

**Airport / Community Roundtable
Meeting No. 281 Overview
Wednesday, June 6, 2012**

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

Roundtable Chairperson Jeffrey Gee called the Regular Meeting of the Airport/Community Roundtable to order, at approximately 7:06 PM, in the David Chetcuti Community Room at Millbrae City Hall. Steve R. Alverson, Roundtable Coordinator called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

John L. Martin, City and County of San Francisco Airport Commission
Julian Chang, City and County of San Francisco Mayor's Office
Elizabeth Lewis, Town of Atherton
Sepi Richardson, Vice Chairperson/City of Brisbane
Michael Brownrigg, City of Burlingame
Steve Okamoto, City of Foster City (Alternate)
Naomi Patridge, City of Half Moon Bay
Larry May, Town of Hillsborough
Wayne Lee, City of Millbrae (Alternate)
Sue Digre, City of Pacifica
Ann Wengert, Town of Portola Valley
Jeffrey Gee, Chairperson/City of Redwood City
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
C/CAG Airport Land Use Committee (ALUC)
City of Belmont
City of Menlo Park
City of San Bruno
City of San Carlos
City of San Mateo (Vacant)
City of South San Francisco

ADVISORY MEMBERS PRESENT

Airline/Flight Operations

Glen Morse, United Airlines
Alex Bell, Emirates
Mij Bolyard, Mesa Airlines
Josh Birlew, Horizon

Federal Aviation Administration

David Dodd, Manager – Northern California TRACON

ROUNDTABLE STAFF / CONSULTANTS

Steve Alverson, Roundtable Coordinator
Phil Wade, Roundtable Support Staff

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SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Mike McCarron, Bureau of Community Affairs

John Bergener, Planning and Environment

Bert Ganoung, Noise Abatement Manager

Ara Balian, Noise Abatement Specialist

John Hampel, Noise Abatement Specialist

Prior to resumption of the Agenda Items, Chairperson Jeff Gee suggested that Items III and VI.F. be moved up on the agenda to ensure that the votes were conducted while there was still a quorum present. Hearing no objections, Items III and VI.F. were moved ahead of Item II for Roundtable action.

III. Consent Agenda Items

- A.** Review of Airport Director's Report for January 2012
- B.** Review of Airport Director's Report for February 2012
- C.** Review of Airport Director's Report for March 2012
- D.** Review of Airport Director's Report for April 2012
- E.** Review of SFO Fly Quiet Report Q1 2012
- F.** Review of Roundtable Regular Meeting Overview for February 1, 2012
- G.** Review of Roundtable Regular Meeting Overview for March 7, 2012
- H.** Review of Roundtable Regular Meeting Overview for May 2, 2012
- I.** Review/Approval of Correspondence/Information Items for February 2012
- J.** Review/Approval of Correspondence/Information Items for March 2012
- K.** Review/Approval of Correspondence/Information Items for May 2012

Comments/Concerns/Questions: None.

Action: Julian Chang **MOVED** the approval of the Consent Agenda Items. The motion was **SECONDED** by Larry May and **CARRIED, UNANIMOUSLY**.

VI.F. Approval of City of Daly City Membership in the Roundtable

The Roundtable considered the City of Daly City's formal request to join the Roundtable. At the March 2012 Regular Roundtable meeting, Roundtable Coordinator Steve Alverson reported that the City of Daly City had completed all of the steps required by the Roundtable Bylaws to become eligible for membership in the Roundtable.

Action: Vice Chairperson Richardson **MOVED** the approval of the City of Daly City's membership request. The motion was **SECONDED** by Michael Brownrigg and **CARRIED, UNANIMOUSLY**.

Comments/Concerns/Questions: Vice Chairperson Richardson commented that the Roundtable welcomes the City of Daly City back to the Roundtable and looks forward to its participation.

Chairperson Gee covered the remaining Agenda Items in their original order.

II. Public Comments of Items Not on the Agenda

Portola Valley resident Vic Schachter Thanked the Roundtable for its time and effort in addressing the community's aircraft noise concerns. He said that during the past week Portola Valley experienced the worst aircraft noise in the past twenty years. He said that residents were not able

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to go outside all day Sunday and well into the evening on Monday. People could not work at home due to the aircraft noise. He then read an e-mail from a Portola Valley resident who is particularly sensitive to noise who wrote that noise was bad for the past week especially from 5 pm to 12 midnight. The resident indicated that they moved from Palo Alto to Portola Valley and are now experiencing the worst aircraft traffic they've experienced.

Mr. Schachter added that he did not move to Portola Valley to be under the extended flight path to SFO and that the noise this past weekend was intolerable. Roundtable Coordinator Steve Alverson asked SFO Airport Noise Abatement Manager Bert Ganoung to explain the construction work at SFO this past weekend that caused this increase in aircraft noise over Portola Valley.

Mr. Ganoung explained that Runways 28R and 28L were impacted this past weekend by preparatory work related to the federally-mandated Runway Safety Area project. Runway 28L was shortened by 1,300 feet and Runway 28R was closed. Airport Director John Martin added that on top of that, the weather came in on Sunday further impacting arrival operations. The wind caused all-west operations. Mr. Ganoung added that with one of the east-west Runways closed, the arrival rate dropped to 30 per hour and arrivals got backed up. Mr. Marin added that forced the FAA to vector aircraft over Portola Valley. Mr. Ganoung added that under normal (non-construction) conditions, arrivals from the east use Runway 28R and arrivals from the west use Runway 28L,

Member David Burow said that a pilot had reported that he had been directed to fly lower than normal. Mr. Ganoung said he would need specific information about the flight including the flight number, date, and time in order to comment on it. However, during the weekend air traffic was above the minimum vectoring altitude of 4,000 feet, but they were likely below 8,000 feet due to the required vectoring.

Member Anne Wengert asked if SFO could be more specific about how the construction activity is going to be heavy in 2014? Mr. Ganoung said that SFO will brief the Roundtable as the construction dates get closer.

Member Elizabeth Lewis said that the information that SFO shared tonight on how the runway construction combined with the weather to affect overflights of Portola Valley was very helpful. She suggested that perhaps SFO could inform people more thoroughly about when future construction work is scheduled to occur. SFO's Mike McCarron said that SFO had issued a press release about the construction activity on Friday. He did several briefings with the media on Saturday. He said that SFO they had notified everyone they could, Elizabeth Lewis remarked that the people affected fall within a narrow band.

Vice Chairperson Richardson said that it's not briefings, it's educating. She added that SFO needs to tell the community what you are doing and how it will impact the community. She suggested that issuing a press release is only one method. For example, you can put it on the City of Brisbane's website. Bert Ganoung said that the message was on the "crawl" on the SFO Noise Abatement webpage. Bert added that SFO went "28-28" (all west) two weekends in a row. He said SFO was blindsided the first weekend, but caught it on the second weekend.

Member Naomi Patridge said that the County has the San Mateo County Alert System that SFO could use to notify resident of changes in activity at SFO. Mr. Ganoung asked if it was for emergencies only. Member Patridge said no, the system can be used for other announcements that are of general interest to residents. Member Michael Brownrigg said that for example the system is used for traffic alerts, road closures, etc. He added that it could be used to alert Portola Valley and Woodside to increased overflights.

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Member Wayne Lee suggested that SFO use Facebook to post the notices. Mike McCarron said that SFO had posted this past weekend's construction activity on Facebook and Twitter. Member Larry May said that the San Mateo County Alert works well. He added it can be used as a reverse 911. He suggested that SFO notify the various City Manager's about impending airport activity and let them distribute it.

Chairperson Gee said he would like to add airport construction to the Roundtable agenda.

Barry Corlett, a resident of Brisbane, said that he is an optimist at heart, so he expects improvements in the noise environment. He said that the FAA had said at its presentation a month ago that air traffic controllers were more aware of the community's noise concerns. He said, however, the so far the results have been disappointing. He said Brisbane is still being bombarded by flights before 7 am and after 11 pm. He added that aircraft noise complaints from community remain high.

IV. Presentation of the 2010-2011 John C. Long Fly Quiet Awards

Roundtable Coordinator Steve Alverson provided an overview of the Award Recipients' achievements. He indicated that Mesa Airlines received the "Most Improved Airline" award due to its 2.40 improvement in its overall Fly Quiet score. He said that Horizon Airline received the "Quietest Overall Airline" by having the quietest rating in each of the six Fly Quiet Categories. Horizon had an overall Fly Quiet score of 9.44. He stated that Emirates was awarded the "Chairperson's Award" due to its exceptional commitment to all aspects of the Fly Quiet program and for going above and beyond mere participation in the program. Emirates has worked closely with SFO Noise Abatement Staff to improve its Fly Quiet Scores and placed second in the most improved category out of 44 operators.

Chairperson Gee presented the Fly Quiet Awards to each of the airlines

Comments/Concerns/Questions: Each of the airline representatives thanked the Roundtable for the awards. Roundtable members thanked the airlines for their performance on behalf of the surrounding communities.

V. Airport Director's Comments

Airport Director John Martin thanked the residents for coming to the Roundtable meeting to share their concerns. He said he was surprised by their comments because he had thought the Roundtable was making progress. He said that SFO has received good feedback on the 3-D web-based flight tracking software. He noted that this week FAA started using Precision Runway Monitoring (PRM) to allow simultaneous offset independent approaches (SOIA) with cloud ceilings down to 1,600 feet, which helps reduce delays. He said SFO continues to work with each of the airlines that are not flying the shoreline departure properly. He noted that the portable noise monitors will remain in Woodside and Portola Valley as had been requested by the Roundtable through the end of the month. Mr. Martin said that United Airlines is adding 35 flights this summer and that SFO has seen a 12 percent year-over-year growth.

Comments/Concerns/Questions: None.

VI. PORTE THREE Flight Track Analysis

Chairperson Jeff Gee said that the Roundtable had received two reports from the FAA that were posted on the Roundtable website. One addressed a specific question from Brisbane resident Peter Grace regarding flights between 6 and 7 am on the morning of May 14th. The other report

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compared a week of 2005 Brisbane overflights to a week of 2012 overflights since the FAA has increased its efforts to address the Brisbane noise issue. He asked David Dodd from the Northern California TRACON to run through FAA's presentation on the May 14 analysis.

David Dodd, FAA's Manager of Airspace and Procedures in the Northern California TRACON said that he had personally downloaded the radar data and plot/controller communications from May 14th, sat at the radar scope, watched the activity, and analyzed the data. He said that there are large departure banks at both SFO and OAK from 10 to 11 pm and from 6 to 7 am.

Mr. Dodd said that between 6:15 and 6:30 am on May 14th there were 11 departures off of OAK. He then stepped through the 6 to 7 am data in detail noting that at 6:10 the air traffic controller at NCT gets several flight strips indicating that there are a number of flights about to enter his/her air space. As a result, he/she begins to think about keeping the traffic flow moving to get safely through the next half hour to 45 minutes and makes a plan. He/she knows that there is a plane right on the heels of the very first departure, so he/she wants to turn the lead aircraft to avoid the departures for OAK and SFO getting strung out.

Mr. Dodd pointed out that he had placed three-nautical mile rings around each aircraft, which shows the initial required horizontal separation between aircraft. He also pointed out that as the aircraft are climbing south of SFO they must be placed in a line crossing the same point with all of them at 19,000 feet and separated by five-nautical miles. As a result, the air traffic controllers need to turn the SFO departures to avoid the OAK flights.

Vice Chairperson Richardson said that FAA knows SFO flights are overflying the Brisbane community, why can't the OAK flights go father to the north? Mr. Dodd responded that there numerous reasons why the OAK flights cannot go further to the north. He said that sending the OAK flights further to the north would create air traffic conflicts with other arrival streams. The aircraft would need to level off, which would create more noise they begin to climb again.

Vice Chairperson Richardson suggested that the FAA need s to look at the Brisbane issue in a deeper way. Chairperson Gee said that the people who had attended the meeting at Jackie Speier's office heard that the Northern California Metroplex project, which has been initiated, will look at air traffic improvements on a regional basis. He said he has a Metroplex briefing by FAA on the Work Program for next year.

Brian Perkins from Congresswoman Jackie Speier's office said that FAA had promised they would try to make improvements in the midnight to 6 am and 10 pm to Midnight timeframes. Data is being collected, analyzed, and reported, which takes a great deal of time. FAA is going to continue to work on it.

David Dodd reviewed several more of the SFO departures in the 6 to 7 am timeframe with most of them having a conflicting OAK departure. He said the point he wants to make is that the FAA is handling a lot of aircraft in a very short amount of time.

Member Brownrigg asked if NextGEN allows for closer spacing between aircraft. Mr. Dodd replied that NextGEN will allow aircraft to fly by themselves, which is more fuel efficient and quieter.

Chairperson Gee asked Mr. Dodd about the nighttime flights. Mr. Dodd reported that there were no Brisbane overflights between midnight and 6 am. Chairperson Gee observed that it sounded as though there has been some progress and reminded the Roundtable of his comment at an earlier meeting that we need to eat the elephant one bite at a time.

Mr. Dodd said that in his review of the data, if he sees one flight that does not follow the procedures, he will be doing performance modification with the controllers.

Member Anne Wengert said she appreciated Mr. Dodd's analysis. She asked if NextGEN will be able to keep up with the growth in aircraft operations. Mr. Dodd said that FAA always tries to keep noise in mind, but they need to manage the air traffic. He added the idea is to work hand-in-hand with the airlines to try to improve efficiency. Member Wengert asked if he expects that they will deconflict the OAK and SFO traffic. Mr. Dodd said that is one of the goals. Member Brownrigg asked why doesn't OAK take off on another runway for the 6 to 7 am hour. Roundtable Coordinator Steve Alverson responded that OAK only has one air carrier runway.

Jackie Speier's representative Brian Perkins asked Mr. Dodd how many person hours have been put into this effort. Mr. Dodd said that there were numerous hours that went into the analysis of the alternative flight tracks as well as one-on-one briefings with over 150 air traffic controllers. Brian Perkins said so over 200 people have been or are working on this issue. Mr. Dodd responded that is correct.

Brisbane Resident Peter Grace thanked Mr. Dodd very much for his presentation. Mr. Grace said that the vertical distances are still difficult to understand and asked if Mr. Dodd would be willing to meet with the residents to go through this type of analysis in detail to get a better understanding. Mr. Grace said that this is a much more complex issue than the Brisbane residents understood. Mr. Grace asked if there is any coordination between the SFO and OAK tower on the timing of departing aircraft. Mr. Dodd responded no, that NCT speaks to both towers, but they don't talk to each other. Mr. Dodd added that the controller knows from the flight strips when the aircraft are going to be in his/ner airspace and has to plan for creating the proper separations.

Member Julian Chang said that each tower controls the takeoffs at their airport. David Dodd said that between the hours of Midnight and 6 am traffic is lighter, so FAA doesn't need to jam the flights out of SFO during this time.

Brisbane resident Peter Grace suggested that FAA extend the time that it is working to reduce overflights of Brisbane from 6 am to 7 am. Mr. Grace said that while the FAA has done a good job reporting on the flights within the one-nautical mile cylinder over Brisbane, FAA should also measure the noise associated with flights near Brisbane and show the reduction in noise events between 6 and 7 am as agreed to at the meeting in Jackie Speier's office. He is looking for a win-win situation.

Brisbane resident Barry Corlett said that it was great to have the person who did the analysis at tonight's Roundtable meeting. He added that while a one-nautical mile circle is better than no circle at all, but the circle is not big enough. FAA needs to include room on the edges for those aircraft that are near, but not over Brisbane. He asked if the Metroplex will solve the dependencies between SFO and OAK. Mr. Dodd replied that the Metroplex process is designed to deconflict the traffic and deconflict the routes. He added that it will always be an evolving process, but that is what the FAA is aiming for. The first step is RNP approaches. FAA faces the same issues with the three airports in the New York metropolitan area.

He said the current situation with respect to airspace usage is like having 15 cars traveling together on a freeway. The freeway gets backed up and the drivers experience delays. The idea of NextGEN is to smooth out those delays.

Chairperson Gee said that the 2012-2013 Work Program will include an update on the Northern California Metroplex project.

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Mr. Corlett concluded his comments by saying that when SFO gets busy, Brisbane residents suffer. He added that the Metroplex improvements will run into the limits of increasing traffic, which will compound the suffering experienced now. Roundtable Coordinator Steve Alverson said that newly manufactured aircraft are continually getting quieter and quieter. The goal is combine the benefits of NextGEN with the improving aircraft fleet to minimize aircraft noise exposure.

**B. Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR:
Ad Hoc Committee Report on Mr. Lyon's Four Recommendations –**

Chairperson Gee asked if there had been any movement on the permanent noise monitors. Member Burow said that the committee had information on the cost of the monitors, but no action had been taken. Chairperson Gee mentioned that there is partial data from the portable noise monitors on the web site and what struck him about the data is that not all of the flights are going into SFO. Member Burow said that he had just received the data yesterday and hasn't had time to review the data. He said he would do so by the next meeting. Chairperson Gee asked Bert Ganoung if he wanted to add any comments about the portable noise monitoring data from Woodside and Portola Valley. Mr. Ganoung observed that Portola Valley is much quieter than Woodside. The aircraft Community Noise Equivalent Levels (CNELs) in Portola Valley are in the mid 30s and the mid 40s in Woodside, which is well below the State level of 65 CNEL. He will prepare a complete report at the end of July. Chairperson Gee asked when the measurements will be done. Mr. Ganoung said that the measurements will end at the end of June and he will have a report by July 15th. Bert added that the monitoring effort is very time intensive for SFO Noise Abatement Office staff as they have to visit each monitor weekly to check on and download the data.

Comments/Concerns/Questions: Portola Valley resident Vic Schachter commented that the noise measurement data collection effort is praiseworthy, but he couldn't understand the data. He said there are a limited number of flights causing noise events, yet there are many more overflights during the same period. Bert Ganoung commented that the data is in its raw form and that he will prepare a report that will be more understandable over the summer. Mr. Schachter commented if the noise levels are in compliance than what solace is there? Member Lewis said that she too had looked at the data and could not determine its significance. Member Burow said that they could have Bert put the data into context. Mr. Schachter asked why the number of "events" was so low. Bert Ganoung explained that the "events" are aircraft overflights that have been correlated with a noise event using the radar flight track data. Bert said there are many aircraft operations that do not cause noise events because they are too distant from the noise monitors to cause an event. Bert said the noise monitors are set with threshold levels that when exceeded record an event. Member Lewis asked if the monitors were set a 65, then event below 65 would not be recorded? Bert said that is correct. Bert further indicated that because the individual events are low, the CNEL will be well below the 65 CNEL standard. He added the 65 CNEL is the Federal and State standard that SFO and other airports throughout the state are required to use. Mike McCarron added that CNEL is more stringent than the Federal DNL metric in that the CNEL includes an additional penalty for evening operations where each evening operation is treated as though it was three operations. Bert said that CNEL is still considered most reliable way to quantify aircraft noise to assess human annoyance. Bert said that after the report is released in July he would be happy to meet with Roundtable members to explain it.

Brisbane resident Peter Grace suggested that the noise event data be correlated with the flights over the Brisbane VOR. Roundtable Coordinator Steve Alverson stated that SFO had correlated the noise events with the aircraft flight tracks.

VI. C. Roundtable Budget for FY 2011/2012

Chairperson Gee reported that the 2011-2012 budget issues had finally been resolved. He said that it took a great deal of work by a number of people and organizations to finalize the budget including member Pine, San Mateo County, SFO Staff, and the consultant. Chairperson Gee said it is now time for the Roundtable to turn its attention to the 2013-2014 budget.

VI. D. Status of Roundtable Work Program Items

Chairperson Gee stated he was glad the subcommittees were able to meet last Friday. He thanked the participants, and stated that he tried to structure the subcommittee meetings to be as efficient as possible and encouraged people to make time to participate.

Comments/Concerns/Questions: None.

VI. E. Committee Reports

Operations and Efficiency. Chairperson Gee stated that the only item on agenda was the issue of advocating the lowering of the 65 dB CNEL standard to 60 dB CNEL. Chairperson Gee indicated that the conversation focused on understanding of the issue, and the approach that was arrived at was developing a white paper that could assess the impacts of lowering the standard. The white paper would be shared with the Roundtable and the communities at the September meeting, where everyone could discuss the ramifications of this issue.

Comments/Concerns/Questions: None.

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Legislative. – Chairperson Gee stated that the only item on agenda for the Legislative Committee was on potentially approaching the congressional delegation about removing the categorical exemption for NextGEN. He indicated that the committee felt it was not informed enough to recommend a position. Chairperson Gee acknowledged that the Roundtable needs to become better informed about the issue of NextGEN and the categorical exemption it has been granted. He likened the process to streamlining the CEQA process for high speed rail. Chairperson Gee reiterated that the Roundtable needs to educate itself on how NextGEN is going to affect the community, and prepare so they know how to respond to certain issues associated with flying aircraft on a “rail”. He continued by saying that the Roundtable may need to advocate an artificial fanning of aircraft on arrival, so people can share the burden of aircraft overflights. Chairperson Gee stated that NextGEN is a big deal, and that they need to learn from other experiences and build upon that.

Comments/Concerns/Questions: None.

Member Chang added that NextGEN is a community balancing project. The faster NextGEN is implemented, he stated, the more relief there will be and the more efficient the airport will be. Member Chang continued by saying that people’s homes and lives are important, so this needs to be balanced against these benefits. We need to educate the Roundtable and our neighbors; what are the options and what does it mean to us?

Vice-Chairperson Richardson stated that she appreciated the education part, because there is concern about NextGEN. If it is so good, she asked, why are they exempting it from the NEPA process? Member Chang added that education includes learning about the Categorical Exemption process. Chairperson Gee noted that there are only certain things can be categorically exempted.

Member Lewis asked how this education is going to occur. Chairperson Gee responded that he will work with Bert Ganoung and Steve Alverson on this issue, and will try and come up with a program that is effective.

Work Program. Chairperson Gee discussed a budget for FY 2012/2013. He stated that the Work Program Committee recommended keeping six meetings a year. Chairperson Gee continued by stating that San Mateo County will provide administrative staff support located at County Government Center, and a planner will be provided to provide the support previously provided by Dave Carbone. Chairperson Gee further added that SFO has a lease for an RT office that they will be getting out of. Based on those two additional staff, the Roundtable is now able to review a Request for Qualifications for an aviation consultant; a contract with whom needs to be updated every three years. Understanding all these issues, he stated, can help shape an appropriate budget. Chairperson Gee stated that the timeline to have this done by the September meeting. He also added that they looked at the website and how to enrich it; indicating that it’s third-party hosted, which the Roundtable has to take into account for budget reasons.

Chairperson Gee stated that he wanted a budget by the first fiscal quarter and to stay within budget. Chairperson Gee further added that he wanted to improve the partnership with the airlines; stating that this partnership needs to be strengthened and the Roundtable needs to encourage their partnership with the community. He concluded by saying that the Roundtable also

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needs to improve its relationship with other airports; OAK has their own noise forum, which the SFO Roundtable does not interact with.

Comments/Concerns/Questions: None.

Member Lewis asked if another Northern California TRACON tour could be offered. Bert Ganoung replied that SFO would be happy to arrange one.

Chairperson Gee highlighted a few items that the Roundtable needs to focus on, including noise issues in North and South County as well as Brisbane. The Roundtable needs to continue to gathering data, he stated, and put it in a format that is understandable. Chairperson Gee also indicated that the Roundtable has to get smarter on the issue of NextGEN, so it could know how to deal with it. He added that Roundtable members also needed to educate themselves on the Metroplex issue. Chairperson Gee concluded by saying that the Roundtable needs to continue to track construction at SFO and understand how it's going to affect arrivals and departures.

Member Lewis asked for more upfront notice on future subcommittee meetings.

Vice-Chairperson Richardson asked that the letters to the airlines regarding the Fly Quiet Awards be added to the September meeting packet.

Member Brownrigg thanked Chairperson Gee for arranging a teleconference for the subcommittee meetings noting that a teleconference is a convenient way to meet.

Member Chang stated that the budget planning process is year around, and that now there is a two-year budget planning process. The sooner you ask for funds, he indicated, the better chance you have of getting them.

Barry Corlett stated that he asked about getting access to additional radar data, and asked that Chairperson Gee follow-up with that. Chairperson Gee asked that Mr. Corlett send him an email with specifics of his request.

XIII. Member Communications /Announcements

Steve Alverson thanked the Roundtable for the last three years, stating that it's been a delight working with the Roundtable. Member Lewis asked if Steve Alverson's firm would respond to the RFQ; which he responded that it would.

Glenn Morse from United stated that with respect to NextGen, he has a copy of the NextGen implementation plan. He also noted that the FAA website has a wealth of info on NextGen and encouraged members to educate themselves prior to the September meeting.

Comments/Concerns/Questions: None.

XIV. Adjourn

The meeting was adjourned at approximately 8:48 PM.