

Airport / Community Roundtable
Meeting No. 280 Overview
Wednesday, May 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 Zajac 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

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 15th of every month for the next two months. He said May 15th and June 15th 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 2nd 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 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.