

Item 4.c

AIRPORT / COMMUNITY ROUNDTABLE MEETING NO. 256 OVERVIEW Wednesday, December 5, 2007

1. Call to Order, Roll Call

Mark Church, County of San Mateo Supervisor and Roundtable Chairperson, called the Regular Meeting of the Airport/Community Roundtable to order, at approximately 7:05 p.m. in the David Chetcuti Community Room, at the Millbrae City Hall in Millbrae, California. Dave Carbone, Roundtable Coordinator, called the roll. A quorum (at least 12 Regular Members) was present, as follows:

Regular Members Present

Mike McCarron, City and County of San Francisco Airport Commission
Mark Church, County of San Mateo Board of Supervisors
Jack Barry, City and County of San Francisco Mayor's Office Representative
Richard Newman, C/CAG Airport Land Use Committee (ALUC) and Vice-Chairperson
Sepi Richardson, City of Brisbane
Russ Cohen, City of Burlingame
Naomi Patridge, City of Half Moon Bay
Christine Krolik, Town of Hillsborough
Linda Larson, City of Millbrae
Sue Digre, City of Pacifica
Steve Toben, Town of Portola Valley
Alicia Aguirre, City of Redwood City
Matt Grocott, City of San Carlos
John Lee, City of San Mateo
Mark Addiego, City of South San Francisco
Ron Romines, Town of Woodside

Regular Members Absent

City and County of San Francisco Board of Supervisors (Vacant)
Town of Atherton
City of Belmont
City of Daly City
City of Foster City
City of Menlo Park
City of San Bruno

Advisory Members Present

Scott Cooper, Flight Operations Supervisor, United Airlines
Joe Rodriguez, FAA Airport District Office
Sean Cullinane, SFO Air Traffic Control Tower

Roundtable Staff / Consultants

Dave Carbone, Roundtable Coordinator
Walter Gillfillan, Roundtable Project Manager / Consultant

San Francisco International Airport Staff

Bert Ganoung, Noise Abatement Manager
David Ong, Noise Abatement Systems Manager
Richard Flaa, Noise Abatement Specialist

2. Public Comment of Items Not on the Agenda

Rose Urbach, San Bruno Resident expressed some concerns regarding the windows that were installed in her home when she participated in the City of San Bruno Sound Insulation Program.

Rick Eastman, Millbrae Resident expressed his concern regarding an article in the *Daily Examiner*, that stated airlines operating at SFO were considering increasing the number of flights that fly in the evening and early morning hours.

3. Consent Agenda Items

- a. **Review of Airport Director's Report for September 2007**
- b. **Review of Airport Director's Report for October 2007**
- c. **Review of Roundtable Meeting Overview for October 3, 2007**
- d. **Review of Correspondence / Informational Items for October/November 2007**

Consent Agenda Item 3.c. was removed from the Consent Agenda for further discussion.

ACTION: Sepi Richardson **MOVED** approval of Consent Agenda items 3.a., 3.b., 3.d. The motion was **SECONDED** by Richard Newman and **CARRIED, UNANIMOUSLY**.

Comments / Concerns / Questions:

- A request was made to look into making the following items, from the October 3, 2007 Roundtable Meeting Overview (Page 16 of the December 2007 Meeting Packet), into action items.
- A request was made to look into the possibility of noise balancing
- A suggestion was made to address the question "Have Flight Tracks Shifted?"
- An addition to the Roundtable Work Program was suggested – A Historical Review of Flight Tracks
- These items are currently being addressed by the SFO Noise Office and the Roundtable (see agenda item 7 on the December 2007 meeting agenda)

ACTION: Richard Newman **MOVED** approval of Consent Agenda item 3.c. The motion was **SECONDED** by Ron Romines and **CARRIED, UNANIMOUSLY**.

REGULAR AGENDA

4. Monthly Airport Director's Report

Comments / Concerns / Questions:

- SOIA / PRM has not been used since October because of weather
- The Noise Office continues to work on reducing the minimum altitude for the SOIA / PRM from 2100 feet to 1600 feet
- The Noise Office is continuing portable noise monitoring and most recently presented data to the Town of Hillsborough and the City of San Carlos
- The noise report on the Airbus 380 is almost ready to be published and preliminary review shows the aircraft to be quieter than originally anticipated

5. Review / Approval / Presentation of Resolutions

- a. **Resolution No. 07-11: Honoring Joe Rodriguez, FAA Airport District Office (ADO)**
- b. **Resolution No. 07-12: Honoring Ron Cox, City of Foster City Roundtable Alternate**
- c. **Resolution No. 07-13: Honoring Linda Larson, City of Millbrae Roundtable Representative**
- d. **Resolution No. 07-14: Honoring Russ Cohen, City of Burlingame Roundtable Representative**

Comments / Concerns / Questions: NONE

ACTION: Sue Digre **MOVED** approval of Resolution No. 07-11, Resolution No. 07-12, Resolution No. 07-13, Resolution No. 07-14. The motion was **SECONDED** and **CARRIED, UNANIMOUSLY.**

6. 2007 – 2008 Roundtable Work Program Items:

- a. **Guest Speaker: Richard C. Lanier, Senior Research Scientist, FAA at NASA Ames Update on the Status of the Oceanic Tailored Arrivals (OTA) Procedure**

Comments / Concerns / Questions:

- A significant effort has been put forth by FAA, NASA, United Airlines and Boeing during this project
- The Flight Management Computer (FMC) on-board the aircraft will be used to compute a more efficient flight profile into the arriving airport
- NASA Ames is focusing on the ground based system that will provide the air traffic controller with the same type of information that the pilot in the aircraft receives from the FMC
- With this information an air traffic controller can predict the aircraft's most efficient flight path
- Some unusual equipment is being used for this procedure that is currently only available at SFO that allows a data link to send instructions to the aircraft out over the Pacific Ocean and then allows the aircraft to be flown automatically
- We are allowing the computer to calculate the best altitude and speed to come across the Woodside VOR
- By letting the computer calculate the crossing point there will be no altitude or power adjustments as the aircraft arrives into SFO
- The altitude calculated by the computer over the Woodside VOR will be different for each type of aircraft and the altitude will also be adjusted for the weight of the aircraft and the current wind conditions
- Every time an aircraft changes altitude or levels off power is added as is drag and therefore more noise and emissions are created
- In the OTA procedure, the engines are pulled back to idle as the aircraft begins its descent (around 39,000 feet) and power should not have to be applied again until just before the aircraft touches down
- For the near future only transpacific flights will be using the OTA procedure
- Transpacific flights into SFO include flights from Hawaii and Sydney, Australia
- Three daily United flights are being used for testing purposes and are being monitored with portable noise monitors by the SFO Noise Office
- The following airlines are very interested in participating in the OTA test procedure: Qantas, Air New Zealand, Japan Airlines, All Nippon Airways

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- To date the Noise Office has not received any complaints from the public regarding the flights using the Oceanic Tailored Arrival procedure
- It is anticipated that additional flights will begin flying the Oceanic Tailored Arrival procedure in March 2008
- When the OTA procedure is used the ground track from the Woodside VOR (OSI) to SFO is essentially unchanged

**b. Guest Speaker: Joe LaClair, Chief Planner, San Francisco Bay Conservation and Development Commission (BCDC)
Overview of Current Regional Airport Planning Committee (RAPC) Activities**

Comments / Concerns / Questions:

- Phase I of the Regional Airport System Plan Analysis (RASPA) Update involved an investigation into non-build strategies (no new runways) to maximize existing capacities at three commercial airports
- Phase I was completed in October 2007
- Phase II of the RASPA will include a detailed analysis of Phase I options as well as other capacity options such as technology, demand management and diversion of traffic to high speed rail or alternative airports
- Phase III will include an in depth analysis of Phase II and potential build options (new runways)
- RAPC received a grant of almost \$600,000 from the FAA to conduct the Phase II work
- This project is intended to be a five year project and it will conclude in 2010
- The FAA has reported that across the nation, but specifically in Oakland, there will be capacity problems in 2015
- Public input in Phase II will consist of :
 - Task Force made up of representatives from general aviation airports, environmental organizations, members from regional noise abatement forums, economic and business interests, military and federal airports, passenger advocates and business jet representatives
 - Workshops
 - Polling
- An aviation demand forecast will be developed and will include: passenger demand, air cargo demand, and general aviation demand
- Technologies to be examined in Phase II will include, SOIA/PRM and Reduced Wake Turbulence Separation
- General aviation airports that currently have the ability to accept commercial flights will be considered as an alternate airport in order to take some of the demand pressure off the Bay Area's three commercial airports
- Demand management is managing aircraft operations to better match runway capacity
- Demand management techniques may include one of the following:
 - Requiring aircraft to carry more passengers
 - Limit the number of flights during peak hours
 - Limit the types of aircraft using a specific airport
- Federal rules and regulations make it difficult to implement demand management techniques
- A vacant land assessment will be conducted around general aviation airports to evaluate available sites for purchase or protection
- Environmental and economic issues will also be investigated during Phase II
- The next steps:
 - Publish an RFQ and hire a consultant
 - Form a Task Force to provide input throughout Phase II

- Begin dialogue with Regional and Inter-Regional Airports
- Develop and conduct a poll on regional aviation issues
- Phase II will begin in January 2008 and is anticipated to run through September/October 2009
To be notified of any public meetings with regards to this project please contact Joe LaClair, Chief Planner, San Francisco Bay Conservation and Development Commission (BCDC) to be placed on the interested parties list
- Mr. LaClair requested that a Roundtable staff person be appointed to serve on the RASPA Phase II Task Force

1. Approval of a Roundtable Representative to serve on a RASC Task Force

ACTION: Richard Newman **MOVED** to appoint David F. Carbone to serve on the RASPA Task Force. The motion was **SECONDED** by Sepi Richardson and **CARRIED, UNANIMOUSLY.**

c. Discussion of the Feasibility of Sitting / Constructing a Ground Run-Up Enclosure (GRE) at SFO

Comments / Concerns / Questions:

- Currently there is not a feasible location big enough to accommodate a GRE at SFO
- Funding of a GRE by the Airlines is also very unlikely
- Engine run-ups currently take place on Runway 19L in an attempt to keep as much noise as possible away from the community
- The Roundtable Chairman would like to meet with the Airport discuss this issue further

d. Fly Quiet Program Quarterly Report – 3rd Quarter 2007

Comments / Concerns / Questions:

- Overall Fly Quiet scores for the 3rd quarter 2007 were down slightly from 6.5 to 6.3
- The Fleet Noise Quality average rating is holding steady at 4.9
- The Noise Exceedances were up slightly
- Shoreline Departures were down from 8.9 to 8.7
- The Gap Departure average score was also down for the 3rd quarter 2007 mostly due to weather
- The Foster City Arrival rating was down by 0.42 points
- Air New Zealand improved their over all score over last quarter by 1.45
- The two newest airlines flying into SFO, Southwest and Virgin scored in the top five

e. Audit of Effectiveness of Existing Noise Mitigation Efforts

Comments / Concerns / Questions:

- This item was continued to the next Roundtable meeting

f. Update on Roundtable Media Program

- 1. Overview of Media Program Concept**
- 2. Review / Approval of a Roundtable Media Program Request for Proposal (RFP)**

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Comments / Concerns / Questions:

- The Media Program will refresh, re-engage and report

- Updating the logo will clear up confusion and possible mistaken identity
- Hire one company to re-design the logo, update the website, write a newsletter and press releases and create a tagline
- Hiring one company will insure consistency, communication clarity and will allow control over creativity and content
- A request for proposal will be distributed to a number of companies and consultants within the media industry
- The responses from the RFP would be reviewed and the most qualified companies / consultants would be interviewed
- The appointed Media Program Sub-committee would bring back a recommendation to the Roundtable and if approved a contract would be awarded
- The Roundtable has budgeted \$18,000 for this project
- When dealing with a potential contract that is below \$25,000 an RFP is not required

ACTION: Richard Newman **MOVED** to direct staff to issue a RFQ (Request for Qualifications) to those individuals listed on the original RFP distribution list. The motion was **SECONDED** by Linda Larson and **CARRIED, UNANIMOUSLY**.

g. Update on Fly Quiet Program Video Project

Comments / Concerns / Questions:

- Staff continues to work with United on the Fly Quiet Video Project
- Some delays have been encountered during the process due to the fact that United is providing assistance at no cost to the Roundtable and as a result the project is worked on by United when time permits
- It is estimated that a draft copy of the video will be ready for review in June 2008

7. Consideration / Appointment of a Roundtable Historical Flight Tracks Review Subcommittee

Comments / Concerns / Questions:

- This item was continued to the next Roundtable meeting

8. Member Communications / Announcements

Comments / Concerns / Questions: NONE

9. ADJOURN

The meeting adjourned at approximately 9:22 pm.