

Airport / Community Roundtable
Meeting No. 276 Overview*
Wednesday, November 2, 2011

*Originally agenzized as Meeting No. 275 then renumbered due to the Brisbane Aircraft Noise Workshop

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

Chairperson Richard Newman called the Special Meeting of the Airport/Community Roundtable to order, at approximately 7:05 PM, in the David Chetcuti Community Room at Millbrae City Hall. Steve Alverson, Roundtable Coordinator called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Julian Chang, City and County of San Francisco Mayor's Office
John Martin, City and County of San Francisco Airport Commission
Richard Newman, C/CAG Airport Land Use Committee (ALUC)/**Roundtable Chairperson**
Elizabeth Lewis, Town of Atherton
Coralin Feierbach, City of Belmont
Sepi Richardson, City of Brisbane/**Roundtable Vice-Chairperson**
Art Kiesel, City of Foster City
Naomi Patridge, City of Half Moon Bay
Larry May, Town of Hillsborough
Marge Colapietro, City of Millbrae
Sue Digre, City of Pacifica
Jeffrey Gee, City of Redwood City
Rico Medina, City of San Bruno (Alternate)
John Lee, City of San Mateo
Kevin Mullin, City of South San Francisco
David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

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

City of Burlingame
Town of Hillsborough
City of Menlo Park
Town of Portola Valley
City of San Carlos (Vacant)

ADVISORY MEMBERS PRESENT

Airline/Flight Operations
Andy Allen, United Airlines

Federal Aviation Administration
Sean Cullinane, SFO Air Traffic Control Tower

ROUNDTABLE STAFF / CONSULTANTS

Steve Alverson, Roundtable Coordinator
Phil Wade, Roundtable Support

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Mike McCarron, SFO's Director Bureau of Community Affairs
Bert Ganoung, Noise Abatement Manager
David Ong, Sr. Noise Abatement Systems Manager
John Hampel, Noise Abatement Specialist

Chairperson Newman noted that this would be Member John Lee's last meeting with the Roundtable. He also noted that the Agenda Item VIII.A would be moved up in the proceedings to follow Item V in order to provide context to Agenda Item VI.

II. Public Comment on Relevant Items Not on the Agenda

Mr. Jim Lyons, a resident from the City of Woodside, addressed the Roundtable, indicating that his home at an elevation of 2,300 feet. On September 28th, he sent a letter to the FAA and SFO complaining about the noise generated by aircraft overflying the Woodside VOR and his home at low altitudes. He stated that in his letter he explains that many aircraft are flying below the minimum altitude that is recognized in FAA's procedures. Mr. Lyons indicated that he had SFO records that showed that at least two-thirds of the time in a period from 2009 to 2011, aircraft are below 8,000 feet between 10:30 PM and 6 AM. Mr. Lyons indicated that he and his wife are awakened regularly by low-flying aircraft. He requested that his letter be placed on the next Roundtable meeting agenda, and that the Roundtable request data from SFO on the noise impact of jet aircraft flying below the 8,000-foot limit. Mr. Lyons concluded by stating that his letter received no response from FAA or Bert Ganoung at SFO.

III. Consent Agenda Items

- A. Review of Airport Director's Report for August 2011
- B. Review of Airport Director's Report for September 2011
- C. Review of Roundtable Regular Meeting Overview for September 2011
- D. Review/Approval of Correspondence/Information Items for November 2011

Comments/Concerns/Questions: Marge Colapietro noted that the title page for Agenda Item III listed items A through E, but in fact there were only four items; A through D.

Action: Marge Colapietro **MOVED** the approval of the Consent Agenda Items. The motion was **SECONDED** by Jeff Gee and **CARRIED, UNANIMOUSLY**.

IV. Airport Director's Comments

SFO Airport Director John Martin indicated that SFO is seeing strong growth; approximately six percent growth in passenger traffic year over year, and that they are back above peak traffic levels from the year 2000. For the summer months, both

Lufthansa Airlines and Air France operated an Airbus A-380, and that they have since stopped that seasonal service and are back to operating an Airbus A-340 or 747-400. Mr. Martin indicated that the A-380s proved to be very quiet and only received one complaint on departure. Bert has 3D web flight tracking and will contact Roundtable staff to distribute.

Comments/Concerns/Questions: Member David Burow asked if Mr. Martin had any noise data on the A-380s that verified they are quieter. Mr. Martin indicated that this information is available and he asked SFO Aircraft Noise Abatement Manager Bert Ganoung to provide that information to Mr. Burow. Bert said that he would provide the A-380 data to the Roundtable Members.

V. Set the Date for a Special Meeting to Prepare an Official Response to the Grand Jury Report

Chairperson Newman clarified with Steve Alverson that the Roundtable's response would be specific to the Grand Jury's findings and not the recommendations. Steve Alverson confirmed that at the previous Roundtable meeting, it was determined that a response letter to the Grand Jury Report would focus on the Findings, and that the Roundtable Work Program Subcommittee would review and consider the Recommendations for incorporation into the Roundtable's regular Work Program.

Chairperson Newman indicated that holding a special meeting would be appropriate, given the level of debate that would be likely. He asked that members be prepared to offer specific language changes, and vote on proposed language changes.

Member Marge Colapietro asked for clarification on the letter from the Grand Jury, regarding the statement that it is not necessary for the Roundtable to respond to the Grand Jury Report, and whether or not it was necessary to hold a special meeting. Chairperson Newman responded that a majority of the Roundtable Members felt a need to respond, though a response from the Roundtable to the Grand Jury is not required. He further indicated that there is little chance to fit the kind of discussion required into a Regular Roundtable meeting, and therefore a special meeting is required. Steve Alverson further added that a draft response letter was prepared at the direction of the Roundtable, and that Vice-Chairperson Richardson requested an extension to the response deadline, which was granted by the Grand Jury. The deadline was extended to January 2, 2012.

Vice-Chairperson Richardson clarified that her reasoning for requesting the extra time to consider the Grand Jury Report was because that she felt there are areas where the Roundtable needs to improve. Vice-Chairperson Richardson further added that the recommendations in the Grand Jury Report that should be considered and she felt that the draft response letter was dismissive of these recommendations. Vice-Chairperson Richardson continued by stating that Roundtable practices that worked in the past may not be working now, and that the Roundtable is not as responsive as it could be. She stated that the Roundtable needs to work with FAA, SFO, and the airlines in order to address citizens' concerns, and the Roundtable needs to act immediately in order to incorporate some of the Grand Jury's recommendations into the Roundtable Work Program.

Chairperson Newman asked Vice-Chairperson Richardson if she wanted to meet on December 7th, which she answered in the affirmative.

Item IV.E

Member Sue Digre indicated that her sense from previous meeting is that the Roundtable wanted to respond to the Grand Jury Report. Ms. Digre indicated that all the complaints coming out of Brisbane troubles her. She indicated that her community would be unhappy with her if she did not exert some effort to address their noise concerns.

Member Colapietro stated that she wanted the Roundtable to know that the City of Millbrae did respond to the Grand Jury Report, and that in instances where City staff took some assumptions made in the Grand Jury Report about the Roundtable, she cleared up some of those misconceptions. She concluded by saying the City was very thorough in responding about how they felt about the Roundtable based on their representation with it.

Chairperson Newman asked for a show of hands as to who could attend a special meeting of the Roundtable on December 7th. Steve Alverson counted fourteen members who could attend, and indicated this would constitute a quorum.

Vice-Chairperson Richardson added that the Roundtable needs to reevaluate the way it addresses people's noise concerns.

Chairperson Newman asked if there were any public comments on the matter of setting a special meeting on December 7th. Mary Jane McCarthy, a member of the public, stated that she feels her complaints about noise are received condescendingly, and that SFO has annexed her area. She added that her house shakes whenever a plane flies overhead. Chairperson Newman interjected to remind the speaker that the topic-at-hand was the December 7th special meeting, to which the speaker had no comment.

Member Naomi Patridge expressed concern about being able to address everything in the Grand Jury Report at the special meeting, and the Roundtable's ability to make it a productive meeting, while still accomplishing their goals. Chairperson Newman indicated he wasn't sure how else to proceed, but to go through the Grand Jury Report section by section.

Member John Martin recommended the Roundtable focus on the Grand Jury Report Recommendations, rather than get caught up on the inaccuracies of the Report's findings. Chairperson Newman acknowledged Mr. Martin's recommendation, but stated that members had expressed interest in addressing both issues. Member Colapietro agreed with Mr. Martin's recommendation, further adding that Roundtable staff, with direction from the Chair and Vice-Chair, go through the letter and pull all items from the Grand Jury Report directed at the Roundtable, and forward them to members and alternates for consideration prior to the meeting.

Vice-Chairperson Richardson stated that she felt it wasn't necessary for the Roundtable to respond to the inaccuracies of the Grand Jury Report as Chairperson Newman had already done so. She added that the Roundtable should focus only on the Recommendations so they could address the community's concerns.

Member John Lee stated that some of the Grand jury's Findings and Recommendations are wrong, and that the Roundtable needed to respond to these inaccuracies.

Member Patridge agreed with Member Lee, stating that she was very bothered by how inaccurate some of the findings were. Member Patridge indicated that responding to the

Grand Jury Report's recommendations was not as important as correcting the false findings.

Vice-Chairperson Richardson requested other members to provide their comments, reiterating that she felt the Chair had already addressed the Grand Jury Report's findings, and that the Roundtable should focus on the recommendations. Chairperson Newman indicated that he felt that the Roundtable could not address the Grand Jury's Recommendations without responding to the Findings, since the former stemmed from the latter.

Member Kevin Mullin stated that the Grand Jury Report was begging for a response. If the Recommendations are being made from bad findings, then the Roundtable needs to respond in detail. He indicated that many recommendations had merit, but others were totally baseless, and that the Roundtable needed to work through these.

Member Julian Chang recommended building off the draft response that was previously prepared by Roundtable Staff, but also integrating response to recommendations that were made in the Grand Jury Report.

Member Colapietro asked for clarification on whether or not the Roundtable would respond to non-Roundtable issues brought up in the Grand Jury Report. Chairperson Newman responded by saying that he felt the entire Report was related to the Roundtable and its operation.

Member David Burow also suggested using the draft response prepared by Roundtable Staff as a template, and discussing the points in the draft response that members did not agree with. He also stated that the Roundtable needed to come up with an action plan for integrating the recommendations from the Grand Jury Report that had merit, but otherwise their response to the Report should only focus on the Grand Jury's Findings.

Chairperson Newman indicated that he agreed with Member Burow's proposed approach.

David Burow **MOVED** that the Roundtable meet on December 7, 2011 for a special meeting to prepare a response to the Grand Jury Report's Findings using the draft letter prepared by Roundtable staff as a starting point, and that the Roundtable review the recommendations and decide which ones to place on the agenda for future actions. Art Kiesel **SECONDED** the motion.

The **MOTION CARRIED** unanimously.

VIII.A Report Back on the Brisbane Aircraft Noise Workshop

Steve Alverson briefed the Roundtable on the events of the Brisbane Noise Workshop, and noted that Chairperson Newman concluded the meeting by saying he would seek the Roundtable's permission to draft a letter to the FAA regarding the PORTE THREE departure.

Vice-Chairperson Richardson thanked everyone who attended the Workshop and stated that she felt the Workshop reflected her community's concerns with aircraft noise. Ms. Richardson stated that she was frustrated that airline representatives did not attend the

Workshop. She also noted that she felt the data shows that noise has shifted to Brisbane, and that it is affecting the quality of life there. Ms. Richardson asked the members to listen to Chairperson Newman's recommendation, and that what she and her community wanted is for airlines to follow the PORTE THREE departure without exception.

Chairperson Newman thanked Vice-Chairperson Richardson and Clay Holstein (City Manager for Brisbane) for hosting the Workshop. Chairperson Newman indicated that one of the take-home messages he got from the Workshop and speaking with Patty Daniel from Northern California TRACON was that aircraft departing Runways 1L/R for southeast destinations do not necessarily fly the PORTE THREE departure, but rather fly vectors as directed by air traffic control. Because aircraft are told to turn once they have reached a certain altitude, that means they're not flying out to the four-mile marker in the PORTE THREE instrument departure procedure. Based on this information, Chairperson Newman indicated that he wanted to ask the FAA to model aircraft flying out to the four-mile marker before turning.

Member Digre inquired as to which airlines were not at Workshop. Chairperson Newman responded that Virgin America, Southwest, and United Airlines were not present. Member Martin added that airlines prefer to work with the Roundtable, as they feel it provides a more balanced approach, and they get to work with elected officials. Vice-Chairperson Richardson responded by saying that it was unacceptable that no airline representatives attended the Workshop as it was a Roundtable meeting. Bert Ganoung added that it is difficult for airlines to reach out to individual communities.

Member Larry May asked if the airlines had employees empowered to speak on behalf of the airlines. Captain Andy Allen, Chief Pilot at SFO for United Airlines, responded by stating that one of the reasons United airlines did not attend the Brisbane Workshop was due to the presence of the media, which dictated that their corporate public relations director in Chicago be involved. He further indicated that FAA uses radar vectors for PORTE THREE departures to clear out traffic on the radial. Captain Allen indicated that he would send information from at this Roundtable meeting back to United's headquarters.

Member Digre indicated that a public setting is good for getting the community involved, and for allowing real people to interact with each other for educational purposes.

Member Jeff Gee stated that he counted well over one hundred people at the Workshop, and that the impacts to Brisbane residents are very real. He felt there was some confusion about when aircraft could turn—whether it was four miles out or at two-thousand feet—but in reality they could even turn earlier, as early as fifteen hundred feet. Member Gee concluded by saying that it was clear that there was a desire by the residents of Brisbane to have the aircraft fly the PORTRE THREE departure route as it has been published for thirty years.

Chairperson Newman stated that the left turn that aircraft make on departure is a climbing left turn, and that aircraft are climbing at a good rate, even when they pass over Brisbane. Captain Allen stated that aircraft departing on the PORTE THREE route could turn at the four-mile marker, but if FAA air traffic control says to turn at two thousand feet, they will do it. Captain Allen further added that various factors, such as aircraft weight, can affect an aircraft's performance, and that a lighter plane can reach two thousand feet sooner. He

concluded by saying that having aircraft fly to the four-mile marker might be a good approach, and that pilots will do what the controllers tell them to do.

Comments/Concerns/Questions: Brisbane resident Barry Corlett stated that the first thing the airlines need to look at is the data the public has. The altitude data show that some flights are below two thousand feet when they go over Brisbane. Mr. Corlett added that when he flew United down to Orange County; he took the opportunity to chat with the pilot to find out what point he makes his turn at. Mr. Corlett stated that he did not get a very clear answer, but he understood that the pilot turns “when he thinks he’s ready”. Mr. Corlett concluded that he did not think they have a clear answer yet. He also added that the point of some planes being lighter doesn’t change the fact that they’re still below two thousand feet when they make their turn.

VI. Authorize Chairperson Newman to Prepare a Formal Request of the FAA re: The Analysis of the PORTE THREE Departure Procedure

Chairperson Newman stated that he wants to ask the FAA to study changes to the departure procedures from Runways 01 L/R from SFO that will result, hopefully, in less noise impact over the populated areas of Brisbane. He explained that the letter will propose that routes suggested by the PORTE THREE departure be examined to determine if it is possible to extend the length of travel along the SFO 350 degree radial to a point at or as nears as possible to the four-mile fix; in essence, having planes travel further north before starting their southwest-bound turns to 200 degrees. Chairperson Newman also added that the study would have to consider potential impacts to other cities as well. Chairperson Newman asked for the authority to write the letter and forward it to the FAA. He stated that this will allow the process to get started quickly, which is what the residents of Brisbane want. Chairperson Newman explained that the letter would not ask for the PORTE THREE departure to be re-written, as re-writing a published procedure would take a number of years. The question is, Chairperson Newman stated, can aircraft fly further out; preferably to the four-mile fix, if there are no airspace conflicts or other problems he is not aware of. Chairperson Newman added that the Roundtable deliberately does not want to tell FAA to just study the four-mile fix, or just the PORTE THREE departure, because if it turns out flying the complete PORTE THREE departure does not work out for some reason, he could see the FAA ending the inquiry, and there would be no discussion of other potential turning points along departure route. Chairperson Newman indicated that he would keep the letter broad enough so the entire problem is looked at.

Member Martin stated that he supported the Chair’s recommendation and suggested adding language that says “while not shifting noise to other communities,” given that not shifting noise is a Roundtable policy. Member Martin stated that this is the right approach, and the Roundtable has tremendous credibility with the FAA. The FAA deals with a lot of communities, he explained, where there is a lot of tension. Mr. Martin concluded by saying that the Roundtable has the credibility that brings United Airlines to the table, and acknowledged that the Roundtable was on the right track with pursuing alternatives with the FAA, which will hopefully bring about a meaningful reduction of noise in Brisbane.

Vice-Chairperson Richardson stated that the citizens are asking for the prescribed flight path to be followed. With respect to shifting noise, she added, “We want to know why the noise was put in Brisbane to begin with.” Vice-Chairperson Richardson added that she did not agree with Member Martin’s recommendation to add language to the FAA letter

Item IV.E

indicating that potential alternatives 'not shift noise to other cities.' Vice-Chairperson Richardson continued by saying that the noise has to be taken off of Brisbane. "This noise," she stated, "should not have been placed in Brisbane." Virgin is a new airline, she explained, they put it over Brisbane. Vice-Chairperson Richardson continued by saying that all the United and other new, cheap flights had been placed over Brisbane. We never had overflights every two minutes, Ms. Richardson stated. The flights have been placed in Brisbane, she stated, and must be taken off. Vice-Chairperson Richardson concluded by reiterating that she did not agree with Member John Martin's recommendation.

Member Martin responded to Vice-Chairperson Richardson by stating that the facts do not support her claim. The flights were over Brisbane in 2000, he explained, then they reduced significantly from 2002 to 2007, and they have been growing since. That is the cause of the increase in activity that Vice-Chairperson Richardson is hearing. Member Martin added that the data shows that the flights have always been going over Brisbane for the last 20 years, and that it is nothing new in terms of the procedures that are used. If every community said 'no more flights over this community,' he stated, we would have no airport. Vice-Chairperson stated that maybe the flights should be placed over San Francisco. Member Martin responded by saying that they had to be reasonable. The Roundtable succeeds, he added, because it has reasonable people. Vice-Chairperson Richardson stated that this was being reasonable.

Chairperson Newman stated that the letter also needs to indicate that the study needs to look at impacts to other cities, because he thought they would hear from other folks, and it is right to know what the impacts will be on other communities.

Bert Ganoung proposed that the letter suggest FAA look at other departure procedures as well, including the OFFSHORE FIVE and EUGENE SIX that use the same turn. These are all similar departures, he stated, that use the same SEPDY (four-mile) Fix. Mr. Ganoung also stated that SFO will be doing some noise modeling of its own.

Member Digre asked about the timeline of the letter. Chairperson Newman stated that it would take a few days to prepare. Member Digre clarified that she was asking about the timeliness of FAA's response. Chairperson Newman responded that the Roundtable would ask for a response as soon as possible, but that he did not think the FAA could tailor its work to meet the Roundtable's schedule demands. Vice-Chairperson Richards added that the City of Brisbane was meeting with Congresswoman Jackie Speier in December and that they needed to have an answer by then. Chairperson Newman stated that there would not be a chance for there to be a response by FAA by December. Ms. Richardson stated that Chairperson Newman needed to make the timely response happen. Mr. Newman responded saying that modeling the procedure is a complicated process, and that the Roundtable should not anticipate an answer by December. Vice-Chairperson suggested giving FAA a timeline, to which Chairperson Newman responded by saying that the Roundtable just needs FAA to do the modeling and urge them to do it as quickly as possible.

Member Gee also suggested that the FAA provide an expected timeline for their response. The Chair and Vice-Chair agreed with Member Gee's suggestion.

Vice-Chairperson Richardson asked that the Roundtable give her authorization to be a signatory on the letter as the Vice-Chair and an elected official for the City of Brisbane.

Secondly, Vice-Chairperson Richardson asked that the QUIET THREE departure be included in the study. Bert Ganoung stated that the FAA should not study the QUIET THREE as it parallels the shoreline. The intent of the QUIET THREE departure, he explained, is to keep aircraft off of the Oakland Hills. Mr. Ganoung explained that SFO is working with FAA to try and bring flights out over the San Francisco Bay more on an RNAV departure, which stands for Area Navigation. The problem, he explained is that Oakland's SILENT SEVEN also 'hugs' the San Francisco shoreline on the peninsula going north. The problem with asking FAA to model that departure, Mr. Ganoung concluded, is that it keeps aircraft close to the shoreline, but it does not turn aircraft over Brisbane.

Chairperson Newman stated that adding a signatory has not been done before, and that it is a letter from the Roundtable and not from the City of Brisbane. Chairperson Newman also added that he wanted to get the letter out as quickly as possible, and if a committee was formed to write the letter it would get delayed.

Vice-Chairperson Richardson stated that she did not want a statement about "shifting noise" in the letter to the FAA, and that the letter should focus on having aircraft follow the prescribed departure path, with no qualifications. Chairperson Newman responded, stating that he intended to ask them to look at impacts to other areas based on whatever changes they're modeling, and he thought this was fair. Vice-Chairperson Richardson responded "Okay."

Roundtable Coordinator Steve Alverson suggested that the Roundtable include in their letter a request that FAA report back to the Roundtable at the February 2012 Roundtable meeting, so the Roundtable has some idea of the progress that FAA is making. Mr. Newman responded that he hoped to hear from FAA before that, if for nothing more than to know what the FAA's timeline is. Chairperson Newman added that the FAA would have to work with Bert Ganoung and SFO on this issue, and he thought the FAA should be able to provide a timeline within a couple weeks.

Member Gee **MOVED** to authorize the Roundtable Chairperson to issue a letter to FAA with the amendment that the additional two routes, the OFFSHORE and EUGENE routes, be included in the letter. He further moved that the letter request a response from the FAA with a timeline for response, with a minimum of a status report by the Roundtable's February meeting. Member Naomi Patridge **SECONDED** the motion. The **MOTION PASSED** unanimously.

VII. SFO Runway Safety Area Improvement Program Environmental Assessment – Continued to time to be determined

VIII.B Fly Quiet Program Quarterly Report

Bert Ganoung provided the report on the Fly Quiet Program's Quarterly Report. Mr. Ganoung indicated that SFO noticed a decline in operations in the third quarter, which was in line with the third quarter from the previous year. Mr. Ganoung noted three airlines that were new to the top five airlines: Republic, Lufthansa, and ANA. The other two airlines in the top five were Mesa Airlines and Mesaba Airlines. The bottom five airlines included: World Airways, Cathay Pacific, Philippine Airlines, China Airlines, and Air New Zealand. Mr. Ganoung continued by stating that the fleet noise quality averages dropped with the summer flights, with some aircraft operating that were noisier. He also pointed out that

overall noise exceedance rating averages took a hit and are trending downwards, which SFO is trying to fix, but added that the weather is contributing to the exceedances. Mr. Ganoung indicated that nighttime preferential runway use averages has been trending downwards, but this is also partially a seasonal issue. He also added that shoreline departure ratings trended downward. United Airlines has been posting in their briefing rooms about the shoreline departure. He also stated that Gap departure climb rating averages remained flat, with a drop in the third quarter, and that SFO is working with FAA on this topic. Mr. Ganoung concluded by stating that Foster City arrival rating averages is on a downward trend.

VIII.C Update on the Status of FY 2011 – 2012 Roundtable Budget

Chairperson Newman provided the Roundtable with an update of the budget, indicating that the County manages all the consulting contracts, but with no input from the Roundtable. Mr. Newman indicated that the Roundtable's consultants have taken over all the work associated with Roundtable staff as there is no one left to do it. He further stated that the consultants are doing work on a verbal agreement, as the contract does not include a time and materials provision to take on extra tasks. Mr. Newman stated that he wanted to see the Roundtable take more control of its budget; he added that before they could ask for a scope of work and fee from the consultant, they needed to get more info about the current contract. He concluded by saying he hoped to have a clearer picture of the contract and budget by February.

Comments/Concerns/Questions: Member Patridge asked Chairperson Newman if he had spoken to the County Manager. Mr. Newman indicated that he had not, and that he wanted to try and work with Steve Monowitz first.

Vice-Chairperson Richardson stated that she had tried to work with former Roundtable Coordinator, Dave Carbone, on understanding the budget, but was frustrated because she couldn't get all the facts.

Alternate Mike McCarron inquired as to whether the County intended on replacing the airport planner position that Dave Carbone vacated; indicating it's a vital role with respect to ALUC issues.

Chairperson Newman replied that as the chair of the San Mateo County ALUC, he could tell Mr. McCarron there has been little discussion about that topic. He went on to state that there has been discussion of using CCAG to fund the Roundtable.

Member Gee stated that, as elected officials, they need to know how their money is being spent, and urged that this is a priority for the Roundtable members. He encouraged Chairperson Newman to form an ad hoc committee to get this prioritized and get attention on the matter. Chairperson Newman stated that he agreed with Member Gee.

Member Colapietro suggested writing Supervisor Pine asking for assistance on this issue; suggesting this approach may get faster results than an ad hoc committee. Chairperson Newman responded by saying he wanted to give Steve Monowitz a couple weeks to try and get the information they need, and added that they need the cooperation of the San Mateo County Planning Department. He concluded by saying that he'd like to work with

Mr. Monowitz a little bit longer, but if that doesn't work, then he would work through Supervisor Pine.

Steve Alverson added that the Chairman does have the authority to set up an ad hoc committee tonight and ask for volunteers.

Jeff Gee encouraged Chairperson Newman to form an ad hoc committee, and that it should look at historical data and comparable models in the County.

Chairperson Newman stated that funding for the Roundtable largely comes from the SFO, and asked if they wanted to get involved with city or county contracting rules. He indicated that the Roundtable is not a contracting entity.

Member Digre asked what "ALUC" meant. Chairperson Newman responded by saying it meant "Airport Land Use Commission." He continued by saying that Dave Carbone served the County as an airport land use planner, and he served the ALUC for years preparing consistency determinations.

Alternate McCarron stated that he wanted a formal endorsement from the Roundtable for a County airport planner.

Member Patridge stated that she would like to see representatives of various jurisdictions go back to their cities and inform them that Dave Carbone is no longer with the County. She continued by saying that this is a serious issue because there are a lot of projects that need to be reviewed by the ALUC.

VIII.D SFO Update on Air Traffic, Noise, and Work Program Items

Bert Ganoung indicated that with the upcoming work on SFO's Runway Safety Areas or RSAs, FAA has decided it is going through the "level two" of slot control, meaning that flights between midnight and 6 AM would be subject to this beginning with the 2012 summer travel season. He indicated that SFO is working with the FAA on a reduction of their Simultaneous Offset Instrument Approach (SOIA) minimums for the approaches to Runways 28L/R. He also added that the enhanced dependent parallel runway operations will be used when the runway visibility conditions are too poor for SOIA to be used, which allows for a tighter staggered approach on arrivals.

Comments/Concerns/Questions: Chairperson Newman clarified with Mr. Ganoung that slot control referred to the metering of aircraft arrivals, which Mr. Ganoung affirmed it was.

Alternate McCarron clarified that, by implementing "level two" slot control, the FAA is telling airlines to get their schedules in order so that there are minimal delays when the runway work begins. Chairperson Newman asked for a brief description of what SFO is doing with their runways. Mr. Ganoung responded by saying that SFO needs a 1,000-foot overrun area, and that they are adding collapsible concrete, which would preserve the length of the runway without having to extend into the Bay. Mr. Ganoung concluded by

saying that SFO would be bringing the Roundtable more information as the project develops.

VIII.E Report on the Caltrans Airport Land Use Handbook Update Effort

Steve Alverson indicated that the updated Caltrans Airport Land Use Handbook was approved by Caltrans today. He indicated that it was not substantially different from the 2002 Handbook, but that it was designed to be easier for airport land use planners to use, as well as address issues that were not in the previous Handbook, such as the need to prepare CEQA documents for Airport Land Use Compatibility Plans. He stated that the updated Handbook will be helpful to Airport Land Use Commissions, and he recommended the Roundtable members review the document, which is available on the Caltrans Aeronautics website.

IX. Aviation Noise News Update

Steve Alverson stated the Boeing 787 Dreamliner and the 747-800 has been certified by the FAA and is now in commercial use. He also mentioned the FAA reauthorization issue and its ability to impact airport projects, and informed the Roundtable that FAA got a short-term funding extension through the end of January. Mr. Alverson also informed the Roundtable that the UCD Noise and Air Quality Symposium will be in Palm Springs this year in the first week of March. He indicated that he would be at the event and that ESA would have several staff speaking there.

Comments/Concerns/Questions: Member Burrow asked if the new aircraft are quieter for weight and range, but whether they are absolutely quieter.

Mr. Alverson stated that compared to an aircraft of similar size, the newer aircraft are quieter. He continued by saying that there is a lot of new technology built into the aircraft to make them quieter, but that he hadn't received the aircraft noise certification data yet to get the actual numbers. Mr. Alverson noted that noise generated by the A-380 has been measured at SFO. Bert Ganoung indicated that what he thought Member Burrow was asking was whether a 747-800 is quieter than a regional jet, which Bert indicated it was not. David Burrow clarified by asking if the noise as they hear it over their head will be less, comparatively; to which Bert Ganoung, answered that a 747-800 is quieter than a 747-400.

Chairperson Newman added that it would be helpful to compile the noise ratings for the aircraft and put it in a chart comparing them to current aircraft operating at SFO.

X. Member Communications

Member Lee informed the Roundtable that this would be his last Roundtable meeting. He said that he has been on the Roundtable for over a decade, and that it has been a privilege working with his fellow Roundtable members. Member Lee concluded by saying that the Roundtable Members do a good job working for their communities.

Chairperson Newman thanked Member Lee for his service to the Roundtable.

Vice-Chairperson Richardson thanked Mr. Ganoung and Mr. Alverson for putting on and arranging the Brisbane Noise Workshop. She indicated that the materials provided were very helpful, and she encouraged fellow members to get that information as well.

Steve Alverson added that the opportunity to recognize Dave Carbone and Connie Shields' for their contributions to the Roundtable would occur at the February 2012 meeting.

XI. Adjourn

Chairperson Newman adjourned the meeting at 9:18 PM.