

**AIRPORT / COMMUNITY ROUNDTABLE  
MEETING NO. 258 OVERVIEW  
Wednesday, April 2, 2008**

**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 7:10 p.m. in the David Chetcuti Community Room, at the Millbrae City Hall in Millbrae, California. David Carbone, Roundtable Coordinator, called the roll. A quorum (at least 12 Regular Members) was present, as follows:

**Regular Members Present**

**Michael McCarron**, City and County of San Francisco Airport Commission (Alternate)  
**Mark Church**, County of San Mateo Board of Supervisors & Roundtable Chairman  
**Richard Newman**, C/CAG Airport Land Use Committee (ALUC) & Roundtable Vice-Chairman  
**Jack Barry**, City and County of San Francisco Mayor's Office Representative  
**Sepi Richardson**, City of Brisbane  
**Jerry Deal**, City of Burlingame  
**Carol Klatt**, City of Daly City  
**Linda Koelling**, City of Foster City  
**Naomi Patridge**, City of Half Moon Bay  
**Christine Krolik**, Town of Hillsborough  
**Marge Colapietro**, City of Millbrae  
**Sue Digre**, City of Pacifica  
**Steve Toben**, Town of Portola Valley  
**Jim Hartnett**, City of Redwood City  
**Omar Ahmad**, City of San Carlos  
**John Lee**, City of San Mateo  
**Mark Addiego**, City of South San Francisco

**Regular Members Absent**

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

**Advisory Members Present**

Bill Mileur, American Eagle  
Representative, Cathay Pacific  
Elisha Novak, Airports District Office, Burlingame

**Roundtable Staff / Consultants**

David F. Carbone, Roundtable Coordinator  
Heather R. Hoshii, Assistant Roundtable Coordinator / Consultant  
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**

NONE

## **3. Consent Agenda Items**

- a. **Review of Airport Director's Report for January 2008**
- b. **Review of Airport Director's Report for February 2008**
- c. **Review of Roundtable Meeting Overview for February 2008**
- d. **Review of Correspondence / Informational Items for February 2008 / March 2008**

Comments / Concerns / Questions: NONE

**ACTION:** Jim Hartnett **MOVED** approval of Consent Agenda items 3.a. – 3.d. The motion was **SECONDED** by Rich Newman and **CARRIED, UNANIMOUSLY**.

## **REGULAR AGENDA**

## **4. Monthly Airport Director's Report**

Comments / Concerns / Questions:

- SOIA/PRM has been in operation four (4) times since the February meeting
- SFO Noise Abatement Staff is continuing the portable noise monitoring program and they have given several presentations to local communities regarding the noise monitoring system
- The City of Pacifica now has a new permanent noise monitor installed
- Millbrae, San Bruno, South San Francisco, and San Mateo are also in the process of receiving new permanent noise monitors and these sites should be completed within the next 60 days

## **5. Presentation of Resolution No. 08-06**

**Resolution No. 08-06:** Honoring Matt Grocott, City of San Carlos  
(NOTE: This resolution was approved by the Roundtable at the February 6, 2008 Meeting)

Comments / Concerns / Questions:

- Matt Grocott indicated that it had been a pleasure for him to serve on the SFO Airport/Community Roundtable
- He noted so many people within the organization over the years made it an enjoyable experience to serve on the Roundtable
- Mr. Grocott also expressed his appreciation for the important work the Roundtable does to reduce the noise impacts of the communities in and around SFO

## **6. 2007 – 2008 Roundtable Work Program Items:**

### **a. Consideration / Approval of the Jon C. Long Fly Quiet Program Awards for 2006-2007:**

- i. Best Overall Airline “Quietest Flyer” – American Eagle**
- ii. Most Improved Airline – Cathay Pacific Airways**
- iii. Chairman’s Award – United Airlines**

#### Comments / Concerns / Questions:

- Each year the Roundtable presents three (3) awards to recognize those airlines that have excelled under the Fly Quiet Program
- The purpose of the program is to encourage airlines to operate as quietly as possible
- This is the 5<sup>th</sup> year these awards have been presented

**ACTION:** Sepi Richardson **MOVED** approval of Agenda items 6.a.i. – 6.a.iii., the Jon C. Long Fly Quiet Program Awards for 2006-2007. The motion was **SECONDED** by Naomi Patridge and **CARRIED, UNANIMOUSLY**.

### **b. Presentation of 2006 – 2007 Jon C. Long Fly Quiet Program Awards**

#### Comments / Concerns / Questions:

- The “Quietest Flyer” or Best Overall Airline Award is presented to an airline that holds the quietest rating in each Fly Quiet category and for 2006 – 2007 American Eagle had an overall Fly Quiet score of 8.96.
- The Most Improved Airline Award is presented to an airline that has shown the most improvement in each of the six Fly Quiet categories. Over the course of the 2006 -2007 rating period Cathay Pacific Airways has made an overall all improvement of 1.17 points.
- The Chairman’s Award is presented to an airline in recognition of its exceptional commitment to all aspects of the Fly Quiet Program, its efforts within the industry and in particular, it efforts focused on local communities.
- The Chairman’s Award recognizes an airline that goes above and beyond mere participation in the program. It is intended to honor an airline that has demonstrated a significant effort in working toward reducing the noise impact on the communities surrounding SFO.
- It was United’s on going effort to make SOIA/PRM a viable approach down to 1,600 feet and its continued work with the Oceanic Tailored Arrivals that earned United the Chairman’s Award for 2006-2007

### **c. Guest Speaker: Richard C. Lanier, Senior Research Scientist, FAA at NASA AMES, Re: Update on the Status of the Oceanic Tailored Arrivals (OTA) Procedure to Runways 28 at San Francisco International Airport (SFO)**

#### Comments / Concerns / Questions:

- Oceanic Tailored Arrivals (OTA) is a research and implementation project undertaken for the first time in the United States at the San Francisco International Airport
- OTA is designed to compute the best possible descent profile for a particular aircraft inbound to SFO from the ocean

- The type of aircraft, the weight of the aircraft, the current wind conditions, and various other attributes including other aircraft traffic in the area are used in the calculation of the profile
- The OTA combines all these factors to allow the aircraft to fly the most efficient descent possible resulting in fuel savings and emissions and noise reduction
- Once computed the custom profile is uploaded to the aircraft and the aircraft's autopilot system flies the approach
- Very little input is required from the pilot when an aircraft is flying an OTA
- OTA flight trials started approximately a year ago and utilized a United Airlines flight inbound to SFO from Hawaii
- The OTA track has been updated since the first round of flight trials specifically to reduce noise
- In addition to United Airlines, Air New Zealand, Qantas Airways and Japan Air Lines are all now assisting in the OTA flight trials at SFO
- Current data from the OTA trials indicate that there has been no change regarding noise levels at any of the selected noise monitoring sites
- Work will continue to be done in an attempt to reduce noise as part of the OTA implementation

#### **d. Semi-Annual Report on the Crossing Altitude of Oceanic Arrivals at the Woodside VOR (OSI)**

##### Comments / Concerns / Questions:

- Most of the aircraft included in the Oceanic Arrivals at the Woodside VOR Semi-annual Report approach the airport via the following route: Briny Intersection, over the Woodside VOR at 8000 feet and into SFO
- Due to the inaccuracies of radar the FAA only guarantees altitude readings +/- 300 feet
- For purposes of this report any aircraft crossing the Woodside VOR at or above 7,700 feet is considered to be at the desired 8,000 foot altitude due to the limitations of the radar system
- This report only includes Oceanic Arrivals crossing the Woodside VOR during the hours of 10:30 pm to 6:30 am
- February 07 to February 08 data indicates that on average those Oceanic Arrivals crossing the Woodside VOR during the hours of 10:30 pm to 6:30 am did not drop below 7,700 feet
- The number of Oceanic Arrivals crossing the Woodside VOR during the hours of 10:30 pm to 6:30 am dropped during the months of December 07 – February 08 due to the high cost of fuel and the airlines reducing the number of flights accordingly
- When looking at the "All OSI Crossing Altitudes During All Hours" graph (slide 11), it looks as if the OTA test procedure effort that began in early 2004 has not reaped any benefit or change
- The FAA has only guaranteed being able to focus on crossing aircraft over OSI at or above 8,000 feet during the hours of 10:30 pm to 6:30, traffic permitting and therefore the improvement over time that has been accomplished can be better seen in the "Oceanic Only Woodside Crossings 2230-0630" graph (slide 10)

**e. Consideration of a Recommendation from the Roundtable Work Program Subcommittee, Re: Review / Approval of a Roundtable Work Program for FY 2008 – 2009**

Comments / Concerns / Questions:

- The report on the feasibility of a Ground Run-up Enclosure (GRE) at SFO was inadvertently dropped from the draft Roundtable Work Program for 2008-2009 and should have appeared on the draft Roundtable Work Program for 2008-2009 as it was one of the recommendations from the Subcommittee
- The report on the feasibility of a Ground Run-up Enclosure (GRE) at SFO will be added back to the Roundtable Work Program for 2008-2009
- An invitation to hold a future Roundtable Meeting at the Hiller Aviation Museum in San Carlos was made

**ACTION:** Jim Hartnett **MOVED** approval of Agenda item 6.e with the addition to the Roundtable Work Program for 2008-2009 of the feasibility of a GRE at SFO. The motion was **SECONDED** by Sepi Richardson and **CARRIED, UNANIMOUSLY**.

**f. Noise 101 Part I: Overview**

Comments / Concerns / Questions:

*Agenda Item 6.f. was continued to the next Roundtable Meeting*

**g. Noise Update on Aircraft Noise Mitigation Research Efforts**

Comments / Concerns / Questions:

*Agenda Item 6.g. was continued to a future Roundtable Meeting*

**h. Review of New Technology Regarding Aircraft Noise Reduction**

Comments / Concerns / Questions:

*Agenda Item 6.h. was continued to a future Roundtable Meeting*

**i. Review of Low Scoring Fly Quiet Program Airlines**

Comments / Concerns / Questions:

*Agenda Item 6.i. was continued to a future Roundtable Meeting*

**7. Consideration / Approval of Endorsing a Concept for a Possible Airport Cooperative Research Project (ACRP) Proposal by Nicholas Miller, Senior Vice-President, Harris Miller Miller and Hanson, Inc (HMMH)**

Comments / Concerns / Questions:

- The Airport Cooperative Research Program (ACRP) was authorized in December, 2003 as part of the Vision 100 – Century of Aviation Reauthorization Act
- The funding for ACRP comes directly from the Department of Transportation
- The program is an industry-driven applied research program that develops near-term practical solutions to problems faced by airport operators
- Anyone can propose a research project or problem statement to ACRP

- If a project is accepted by ACRP then it is put out for competitive bid and therefore the individual that proposed the project might not be the individual conducting the research
- The project objective proposed by Nicholas Miller of HMMH is not to create a new noise metric but to develop different "*methods for describing what aircraft noise is like or will be like at any location in the community, with emphasis on methods that are widely understood by communities and by decision-makers*"
- Westchester County Airport, NY, Tampa International Airport, FL, Sacramento County Airport Systems, Naples Airport Authority, FL, and the O'Hare Noise Compatibility Commission have all endorsed the concept proposed by Nicholas Miller of HMMH
- Roundtable action to support / endorse the project concept would not have any affect on current or future Roundtable activities, it would not commit the Roundtable to any future participation or action related to the proposal if it becomes an ACRP project nor would it obligate the Roundtable in anyway financially
- If the Roundtable chooses not to endorse the project Mr. Miller has requested that we explain in a letter to him why the Roundtable chose not to support the idea
- A concern was also expressed regarding supporting/endorsing a specific consultant's research project even though if accepted it would go out for competitive bid
- A concern was expressed regarding the large amount of funding being requested and the lack of specifics within the proposal
- A concern regarding the lack of information accompanying the proposal and not being convinced of the usefulness of the study was expressed

**ACTION:** Sepi Richardson **MOVED** the Roundtable remain neutral on Agenda item 7. The motion was **SECONDED** by John Lee and **PASSED with a vote of 16 to 1.**

## **8. Member Communications / Announcements**

Comments / Concerns / Questions: NONE

## **9. ADJOURN**

The meeting adjourned at approximately 8:55 pm.