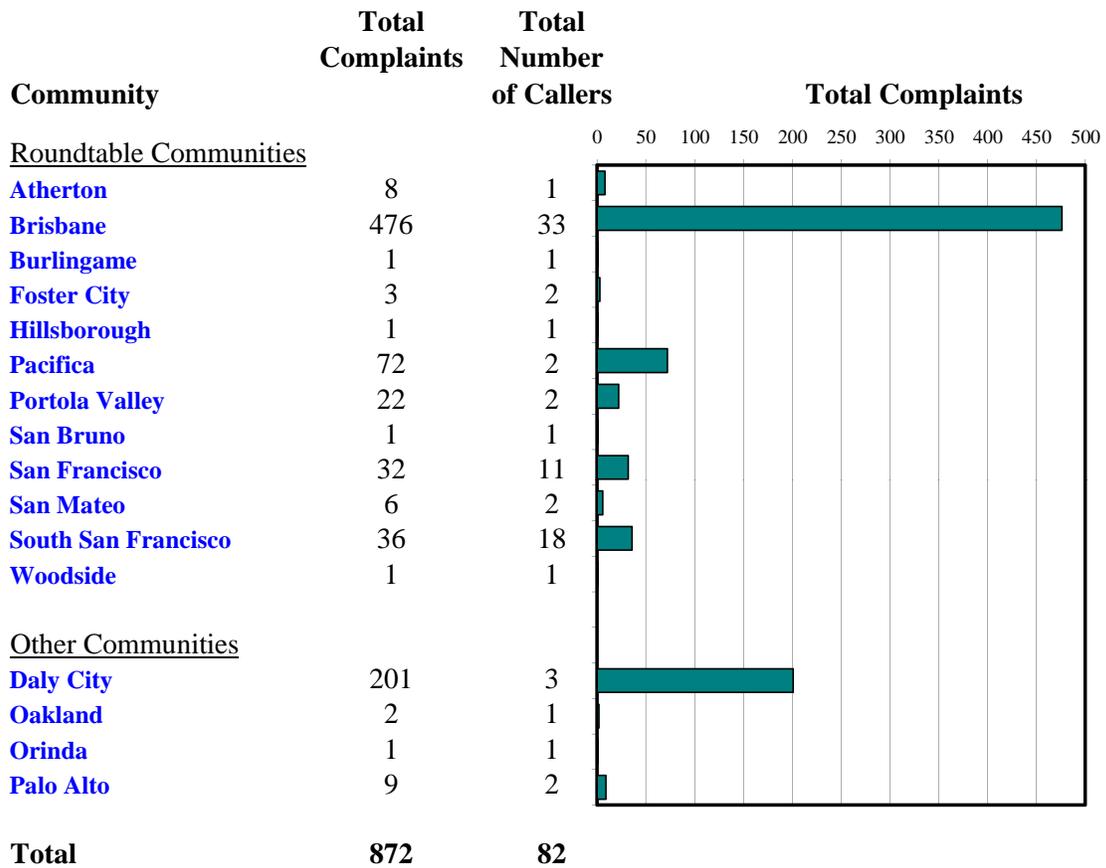
\*\* Revised with correct amount of exceedance - 4/30/10





**Monthly Calls by Community**

Source: Airport Noise Monitoring System





**Monthly Nighttime Power Runups Report (85-06-AOB)**

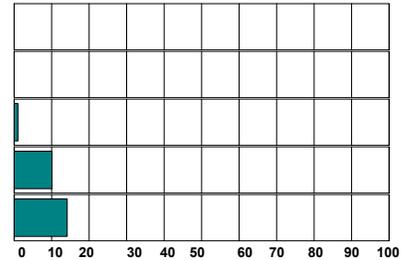
San Francisco International Airport -- Director's Report

Period : **April 2012**

Time of Day : From 10 pm through 7 am



Airline	Code	Number of Runups	Runups Per 1,000 Departures	Percentage of Runups
	CPA	1	15.6	3%
	VRD	1	0.7	3%
	DAL	2	2.9	7%
	UAL	11	2.5	37%
	AAL	15	16.2	50%
<b>Total</b>		<b>30</b>		



*A power runup is a procedure used to test an aircraft engine after maintenance is completed.*

*This is done to ensure safe operating standards prior to returning the aircraft to service.*

*The power settings tested range from idle to full power and may vary in duration.*

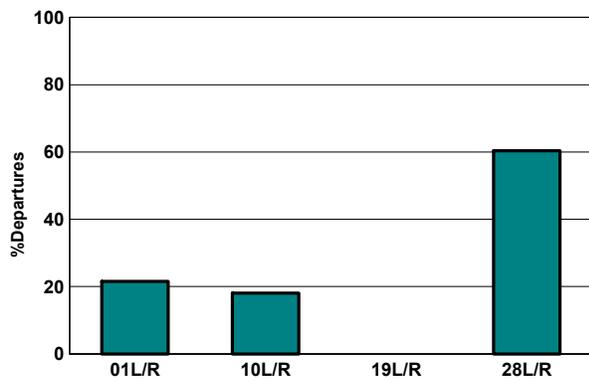


**Runway Utilization (1 am to 6 am)**

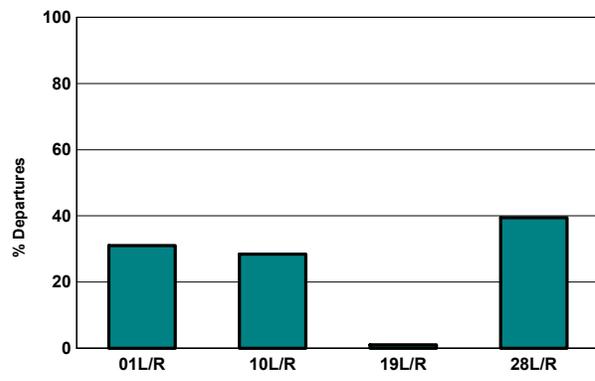
**Monthly Jet Departures**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	91	89	81	75	-	-	-	-	-	-	-	-	336
10L/R	86	52	107	63	-	-	-	-	-	-	-	-	308
19L/R	10	1	-	-	-	-	-	-	-	-	-	-	11
28L/R	46	46	126	210	-	-	-	-	-	-	-	-	428
<b>Total</b>	<b>233</b>	<b>188</b>	<b>314</b>	<b>348</b>	-	-	-	-	-	-	-	-	<b>1,083</b>
01L/R	39%	47%	26%	22%	0%	0%	0%	0%	0%	0%	0%	0%	31%
10L/R	37%	28%	34%	18%	0%	0%	0%	0%	0%	0%	0%	0%	28%
19L/R	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
28L/R	20%	24%	40%	60%	0%	0%	0%	0%	0%	0%	0%	0%	40%

**Current Month (1 am to 6 am)**



**Year-to-Date (1am to 6 am)**



**Current Month (1 am to 6 am)**



Numbers rounded to nearest whole percentages

**Year-to-Date (1am to 6am)**



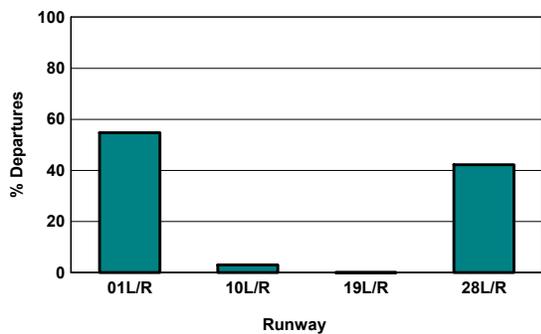
Numbers rounded to nearest whole percentages

**Runway Utilization (All Hours)**

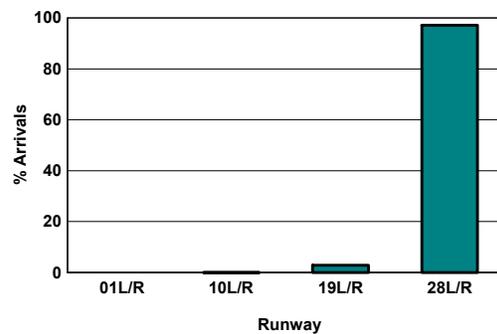
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
<b>Total Monthly Operations</b>					
Departures	8,817	487	2	6,804	16,110
Arrivals	0	1	457	15,543	16,001
<b>Percentage Utilization</b>					
Departures	54.7%	3.0%	0.0%	42.2%	100%
Arrivals	0.0%	0.0%	2.9%	97.1%	100%

**Departures (All Hours)**



**Arrivals (All Hours)**



**Percentage Departure Utilization**



Numbers rounded to nearest whole percentages

**Percentage Arrival Utilization**



Numbers rounded to nearest whole percentages

**Airport / Community Roundtable**  
**Meeting No. 279 Overview**  
**Wednesday, March 2, 2012**

**I. Call to Order / Roll Call / Declaration of Quorum Present**

Chairperson Gee called the Regular Meeting of the Airport/Community Roundtable to order, at approximately 7:10 PM, at the SFO Airport. Steve Alverson, Roundtable Chairperson called the roll. A quorum (at least 12 Regular Members) was not present.

**REGULAR MEMBERS PRESENT**

**John Martin**, San Francisco International Airport  
**Dave Pine**, County of San Mateo Board of Supervisors  
**Sepi Richardson**, City of Brisbane/**Vice-Chairperson**  
**Michael Brownrigg**, City of Burlingame  
**Robert Gottschalk**, City of Millbrae  
**Sue Digre**, City of Pacifica  
**Jeffrey Gee**, City of Redwood City/**Chairperson**  
**Ken Ibarra**, City of San Bruno  
**Kevin Mullin**, City of South San Francisco

**REGULAR MEMBERS ABSENT**

Mayor's Office Representative  
City and County of San Francisco Board of Supervisors (Vacant)  
C/CAG Airport Land Use Committee (ALUC)  
Town of Atherton  
City of Belmont  
City of Foster City  
City of Half Moon Bay  
Town of Hillsborough  
City of Menlo Park  
Town of Portola Valley  
City of San Carlos  
City of San Mateo (Vacant)  
Town of Woodside

**ADVISORY MEMBERS**

**Airline/Flight Operations**

**Glen Morse**, United Airlines  
**Duncan Flett**, United Airlines

**Federal Aviation Administration**

**Dennis Green**, Nor Cal TRACON  
**Rob Henry**, Western Service Center  
**David Dodd**

## **ROUNDTABLE STAFF / CONSULTANTS**

**Steve Alverson**, Roundtable Coordinator  
**Kathy Anderson**, Roundtable Support

## **SAN FRANCISCO INTERNATIONAL AIRPORT STAFF**

**Mike McCarron**, Director Bureau of Community Affairs  
**John Bergener**, Director of Planning  
**Bert Ganoung**, Noise Abatement Manager  
**Ara Balian**, Noise Abatement Specialist  
**John Hampel**, Noise Abatement Specialist

## **II. Public Comment on Items NOT on the Agenda**

Chairperson Gee opened the floor to public comments on items not on the agenda.

Jeff Zajas from the Brisbane community commented that he had been here for 18 months. He thanked the Roundtable and other participants for the attention to the problem in Brisbane. He thanked the FAA for doing what can be done to make their lives better. He said he appreciated what has been done and hopes that the issues are resolved in a timely manner.

## **III. Consent Agenda Items**

Chairperson Gee noted that since there was not a quorum, the Roundtable could not vote on the consent agenda items or any other matters until a quorum was present.

Steve Alverson noted that March consent items were included in the agenda, but not reprinted for sustainability reasons and can be found online. Chairperson Gee followed up that the June agenda would contain March and May consent items, but would not be reprinted for sustainability.

## **IV. Airport Director's Comments**

Airport Director John Martin offered special thanks to the FAA for their attention to noise in the SFO community and, in particular, to the noise concerns in Brisbane and Woodside. He added that progress is being made on addressing the noise issue in both communities. He also noted that progress being made on a Shoreline departure procedure; SFO staff has been following up on sloppy shoreline departures. He noted that portable noise monitoring equipment was deployed in Portola Valley and Woodside. He also thanked Chairperson Gee for attending a meeting with Guangdong, China airport officials. In 1997, noise wasn't an issue in China, but now delegations are being sent to United States to see how aircraft noise is being handled. It will be interesting to see if they adopt a Roundtable.

**Questions/Comments:** None.

## **V. FY 2011-2012 Roundtable Work Program Items**

### **V.A Update on FAA's PORTE THREE Departure Analysis**

FAA representative Rob Henry, Team Manager and Operation Support in Western Service Center, presented FAA's findings on SFO's alternatives to the PORTE THREE departure

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Note: Roundtable meeting overviews are considered "draft" until approved by the Roundtable.

that were submitted to the FAA by the Roundtable. Mr. Henry indicated that the Brisbane noise issue has a high level of visibility at the FAA including Regional Administrator Withycombe. Part of FAA's focus was to see what immediate steps could be taken to address Brisbane's noise concerns with a special emphasis on the nighttime (10 pm to 7 am) period traffic and weather permitting. NCT will seek to direct nighttime departures to Phoenix and Las Vegas to Runway 1R with a right-hand turn down the Bay. He reviewed the PORTE THREE departure procedure, which is to be flown when there is a communication failure between the pilot and air traffic controllers. Mr. Henry explained that given the volume of traffic, complexity of the airspace, and proximity to Oakland International Airport, controllers use vectors to guide departures out of the Bay Area. He said FAA is required to separate aircraft by three nautical miles horizontally or 1,000 feet vertically with the horizontal separation increasing to five nautical miles. Mr. Henry reviewed FAA's analysis of the alternatives to the PORTE THREE departure, each of which contained issues (flyability or turning radius) that would prevent FAA from implementing them. Overall, he said the alternatives would decrease safety, shift noise from one community to another, and increase the number of miles flown, which would increase air pollution emissions. He added that an environmental analysis had not been performed. He said that any changes to procedures would need to avoid San Bruno State Park.

Mr. Henry said FAA had performed benchmarking of nighttime overflights of Brisbane using a 1-nautical mile diameter cylinder over Brisbane to capture recent and historic flight tracks. The benchmarking showed an increase in overflights from April of 2005 as compared to the April 2012 data. Mr. Henry indicated that in an effort to improve Brisbane aircraft noise levels, NCT has briefed its controllers on Brisbane noise concerns. He expects to see improvement during the nighttime hours. In order to assess if there is any improvement, FAA will monitor nighttime activity once a month for a week. He will pull the monitored data and provide a report to the Roundtable and his bosses.

#### **Questions/Comments:**

Chairperson Gee opened the questions/comment period first to the Roundtable Members and then to the community members present.

Vice-Chairperson Sepi Richardson voiced her appreciation for the FAA's presentation. She said she had left the meeting at Jackie Speier's office feeling optimistic and this will be a great opportunity for the FAA and staff to make some changes. Her questions include questions from her constituents. Regarding shifting noise, it is historical in Brisbane according to the presentation. However, the world is not the same; "what used to be" is no longer acceptable. Things have changed and Brisbane no longer wants to take the same reasons of why this keeps happening. Why do flights have to go over Brisbane? Why don't flights go north? San Francisco is being protected; everything is staying over San Mateo County.

Rob Henry responded that his understanding is for the separation of SFO and OAK aircraft; they are both turned in different directions to avoid conflict. He said turning right would head the flights from SFO directly into other air traffic. He added, no one community is being protected; there are no handshake deals or any other documentation that say to avoid overflying San Francisco. He said having aircraft continue straight out would cause delays at both SFO and Oakland International Airport.

Vice-Chairperson Richardson mentioned United Airlines plans to increase its flights by approximately 40 this summer. She said, Brisbane is called “Sunny Brisbane”, people love to sit outside and BBQ. What kind of noise relief will Brisbane have this summer with all of the increased flights? Mr. Henry responded that airlines schedule the flights not the FAA. FAA has no control over flight scheduling. Vice-Chairperson Richardson asked if now that the Roundtable has worked with the FAA, does it now have to work with the airport/airlines regarding flight scheduling? She added, someone has to have control or be responsible for when flights are scheduled. John Martin stated that the airlines schedule the flights, not the airport. Mr. Henry requested an email of the questions from Vice-Chairperson Richardson, so that the FAA could elaborate on his responses as necessary.

Member Sue Digre requested clarification that neither OAK nor SFO can go straight out? Mr. Henry clarified that the aircraft leaving both airports need to turn or their paths would intersect. Member Digre asked if she was correct in interpreting that there could be a step in the FAA’s research by having OAK flights continue straight out to help the situation? Mr. Henry said FAA had not looked at altering OAK’s flights, but the Northern California Metroplex process was looking at ways to improve the efficiency of the Bay Area airspace and to minimize airport dependencies.

Chairperson Gee asked Rob Henry and Dennis Green take a few minutes more and talk about the Metroplex initiatives. Dennis Green said that as a part of the Metroplex process, the FAA looks at all existing procedures to see if there are ways to make them more fuel efficient and quieter. The results of the Metroplex study will be available in about three years. Mr. Green added that while it is a long process, FAA is well aware of the noise concerns.

Member Digre asked if there is the possibility of airplanes flying quieter after the Metroplex process or is that impossible? Rob Henry said that quieter flights are possible and there is an example in Southern California. He said FAA implemented a Continuous Descent Approach (CDA) into LAX. He said the use of the CDA reduced the size of the noise footprint at LAX. He said the CDA reduced noise in the community of La Habra Heights. He added even though aircraft altitudes are lower over La Habra Heights, aircraft noise levels are lower. He said with quieter aircraft in the future and better procedures, flights will be quieter.

Vice-Chairperson Richardson knows that SFO is trying to send smaller flights to San Jose and OAK. What does that have to do with NEXTGEN and what is the impact of noise from NEXTGEN over Brisbane? Rob Henry responded that Metroplex is NEXTGEN. He added, NextGen is a new name, but NEXTGEN uses the same type of approach procedures that are in use today.

Vice-Chairperson Richardson asked what is the progress of reducing the noise level to 65 dB? Rob Henry said that the Metroplex process and the use of new aircraft are heading in the right direction.

Member Michael Brownrigg followed up on Member Digre’s question regarding OAK departures impinging on SFO departures. He asked if OAK departures can get up higher faster. He added that no one wants to create dangerous traffic patterns. Dennis Green said that there are other variables to consider including sequencing the SFO and OAK departures into a single departure gate and moving from a three mile to five nautical mile separation. He added FAA has not studied that specifically, but the Metroplex process will examine all reasonable options.

Member Brownrigg said in regards to the Roundtable's Work Program, SFO's 2035 forecast shows a 67% increase in traffic. He suggested that this is the right time to fix the problem. Mr. Henry responded that SFO and the LA basin are in the forefront of airspace optimization process. SFO Airport Director John Martin commented that the 2035 forecast was not specifically for SFO, but the entire Bay Area. However, he added, there will be big growth in air traffic that needs to be addressed.

Member Dave Pine reiterated that during the nighttime, FAA plans to send aircraft down the Bay? Rob Henry said there is a stair-step approach to FAA's efforts weather and traffic permitting. He said one effort is to have aircraft fly the entire PORTE THREE departure procedures at night. The second is to depart off Runway 1R and turn aircraft right down the Bay at night. Member Pine asked if there were not the same type of issues from 10 pm to 6 am as there is during the day. Rob Henry responded that there are less aircraft operations during the nighttime, so there are fewer separation issues. Member Pine said that based on Mr. Henry's response, is it true that it is not possible to implement FAA's noise abatement efforts during the daytime? Mr. Henry responded that Member Pine was correct. It is not possible to implement FAA's noise abatement efforts during the daytime due to the heavy volume of air traffic in the Bay Area airspace.

Member Kevin Mullins asked if avoiding overflight of San Bruno State Park is a best practice or is it a NEPA requirement? Mr. Henry responded that it is a NEPA requirement and said that he will provide more detail later after further research. Chairperson Gee asked if Mr. Henry would be getting back to the Roundtable with a response. Mr. Henry said yes.

Chairperson Gee asked for further comments and questions from members of the Roundtable. There were no additional questions or comments from members, so the floor was opened to those who turned in speaker cards. Chairperson Gee asked that community members speak directly to the Roundtable, not to the FAA. He added that if there are follow-up items requested, please frame the question for follow up.

Mary Dreese, Brisbane resident for 38 years, said she is not a technical person, so she had a couple of issues:

- Communication. She thanked SFO for starting to respond in a more honest and straightforward way to complaints (phone and email). She said her complaints are usually made when she is tired and irritated (from noise). She appreciates the decent and honest responses she has received. She said John Hampel sent her flight data and the meeting date instead of platitudes. She said that "it's better than they were years ago". She said aircraft noise over Brisbane has increased dramatically over the years. She would like to have easier access to the information without having to hunt for it online information to try and find out what and why noise has changed. She would like to have someone to point her finger at and to yell at.
- Climb Gradients. She asked what is the difference with dramatic takeoff at John Wayne airport and here? Why are we not looking more at this? She added, hopefully, the Metroplex discussion will start to take care of that.
- She asked if Is it possible to have an 11PM flight cutoff? She added that between 11 and 11:30 pm flights occur over Brisbane every two minutes. She said that one hot evening with windows open she heard flights at 11:14, 11:16 and on. She observed that ever since the meeting with Jackie Speier, however, there has been a difference – the evenings have been quieter.

- She suggested that there are also health issues with airport noise: blood pressure medication, sleep aids. But tonight she heard that everything is being addressed, so thank you.

Jeff Zajas thanked the FAA for its report and said he had the following questions:

1. Slide “overnight SB departures to fly entire departure route.” He said his experience over past 18 months is that some of this is habit and custom by the air traffic controllers. He said that when he sees that this can run the full route, but perhaps its habit and custom for vectoring planes without true need at all times and good to know we can do this at night and he believes it can probably be done during the day as well. He said for his area, noise has been an issue in Brisbane and believes that noise has shifted to Brisbane. SFO provided the funds to do the study. Based on the study, came the request to the FAA. He said we are hoping for a procedure change and not a route change. He said this is a Roundtable issue and he understood there was an agreement that the proposal was an attempt to remedy the issue of vectoring the planes all the time over Brisbane. Hopefully, that is still the case.
2. He referred to the sensitive area of San Bruno Mountain State Park. He said 92 planes vectoring over the mountains at night is a route at any other airport. He added that route is over Brisbane, which is a sensitive area that requires an EIS study. Vectoring planes may be away to get around having to prepare an EIS.
3. He said he was unclear on the required separation of planes: is it 1,000 feet ‘or’ 3-5 miles or is it 1,000 feet ‘and’ 3-5 miles? FAA confirmed it was “or”. Mr. Zajas gave a scenario of a take-off path and asked that if rules are going to be followed then they should be followed to completion. He stated the minimums are 1,000 feet vertically or 3-5 miles. Chairperson Gee said the “and versus or” issue will be followed up for Mr. Zajas. Mr. Zajas stated that his point was accountability for the route. If the OAK planes have to be at 5,000 feet then by definition, flying the route will meet the minimums.

Barry Corlett, a Brisbane resident, expressed his appreciation to the FAA for the time given to the presentation and what appears to be moving in the right direction. He said it was a good presentation and information. He said he culled some things from Mr. Henry’s presentation:

- 10PM to 7AM information. He said this does not measure up to his measure of measurability. He suggested if the FAA is going to measure change over time, why aren’t we measuring all of the flights all of the time? He said we know how to crunch the data, so all of the data all of the time is a much simpler and cleaner picture. He added that the issue for Brisbane is the noise. He said the FAA is measuring the paths and the airport has the noise data. He suggested that it would be good to represent the noise data and the track data together, so we’re measuring not only where the aircraft went, but also the impact to the community.
- He said that due to the nature of the paths, time of day, and type of aircraft, a single monitor is not a good way of monitoring the noise in Brisbane. He suggested that adding a second noise monitor at least will give a much more reliable picture of what noise means across the community.
- He said it is great that we are looking at night flights, but what about the daytime flights and what are we doing about the daytime flights?

Peter Grace, a Brisbane resident, thanked the FAA and Mr. Henry for coming and acknowledging that Brisbane does have a problem. He said he echoes Mr. Corlett’s

statements regarding the FAA looking exclusively at altitude. He said the last time he spoke at the March Roundtable meeting, he distributed graphics, which showed flight tracks that had created noise events in red. There should be a graphic showing the flight path, but also mark the flights that create noise events. He said the SFO Noise office has the noise data and the FAA has the flight path. So it should be easy to marry the data into one. Mr. Corlett has taken his evenings to collect some of this data.

1. Mr. Grace expressed his concern regarding the coordinates of the cylinder. He researched his own cylinder online and shows that more than 60% of the flights creating noise on October 5 passed outside the cylinder. Would like to follow up with the graphic to show the flights outside the cylinder.
2. He said that President Regan, when dealing with Russians stated, "Trust, but verify." He requested FAA to allow SFO Noise Abatement Office to release the flight track data to the residents so that it can be plotted on Google Earth. He added that without the actual data, we are stuck and cannot see what is happening. He said that it is imperative that this data be shared and that the residents do not have to go through FOIA to get it.
3. He said that Mr. Henry spoke of vectoring for safety and separation, and mentioned assessing criteria for the different flights including additional miles flown. He suggested that additional miles flown is not a reason not to accept or reject an alternative. He added it is separation and safety, but not additional miles flown. He said if it is, then put it on the table as a criterion.
4. He said that Mr. Martin said the shoreline departure procedure is doing better, however, Mr. Grace pointed out that there are several emails that show the Shoreline departures by the merged Continental and United are sloppy. What steps are being taken to train the errant pilots to fly the routes they are meant to be flying?
5. He asked if NEXTGEN is being optimized for current aircraft or if what aircraft performance is expected to be in five years time?
6. He asked why are flights being vectored over Brisbane between 6-7AM. He said that in an April letter to Mr. Green he asked, "Please tell us what the reasons were for these flights being vectored?" 6:08AM, 6:10AM, 6:11AM, 6:16AM, 6:33AM. What were the conflicting flights at OAK, or is it a "More miles flown" issue; unofficial criteria, which has not been accepted?

Peggy Corlett, a resident of Brisbane, also thanked the FAA for its efforts and presentation. She said that she was representing the mothers of Brisbane. She said children have not been getting a lot of sleep due to overflights. She added kids hear the noise from the airplanes all night and all day. She said this is a perspective that needs to be heard as well. She added that there are also health reasons. She said this is concerning to parents, and increase to flights in the Bay Area, where are those planes going to go? She said it's tough on their sleep and tough on their concentration in schools. She asked if it's not the FAA who is scheduling the flights and not the SFO, who is responsible? She also asked if under NEXTGEN will the FAA still vector the planes?

Chairmen Gee called Mr. Henry back to the podium. He asked if the Brisbane overflight report card be shared with Roundtable? Mr. Henry said he will mail the Roundtable and others the report as soon as it becomes available. Mr. Henry added that tonight's presentation has been transferred to the Roundtable Coordinator and will be made available on the website. Chairperson Gee thanked the FAA and said he hopes to see progress. Mr. Henry thanked the Roundtable for having FAA at the meeting tonight and bringing the issues to them. He added that he would love to produce daily data, but it does

take a lot of time to compile. Mr. Henry said that if there are other dates and times other than the ones the FAA submits reports on, then just let him know.

## **V.B Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR**

Ad hoc committee members were not present. Chairperson Gee invited Bert Ganoung to speak on the subject.

Bert Ganoung said the SFO Noise Office has been monitoring the data, and has been reported back to Mr. Alverson last week, and submitted first installment. SFO should be on track for the rest of the reports. The numbers are fairly low and looking to report back more information in June. Bert said that downloads are scheduled for the 15<sup>th</sup> of every month for the next two months. He said May 15<sup>th</sup> and June 15<sup>th</sup> will be the final report. One monitor is at the Woodside VOR, another is at a private residence in Portola Valley and a third is currently in Belmont/San Carlos (monitored once a quarter).

**Questions/Comments:** Jim Lyons, a resident of Woodside, thanked Mr. Ganoung for information provided in response to a request made on February 2<sup>nd</sup> for access to information of flights over the Woodside VOR and Portola Valley between January 1, 2009 and January 31, 2012. Mr. Lyons had a chance to go over the data. He said that there were a total of 68,140 flights over the three-year period. He said the Woodside VOR is at an elevation of 2,300 feet. He said the issue is, “are flights conforming to the Eshoo agreement, which had minimum alt of 8000 feet?” He reviewed the data, which listed the date, time, flight number, and altitude:

- 18,949 flights at or below 6,000 feet (27.8%)
- 7,753 were at or above 8,000 feet (11.3%)
- 89% of all flights over Woodside VOR were below 8000 feet in a three-year period.

Mr. Lyons would like updated information from January 31, 2012 through the date of the report that SFO Noise Office will be providing to the Roundtable for flights on a 24-hour basis with the same data. He also asked when can the public get access to data from noise monitoring stations that have been put into place at Woodside and Portola valley to coordinate dB readings with actual flights to see how lower altitudes produce higher noise levels.

Chairperson Gee commented that the 68,140 flights are not all SFO. He said that the data also includes flight going into OAK. Mr. Lyons confirmed Chairperson Gee’s observation and added that one regular flight in particular at 11:15 pm to OAK is a FedEx aircraft at 4,000 feet. Chairperson Gee said this is a regional issue, impacts are regional and hopefully the Metroplex project will provide solutions to lessen impacts to the communities.

Bert Ganoung added that NCT has been working with its controllers to get aircraft over 8,000 feet over Woodside at night (11PM to 6AM). He said that there is currently only one flight per week into SFO that is below 8,000 feet. He observed that this is a significant improvement and complimented Dennis Green on his daily communications, which is producing better results.

## V.C Review/approval of an Interim Roundtable Budget Expenditures for FY 2011/2012

Chairperson Gee thanked everyone involved in resolving the 2011-2012 budget issue. He getting there was not fun, but there is an end in sight. He thanked John Martin and the SFO staff, Dave Pine and staff at San Mateo County.

He reported that the current FY budget is \$290,000. He said that due to added meetings and retirement of County staff that was not backfilled, the consultants were relied on heavily to carry on the business of the Roundtable and to keep it operating. He said the Airport Commission approved a budget augmentation in April. An updated agreement between City/County of San Francisco and an updated contract for ESA will go before the Board of Supervisor's.

Chairperson Gee said the Work Program and other subcommittees have not met because of the effort in getting the budget cleaned up. He said he will personally monitor the budget, so the Roundtable does not find itself in the same situation again.

**Questions/Comments:** Member Dave Pine agreed that there is a good summary of work done to get revenue tracked for FY. He added that SFO has agreed to fund a half-time County employee to support the Roundtable. This employee will handle a lot of work that ESA has been doing that is outside area of expertise of managing and providing technical support to the Roundtable. He said this staff addition will be of great assistance to the budget next year.

Vice-Chairperson Richardson commented that there are people involved in the Budget Committee and asked if they will be involved next year. Chairperson Gee said it is a part of another agenda item, which will be addressed shortly.

Member Pine mentioned that there will need to be a committee to give input to the County with regards to the staff and also ESA contractor support for the next year. Chairperson Gee hopes that by the June Roundtable meeting there will be an outline and framework for the next FY. Member Pine would like feedback, with or without quorum, regarding due diligence discovery, FY 2011, was that membership fees were cut by half, \$1,500 for each city instead of \$3,000, and \$12,000 for the County. However everyone paid full amount for FY11 and no one paid for FY12. The question for next year for FY13 is, are we going to go back to original fees or stay at the reduced rate? If we have time we should discuss it. Chairperson Gee said it was a great summary. He added that the reduction in fees was in part a result of the number of meetings being reduced. The meetings have since been increased. He suggested that one of the discussion points is the number of meetings altogether, which will help determine the required contributions.

Chairperson Gee stated that he wanted all of the subcommittees to meet. The Operations and Efficiency committee will be tasked with a framework for the budget, resources, scope of work for new County staff position, scope of work for technical consultant, plus the framework for an RFQ as it has been three years since the last selection. He said there is a lot of work that the committees will be doing. He offered his apologies for the delay in having subcommittee meetings, but he had to get the budget in order before scheduling any additional meetings.

Vice-Chairperson Richardson thanked Chairperson Gee for the clarification and commended him on an excellent job.

## V.D Status of Roundtable Work Program Items

Steve Alverson reported that he attended the Airports Council International North America Environmental Affairs Committee Meeting in Las Vegas. He said there were two items that the RT has discussed previously as well as members of Brisbane have mentioned it, regarding the CatEx language in the FAA funding bill, the FAA folks tasked with this are not sure how they will handle it. He said the aviation Industry is working with the FAA to determine what Congress is looking for. He said there will be more to report on this topic in the months ahead. With respect to the second item, which could have pretty severe financial consequences, is an FAA Program Guidance Letter (PGL) on sound insulation programs. Steve said the FAA (not those in attendance tonight) has talked about changing 30-year old criteria. FAA may require that the interior levels of homes to be sound insulated must exceed 45 DNL (in California CNEL). Steve said that this requirement has not been in place before and most homes do meet that requirement even though single events are intrusive in homes. Steve suggested that should the PGL go into effect, it will impact a number of sound insulation programs throughout the US as well as many here in California. Steve said that for communities that have lived with expectations of getting their homes treated, it might not happen now. Steve said Mr. Ganoung is tracking issue as well along with the Airports Council International and there will be a report in the future when there is movement on it.

**Questions/Comments:** Member Digre asked if that was for homes that have already been updated or for potential new homes? Mr. Alverson stated this would be for potential new homes that would be brought into a sound insulation program, not homes that have already been treated.

## V.E Study Session on Roundtable Efficiency and FY 2012/2013 Work Program

Chairperson Gee stated that because of budget issues, the committees have not met but hopes they will meet in May and report back at the June meeting. He encouraged those members who have not signed up for a committee to do so.

- Member Robert Gottschalk – passes
- Member Kevin Mullin – Legislative
- Member Michael Brownrigg – Operations & Efficiency
- Member Ken Ibarra – Work Program

**Questions/Comments:** Jim Lyons wanted to follow up on what Mr. Alverson stated and also suggest an agenda item for the Legislative Subcommittee developing a basis for the California Congressional Delegation opposing the Categorical Exclusions for NEXTGEN. Mr. Lyons said he would like to volunteer to help out with that. He said NEXTGEN would be excluded from NEPA in noise regulation issues. Mr. Lyons feels that the CATEx should not be available, or that Woodside VOR and Portola Valley is an exception to the exception because it is a noise-sensitive area. He would like to help draft the letter to Congressional Delegation.

Chairperson Gee welcomed Mr. Lyons' offer to draft the letter and said it would be brought forward to the Legislative committee.

## **V.F Approval of the City of Daly City's Membership Request**

Chairperson Gee pointed out the letter in the agenda packet from Daly City that they request a seat on the Roundtable. He observed that without a quorum there can be no vote, but would like to have the consensus from members present. The members present indicated they would support the City of Daly City's membership request and participation in the Roundtable.

## **VI. Member Communications/Announcements**

Steve Alverson reminded the Roundtable that Patty Daniel is the person heading Metroplex project for FAA. He said that she is familiar with the SFO noise issues and we know we can work with her.

Chairperson Gee stated June meeting will return to David Chetcuti Room at Millbrae City Hall. Agenda items will include Subcommittee reports, FY 2013 budget, Fly Quiet Awards and possibly dates and times for the NCT visit.

Vice-Chairperson Richardson thanked all of the residents who attended the meeting at Jackie Speier's office.

## **VII. Adjourn**

Chairperson Gee adjourned the meeting at 8:46 pm.

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**DATE:** June 6, 2012  
**TO:** Roundtable Members, Alternates and Interested Persons  
**FROM:** Steve Alverson, Roundtable Coordinator  
**SUBJECT:** **Agenda Item III.K, Re: Review/Approval of Correspondence/Information Items for June 2012**

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Attached are the following correspondence/information items for review at the June 6, 2012 Roundtable Meeting:

1. Letter from William C. Withycomb of FAA to Richard Newman  
(former Chairperson)  
April 3, 2012 **Pg. 43**
2. Letter from City Councilwoman A. Sepi Richardson to  
Congresswoman Jackie Speier  
April 30, 2012 **Pgs. 45-46**



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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

P. O Box 92007  
Los Angeles, CA 90009-2007

APR 03 2012

Mr. Richard M. Newman  
Chairperson  
San Francisco International Airport/Community Roundtable  
1828 El Camino Real, Suite 705  
Burlingame, CA 94010

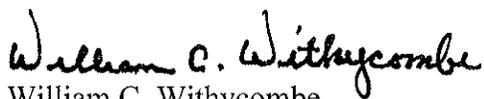
Dear Mr. Newman:

This correspondence is a follow-up to our letter dated March 6, 2012, responding to your proposed modifications to the instrument departure procedures used by aircraft departing the San Francisco International Airport (SFO). Specifically, you requested that we commence studies to determine the impacts and feasibility of proposed changes to the PORTE, OFFSHORE, and EUGEN Departure Procedures.

The proposals were forwarded to the Federal Aviation Administration, Operations Support Group at the Western Service Center for analysis and review. That review is now complete. We look forward to sharing our findings at the next scheduled Roundtable meeting on May 7, 2012.

Thank you for this opportunity to answer your inquiry. If you need further help, please contact me or Ms. Lirio Liu, Deputy Regional Administrator, at (310) 725-3550.

Sincerely,

  
William C. Withycombe  
Regional Administrator

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## CITY OF BRISBANE

50 Park Place  
Brisbane, California 94005-1310  
(415) 508-2100  
Fax (415) 467-4989

April 30, 2012

Honorable Congresswoman Jackie Speier  
San Mateo Office  
400 S. El Camino Real, Suite 410  
San Mateo, CA 94402  
Fax: (650) 375-8270

Dear Jackie,

I wanted to express my deep appreciation for your leadership and assistance in working the FAA, City of Brisbane and Brisbane citizens regarding noise issues at SFO. The meeting last Monday was a milestone in our efforts to gain some relief.

I want to especially thank you for bringing the appropriate FAA personnel to hear directly from Brisbane citizens about how this issue has been both frustrating and has caused deterioration in their quality of life. By arranging for Mr. Withycombe to personally attend the meeting there was a sense of having been listened to by the FAA.

I was impressed by the honesty and forthrightness of FAA staff and particularly by Mr. Henry's presentation and commitment to follow-up with additional information. I look forward to hearing his presentation to the Roundtable next week.

Without your involvement and leadership this meeting and the progress we are finally seeing would not have happened. I truly appreciate your leadership and the oversight and involvement of Brian Perkins on your staff.

As we move forward I am particularly interested in how the FAA is going to monitor improvements. This will be a key component in determining whether or not the proposed training and awareness efforts are effective.

My understanding is that the FAA will implement the following "Facility Initiatives"

- On southbound departures they will place emphasis on gaining altitude while flying a 350 degree heading prior to turning left towards the City of Brisbane
- When possible to turn east and proceed on course over San Francisco Bay
- Overnight southbound departures to fly the entire PORTE Departure route
- Flights destined for Phoenix, Los Angeles to depart on Runway 1 right

We understand that there will be greater training and ongoing training for air traffic controllers to heighten their sensibilities to this issue and the initiatives listed above. We certainly understand that safety comes first and the initiatives will be impacted by summer volume, traffic and weather. We expect the FAA to demonstrate progress by producing meaningful, regular reports that document changes in the number and noise readings of flights impacting Brisbane.

Again, thank you so much. Without your assistance we would not be here today.

Sincerely,



A. Sepi Richardson  
City Councilwoman  
City of Brisbane

cc: Mr. William Withycombe  
FAA Regional Administrator  
e: [bill.withycombe@faa.gov](mailto:bill.withycombe@faa.gov)

Mr. Rob Henry  
FAA Team Manager  
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Mr. Dennis Green  
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Airport Roundtable Chairman  
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Mr. Steven Alverson  
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Clayton Holstine  
City of Brisbane City Manager



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June 6, 2012

**TO:** Roundtable Representatives and Alternates  
**FROM:** Steve Alverson, Roundtable Coordinator  
**SUBJECT:** **Agenda Item No. V. F. for June 6, 2012, Re: E. Approval the City of Daly City’s Membership Request**

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**RECOMMENDATION**

Approve the City of Daly City’s request for membership in the Roundtable.

**BACKGROUND**

The City of Daly City was one of the founding members of the San Francisco Roundtable and actively participated in the Roundtable for 30 years when it withdrew from the Roundtable due to budgetary concerns. In responding the City of Daly City’s withdrawal letter, the Roundtable express regret at Daly City’s departure for the Roundtable and encouraged Daly City to rejoin the Roundtable when feasible.

**DISCUSSION**

The Roundtable Bylaws and Memorandum of Understanding (MOU) describe a formal process that must be followed for a former member to rejoin the Roundtable. Sections 9 and 12 of Article III of the Roundtable Bylaws describe the process as follows:

9. Any city or town in San Mateo County that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.

12. A former member that has withdrawn its Roundtable membership must follow the same process that a new city or town in San Mateo County must follow to request membership in the Roundtable as described in Article III., Section 9 above.

Article III. Section 4 of the Roundtable MOU states:

Additional Voting Membership - Other incorporated towns and/or cities located within San Mateo County may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution:

- a. Authorizing two members of the city/town council (a Representative and Alternate) to represent the city/town on the Roundtable.
- b. Agreeing to comply with this Memorandum of Understanding (MOU) and all related amendments and any bylaws approved in accordance with this MOU.

June 6, 2012

Page 2 of 2

c. Agreeing to contribute annual funding to the Roundtable in the same amount as current city/town members contribute, at the time of the membership request, or such annual funding as approved by the Roundtable for new members.

Therefore, the first step in the process for the City of Daly City to request membership on the Roundtable is to adopt the resolution as described above in Article III. Section 4 of the MOU and submit it to the Roundtable for consideration.

As indicated by the attached letter from the City of Daly City and the accompanying resolution, the City of Daly City has taken the appropriate first step for becoming an official Roundtable member. After approval of the City's membership by the Roundtable, the County will issue an invoice for the required Roundtable membership fees. Upon receipt of the City's payment by the County, the City's designated member and alternate will be added to the Roundtable membership roll and will be granted all of the rights and responsibilities inherent in being a Roundtable representative.

Roundtable staff recommends that the Roundtable accept the City of Daly City's request to rejoin the Roundtable and approve the City's membership at its May 2, 2012 Regular Meeting.