

## Item 3.c.

### AIRPORT / COMMUNITY ROUNDTABLE MEETING NO. 260 OVERVIEW

Wednesday, October 1, 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 7:05 p.m. on October 1, 2008 in the David Chetcuti Community Room, at the Millbrae City Hall in Millbrae, California. Heather R. Hoshii, Assistant Roundtable Coordinator, called the roll. A quorum (at least 12 Regular Members) was present, as follows:

##### Regular Members Present

**John Martin**, City and County of San Francisco Airport Commission

**Mark Church**, County of San Mateo Board of Supervisors / Roundtable Chairperson

**Julian Chang**, City and County of San Francisco Mayor's Office Representative

**Richard Newman**, C/CAG Airport Land Use Committee and Roundtable Vice-Chairperson

**Kathy McKeithen**, Town of Atherton

**Jerry Deal**, City of Burlingame

**Carol Klatt**, City of Daly City

**Linda Koelling**, City of Foster City

**Naomi Patridge**, City of Half Moon Bay

**Marge Colapietro**, City of Millbrae

**Sue Digre**, City of Pacifica

**Steve Toben**, Town of Portola Valley

**Jim Hartnett**, City of Redwood City

**Ken Ibarra**, City of San Bruno

**Bob Grassill**, City of San Carlos

**Mark Addiego**, City of South San Francisco

**David Burow**, Town of Woodside

##### Regular Members Absent

City and County of San Francisco Board of Supervisors (Vacant)

City of Belmont

City of Brisbane

City of Hillsborough

City of Menlo Park

City of San Mateo

##### Advisory Members Present

NONE

##### Roundtable Staff / Consultants

Heather R. Hoshii, Assistant Roundtable Coordinator / Consultant

Walter Gillfillan, Roundtable Project Manager / Consultant

##### San Francisco International Airport Staff

Mike McCarron, Director, Bureau of Community Affairs

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**

Comments / Concerns / Questions:

- San Mateo resident Tami Wong thanked the Airport and the Roundtable for installing a permanent noise monitor near her home. In particular Ms. Wong thanked Roger Chinn, Andy Richards, and John Lee for their efforts.

3. **Consent Agenda Items**

- a. **Review of Airport Director's Report for May 2008**
- b. **Review of Airport Director's Report for June 2008**
- c. **Review of Airport Director's Report for July 2008**
- d. **Review of Airport Director's Report for August 2008**
- e. **Review of Roundtable Meeting Overview for June 2008**
- f. **Review of Correspondence / Informational Items for October 2008**

Comments / Concerns / Questions:

- Dave Carbone, Roundtable Coordinator, has been reclassified from a Senior Planner to a management level position as a Transportation Systems Coordinator in the County Planning and Building Department. As a result, his responsibilities will be shifting to focus more time on C/CAG related airport environs planning projects.
- This change will result in Dave having less time to devote to the day to day support of Roundtable activities. Therefore, the County will need to prepare and distribute a Request for Qualifications (RFQ) to retain a qualified consultant to take his place

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

**REGULAR AGENDA**

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

Comments / Concerns / Questions:

- A welcome was extended to Julian Chang as the new City and County of San Francisco Mayor's Office Representative to the Roundtable. Mr. Chang replaced John "Jack" Barry.
- August 31<sup>st</sup> ended a 12 month period with a growth rate in air traffic of approximately eight percent
- SFO is seeing strong traffic growth compared to the rest of the country
- The increase can be contributed to the addition of Southwest and Virgin America
- Decreases in traffic are expected this Fall as the airlines reduce flight schedules 3%-5%
- Terminal 2 construction will continue and is anticipated to open in late 2010 or early 2011
- Terminal 2 will primarily house Virgin America
- The FAA has indicated that SFO will be a test bed for Next Generation (NexGen) air traffic control technology

**5. Consideration / Approval / Presentation of Resolution 08-08 Honoring John “Jack” Barry for His Service on the Roundtable**

Comments / Concerns / Questions:

- The best functioning department of the City and County of San Francisco is the Airport and that is largely due to John Martin and a significant amount is due to the Roundtable
- The airlines would not have such concern for being good neighbors if it weren't for this group

**ACTION:** Marge Colapietro **MOVED** approval of Agenda item 5. The motion was **SECONDED** by Jim Hartnett and **CARRIED, UNANIMOUSLY**.

**6. Consideration / Approval of a Recommendation from the Roundtable Media Program Subcommittee, RE: Recommended Media Program Consultant**

Comments / Concerns / Questions:

- The Roundtable Media Program Subcommittee met four times and developed a scope of work to include: 1) enhancing the existing Roundtable website 2) preparing press releases 3) developing a logo and tag-line and 4) preparing a quarterly newsletter
- The RFQ was sent to 12 consultants and the Roundtable received responses from five consultants
- Of the five responding to the RFQ three were interviewed
- The consulting firm recommended by the Subcommittee is LUCA LLC, based in San Francisco.

**ACTION:** Jim Hartnett **MOVED** approval of Agenda item 6. The motion was **SECONDED** by Linda Koelling and **CARRIED, UNANIMOUSLY**.

**7. 2007 – 2008 Roundtable Work Program Items:**

**a. Review of Semi-Annual Report on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR**

Comments / Concerns / Questions:

- Most of the Oceanic Arrivals included in the Woodside VOR Semi-annual Report approach the airport via the following route: Briny Intersection, over the Woodside VOR at 8,000 feet, and then descend to the final approach course 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
- Flights crossing over the Woodside VOR (OSI) have been regularly tracked by the SFO Noise Office since April 2004
- Between May 08 and Aug 08, there was a increase in the number of flights crossing OSI below 8,000 feet

- The decrease in altitude between the May 08 and Aug 08 time period was attributed to those flights on a Tailored Arrival Approach
- Tailored Arrival flights were coming in significantly below the 8,000 feet but an adjustment made by NASA AMES to those flights on Tailored Arrivals has started to demonstrate an increase in the altitude when crossing over OSI
- The summer months brought an increase of flights over the Woodside VOR for an average total of approximately 2,000 flights per month crossing at all hours over the Woodside VOR inbound for SFO
- An aircraft on a Tailored Arrival is powered back and therefore there is a reduction in noise as well as emissions
- In addition, an aircraft on a Tailored Arrival is flying a computerized approach and therefore, power adjustments that result in the spooling up and down of the engines are not required
- Tailored Arrivals are not separated out within the Woodside VOR Crossing Altitude Report
- NASA AMES is currently tracking the Tailored Arrival flights
- A request was made to separate out Tailored Arrivals from other flights within the Woodside VOR Crossing Altitude Report
- This report and project as a whole requires an immense amount of staff time and any changes in direction for staff, regarding additional staff effort would have to be evaluated
- The Woodside VOR Subcommittee should reconvene to discuss potential changes to the report as well as any other outstanding issues

**b. Fly Quiet Program Quarterly Report – 2<sup>nd</sup> Quarter 2008**

Comments / Concerns / Questions:

- The Overall Fly Quiet Summary average score was down this quarter from 6.86 to 6.38
- The Fleet Noise Quality average score was down approximately 0.10 over last quarter
- The Noise Exceedance average rating was down approximately 0.40 over last quarter
- The Nighttime Preferential Runway Use was down to 2.52 from 5.97
- The reason for the large drop in scores for the Nighttime Preferential Runway use rating was due to weather conditions resulting in an increase in westerly traffic flow
- The average Shoreline Departure Rating was down from 9.52 to 9.44
- The average Gap Departure Climb Rating was down from last quarter at 5.79
- The decrease in Gap Departure scores can also be attributed to the weather conditions experienced during the reporting period
- The westerly traffic flow caused a significant increase in the number of Gap Departures flown
- The Foster City Arrival Rating average was up from 6.66 to 6.76
- As the number of Gap Departures increase, the number of exceedances also increase
- Wind and fog contribute to the number of exceedances logged as well
- The fires experienced during the month of June 08 caused a lot of heat and humidity which may have created conditions in which aircraft had difficulty gaining altitude

**c. Update on Selected FAA Programs and Procedures:**

- i. Next Generation (NexGen) Air Traffic Control System
- ii. Update on Applications of Required Navigation (RNAV) Procedures and continuous Descent Approaches (CDA) at SFO

Comments / Concerns / Questions:

- The Automatic Dependent Surveillance Broadcast (ADS-B) allows an equipped aircraft to automatically broadcast its position, altitude, and speed essentially replacing radar
- Currently radar updates aircraft information once every sweep or once every 4.7 seconds
- Approximately 20% of the aircraft operating at SFO are already using ADS-B technology
- The continuous Descent Approach (CDA) procedure attempts to achieve the ideal 3-degree glide slope (angle) throughout the entire descent and approach to avoid step-down altitudes and power adjustments
- Oceanic Tailored Arrivals (OTA) are designed to begin a very slow and gradual descent several hundred miles of the coast in oceanic airspace
- During OTA operations, aircraft operate at reduced throttle settings and as a result, experience decreased fuel burn, decreased CO<sub>2</sub>, and noise emissions
- Over an approximate eight month span, while operating at SFO during OTA testing, Air New Zealand estimates it has saved more than 72 tons of fuel and reduced CO<sub>2</sub> emissions by more than 76 tons
- Performance Based Navigation (PBN) is a framework for defining navigation performance requirements that can be applied to 1) air traffic routes 2) instrument procedures or 3) defined airspace
- PBN includes RNAV (aRea NAVigation) and RNP (Required Navigation Performance)
- RNAV is a navigation system that allows aircraft to operate on any desired course within the coverage area of station-based radio navigation
- RNAV was developed to provide more lateral freedom for an aircraft, thus allowing more complete use of available airspace
- With RNAV, aircraft can be flown between stations rather than only directly to and from specific stations
- RNP is RNAV with onboard navigation performance monitoring and alerting
- Currently, the navigation standard error with radar coverage is approximately 1 to 1.5 miles which results in the need for greater aircraft spacing
- Currently, RNP can reduce the standard error from 1 mile to 0.10 of a mile and in return reduce the aircraft spacing requirement
- RNP allows air traffic controllers to reduce the spacing between aircraft without compromising safety
- Reduced spacing means more efficient use of the airspace
- RNP can result in shorter routes and therefore reduce fuel consumption and CO<sub>2</sub> emissions

**d. Status Report on the FAA Reauthorization Bill**

Comments / Concerns / Questions:

- The FAA has been operating on a series of “continuing authorizations”, as approved by Congress, since October 2006
- The FAA is having a difficult time agreeing on how funding should be arranged
- The most recent reauthorization will take FAA funding at its current level up through March 6, 2009

**e. Status Report – RE: Preparation of a Comprehensive Airport / Land Use Compatibility Plan (CLUP) Update for the Environs of SFO**

Comments / Concerns / Questions:

- An update of the state-mandated Airport/Land Use Compatibility Plan (CLUP) for the environs of San Francisco International Airport was initiated by C/CAG in November 2007
- A CLUP is a planning document that identifies policies and criteria to achieve compatibility between proposed land development and local agency land use policy actions with airport/aircraft operations within a defined area
- At this time, the draft CLUP update document is approximately 50% complete
- The final draft CLUP document will require certification of compliance with the relevant provisions of the California Environmental Quality Act (CEQA)
- The CLUP update project funding breakdown is as follows: 80% federal funding and 20% local funding (C/CAG budget)

**f. Review / Approval of a Final Roundtable Budget for FY 2008/2009**

Comments / Concerns / Questions:

- In June 2008, the Roundtable approved a tentative budget for FY 2008/2009
- The proposed final budgeted amount (\$222,000) is \$1,800 less than the approved tentative budget amount (\$221,800)
- There are no changes in the allocations from the tentative budget
- To balance the budget, \$1,800 was removed from the uncommitted funds
- A program assessment to determine that the Roundtable is getting the best value for the amount of money being spent was suggested
- The Roundtable Coordinator responsibility perhaps does not need to be the equivalent of a half-time County planner
- The County is planning to make a staffing adjustment that will change how Roundtable work and activities are accomplished
- The staff adjustment will require the County to retain a consultant to assist the Roundtable as the Roundtable Coordinator
- The staff adjustment may result in an annual cost savings for the Roundtable and for the Airport

**ACTION:** Rich Newman **MOVED** approval of Agenda item 7.f. The motion was **SECONDED** by Ken Ibarra and **CARRIED, UNANIMOUSLY**.

**g. Report from the Historical Flight Track Review Subcommittee**

*- Item continued to a future meeting*

Comments / Concerns / Questions: NONE

**8. Member Communications / Announcements**

Comments / Concerns / Questions: NONE

**9. ADJOURN**

The meeting adjourned at approximately 8:35 pm.