San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-1853
F (650) 363-4849
www.sforoundtable.org

ROUNDTABLE REGULAR MEETING

MEETING No. 286

Wednesday, June 5, 2013 - 7:00 p.m.

David Chetcuti Community Room - Millbrae City Hall
450 Poplar Avenue - Millbrae, CA 94030

AGENDA

I. Call to Order / Roll Call / Declaration of a Quorum Present -
Jeff Gee, Roundtable Chairperson / James A. Castañeda, AICP, Roundtable Coordinator — ACTION

II. Public Comment on Items ***NOT*** on the Agenda –
Note: Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item. — INFORMATION

CONSENT AGENDA

Note: All items on the Consent Agenda are approved / accepted by one motion. A Roundtable Representative can make a request, prior to action on the Consent Agenda, to transfer a Consent Agenda item to the Regular Agenda. Any item on the Regular Agenda may be transferred to the Consent Agenda in a similar manner.

III. Consent Agenda Items – ACTION

Note: Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the San Mateo County Planning & Building Department, at 455 County Center, 2nd Floor Redwood City, California 94063, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: www.sforoundtable.org.

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (650) 363-1853 at least 2 days before the meeting date.

REGULAR AGENDA

IV. Presentation Items:

A. Airport Director's Comments — INFORMATION
- John Martin, Director, San Francisco International Airport (*Verbal Report*)

B. Noise 101, PART 3 — INFORMATION
- Bert Ganoung, Manager, Aircraft Noise Abatement

V. Roundtable Work Program Items:

A. SFO Construction Update and Departure/Arrival affects: — INFORMATION
– Bert Ganoung, Manager, Aircraft Noise Abatement (*Verbal Report*)

B. Update on FAA's PORTE Departure Analysis: — INFORMATION
– Jeff Gee, Roundtable Chairperson

C. Report and assignment to subcommittee, Oceanic Arrivals Over the Woodside VOR — INFORMATION
– Jeff Gee, Roundtable Chairperson

D. Report and assignment to subcommittee on Optimization of Airspace & Procedures in the Metroplex (OAPM) Environmental Review — INFORMATION
– Jeff Gee, Roundtable Chairperson

E. Work Program for FY 2013-2014 — ACTION
– Cindy Gibbs, Roundtable Aviation Technical Consultant — Pg. 59

F. Budget for FY 2013-2014 — ACTION
– James Castañeda, Roundtable Coordinator — Pg. 71

VI. Airport Noise Briefing — INFORMATION
– Cindy Gibbs, Roundtable Aviation Technical Consultant

VII. Member Communications / Announcements – Roundtable Members

VIII. ADJOURN – Roundtable Chairperson — ACTION

Correspondences & Airport Noise Industry News — Pg. 77

Next Regular Roundtable Meeting Date: Wednesday, September 4, 2013

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Glossary of Common Acoustic and Air Traffic Control Terms

A

ADS-B - Automatic Dependent Surveillance – Broadcast – ADS-B uses ground based antennas and in-aircraft displays to alert pilots to the position of other aircraft relative to their flight path. ADS-B is a key element of NextGen.

Air Carrier - A commercial airline with published schedules operating at least five round trips per week.

Air Taxi – An aircraft certificated for commercial service available for hire on demand.

ALP - Airport Layout Plan – The official, FAA approved map of an airport's facilities.

ALS – Approach Lighting System - Radiating light beams guiding pilots to the extended centerline of the runway on final approach and landing.

Ambient Noise Level – The existing background noise level characteristic of an environment.

Approach Lights – High intensity lights located along the approach path at the end of an instrument runway. Approach lights aid the pilot as he transitions from instrument flight conditions to visual conditions at the end of an instrument approach.

APU - Auxiliary Power Unit – A self-contained generator in an aircraft that produces power for ground operations of the electrical and ventilation systems and for starting the engines.

Arrival – The act of landing at an airport.

Arrival Procedure - A series of directions on a published approach plate or from air traffic control personnel, using fixes and procedures, to guide an aircraft from the en route environment to an airport for landing.

Arrival Stream – A flow of aircraft that are following similar arrival procedures.

ARTCC – Air Route Traffic Control Center - A facility providing air traffic control to aircraft on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

ATC - Air Traffic Control - The control of aircraft traffic, in the vicinity of airports from control towers, and in the airways between airports from control centers.

ATCT – Air Traffic Control Tower - A central operations tower in the terminal air traffic control system with an associated IFR room if radar equipped, using air/ground communications and/or radar, visual signaling and other devices to provide safe, expeditious movement of air traffic.

Avionics – Airborne navigation, communications, and data display equipment required for operation under specific air traffic control procedures.

Altitude MSL –Aircraft altitude measured in feet above mean sea level.

B

Backblast - Low frequency noise and high velocity air generated by jet engines on takeoff.

Base Leg – A flight path at right angles to the landing runway. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

C

Center – See ARTCC.

CNEL – Community Noise Equivalent Level - A noise metric required by the California Airport Noise Standards for use by airport proprietors to measure aircraft noise levels. CNEL includes an additional weighting for each event occurring during the evening (7;00 PM – 9:59 PM) and nighttime (10 pm – 6:59 am) periods to account for increased sensitivity to noise during these periods. Evening events are treated as though there were three and nighttime events are treated as thought there were ten. This results in a

4.77 and 10 decibel penalty for operations occurring in the evening and nighttime periods, respectively.

CNEL Contour - The "map" of noise exposure around an airport as expressed using the CNEL metric. A CNEL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

Commuter Airline – Operator of small aircraft (maximum size of 30 seats) performing scheduled service between two or more points.

D

Decibel (dB) - In sound, decibels measure a scale from the threshold of human hearing, 0 dB, upward towards the threshold of pain, about 120-140 dB. Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of ten dB is perceived by human ears as a doubling of noise.

dBA - A-weighted decibels adjust sound pressure towards the frequency range of human hearing.

dBC - C-weighted decibels adjust sound pressure towards the low frequency end of the spectrum. Although less consistent with human hearing than A-weighting, dBC can be used to consider the impacts of certain low frequency operations.

Decision Height – The height at which a decision must be made during an instrument approach either to continue the approach or to execute a missed approach.

Departure – The act of an aircraft taking off from an airport.

Departure Procedure – A published IFR departure procedure describing specific criteria for climb, routing, and communications for a specific runway at an airport.

Displaced Threshold - A threshold that is located at a point on the runway other than the physical beginning. Aircraft can begin departure roll before the threshold, but cannot land before it.

DME - Distance Measuring Equipment - Equipment (airborne and ground) used to measure, in nautical miles, a slant range distance of an aircraft from the DME navigational aid.

DNL - Day/Night Average Sound Level - The daily average noise metric in which that noise occurring between 10:00 p.m. and 7:00 a.m. is penalized by 10 dB. DNL is often expressed as the annual-average noise level.

DNL Contour - The "map" of noise exposure around an airport as expressed using the DNL metric. A DNL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

Downwind Leg – A flight path parallel to the landing runway in the direction opposite the landing direction.

Duration - The length of time in seconds that a noise event lasts. Duration is usually measured in time above a specific noise threshold.

E

En route – The portion of a flight between departure and arrival terminal areas.

F

FAA - The Federal Aviation Administration is the agency responsible for aircraft safety, movement and controls. FAA also administers grants for noise mitigation projects and approves

certain aviation studies including FAR Part 150 studies, Environmental Assessments, Environmental Impact Statements, and Airport Layout Plans.

FAR – Federal Aviation Regulations are the rules and regulations, which govern the operation of aircraft, airways, and airmen.

FAR Part 36 – A Federal Aviation Regulation defining maximum noise emissions for aircraft.

FAR Part 91 – A Federal Aviation Regulation governing the phase out of Stage 1 and 2 aircraft as defined under FAR Part 36.

FAR Part 150 – A Federal Aviation Regulation governing noise and land use compatibility studies and programs.

FAR Part 161 – A Federal Aviation Regulation governing aircraft noise and access restrictions.

Fix – A geographical position determined by visual references to the surface, by reference to one or more Navaids, or by other navigational methods.

Fleet Mix – The mix or differing aircraft types operated at a particular airport or by an airline.

Flight Plan – Specific information related to the intended flight of an aircraft. A flight plan is filed with a Flight Service Station or Air Traffic Control facility.

FMS – Flight Management System - a specialized computer system in an aircraft that automates a number of in-flight tasks, which reduces flight crew workload and improves the precision of the procedures being flown.

G

GA - General Aviation – Civil aviation excluding air carriers, commercial operators and military aircraft.

GAP Departure – An aircraft departure via Runways 28 at San Francisco International Airport to the west over San Bruno, South San Francisco, Daly City, and Pacifica.

Glide Slope – Generally a 3-degree angle of approach to a runway established by means of airborne instruments during instrument approaches, or visual ground aids for the visual portion of an instrument approach and landing.

GPS - Global Positioning System – A satellite based radio positioning, navigation, and time-transfer system.

GPU - Ground Power Unit – A source of power, generally from the terminals, for aircraft to use while their engines are off to power the electrical and ventilation systems on the aircraft.

Ground Effect – The excess attenuation attributed to absorption or reflection of noise by manmade or natural features on the ground surface.

Ground Track – is the path an aircraft would follow on the ground if its airborne flight path were plotted on the terrain.

H

High Speed Exit Taxiway – A taxiway designed and provided with lighting or marking to define the path of aircraft traveling at high speed from the runway center to a point on the center of the taxiway.

I

IDP - Instrument Departure Procedure - An aeronautical chart designed to expedite clearance delivery and to facilitate transition between takeoff and en route operations. IDPs were formerly known as SIDs or Standard Instrument Departure Procedures.

IFR - Instrument Flight Rules -Rules and regulations established by the FAA to govern flight under conditions in which flight by visual reference is not safe.

ILS - Instrument Landing System – A precision instrument approach system which normally consists of a localizer, glide slope, outer marker, middle marker, and approach lights.

IMC – Instrument Meteorological Conditions - Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using instrument flight rules.

Instrument Approach – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

J

K

Knots – A measure of speed used in aerial navigation. One knot is equal to one nautical mile per hour (100 knots = 115 miles per hour).

L

Load Factor – The percentage of seats occupied in an aircraft.

Lmax – The peak noise level reached by a single aircraft event.

Localizer – A navigational aid that consists of a directional pattern of radio waves modulated by two signals which, when receding with equal intensity, are displayed by compatible airborne equipment as an “on-course” indication, and when received in unequal intensity are displayed as an “off-course” indication.

LDA – Localizer Type Directional Aid – A facility of comparable utility and accuracy to a localizer, but not part of a complete ILS and not aligned with the runway.

M

Middle Marker - A beacon that defines a point along the glide slope of an ILS, normally located at or near the point of decision height.

Missed Approach Procedure – A procedure used to redirect a landing aircraft back around to attempt another landing. This may be due to visual contact

not established at authorized minimums or instructions from air traffic control, or for other reasons.

N

NAS – National Airspace System - The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, manpower and material.

Nautical Mile – A measure of distance used in air and sea navigation. One nautical mile is equal to the length of one minute of latitude along the earth's equator. The nautical mile was officially set as 6076.115 feet. (100 nautical miles = 115 statute miles)

Navaid – Navigational Aid.

NCT – Northern California TRACON – The air traffic control facility that guides aircraft into and out of San Francisco Bay Area airspace.

NDB – Non-Directional Beacon - Signal that can be read by pilots of aircraft with direction finding equipment. Used to determine bearing and can "home" in or track to or from the desired point.

NEM – Noise Exposure Map – A FAR Part 150 requirement prepared by airports to depict noise contours. NEMs also take into account potential land use changes around airports.
NextGen – The Next Generation of the national air transportation system. NextGen represents the movement from ground-based navigation aids to satellite-based navigation.

NMS – See RMS

Noise Contour – See CNEL and DNL Contour.

Non-Precision Approach Procedure – A standard instrument approach procedure in which no electronic glide slope is provided.

O

Offset ILS – Offset Parallel Runways – Staggered runways having centerlines that are parallel.

Operation – A take-off, departure or overflight of an aircraft. Every flight requires at least two operations, a take-off and landing.

Outer Marker – An ILS navigation facility in the terminal area navigation system located four to seven miles from the runways edge on the extended centerline indicating the beginning of final approach.

Overflight – Aircraft whose flights originate or terminate outside the metropolitan area that transit the airspace without landing.

P

PASSUR System – Passive Surveillance Receiver - A system capable of collecting and plotting radar tracks of individual aircraft in flight by passively receiving transponder signals.

PAPI – Precision Approach Path Indicator - An airport lighting facility in the terminal area used under VFR conditions. It is a single row of two to four lights, radiating high intensity red or white beams to indicate whether the pilot is above or below the required runway approach path.

PBN –Performance Based Navigation - Area navigation based on performance requirements for aircraft operating along an IFR route, on an instrument approach procedure or in a designated airspace.

Preferential Runways - The most desirable runways from a noise abatement perspective to be assigned whenever safety, weather, and operational efficiency permits.

Precision Approach Procedure – A standard instrument approach procedure in which an electronic glide slope is provided, such as an ILS. GPS precision approaches may be provided in the future.

PRM – Precision Runway Monitoring – A system of high-resolution monitors for air traffic controllers to use in landing aircraft on parallel runways separated by less than 4,300'.

Q

R

Radar Vectoring – Navigational guidance where air traffic controller issues a compass heading to a pilot.

Reliever Airport – An airport for general aviation and other aircraft that would otherwise use a larger and busier air carrier airport.

RMS – Remote Monitoring Site - A microphone placed in a community and recorded at San Francisco International Airport's

Noise Monitoring Center. A network of 29 RMS's generate data used in preparation of the airport's Noise Exposure Map.

RNAV – Area Navigation - A method of IFR navigation that allows an aircraft to choose any course within a network of navigation beacons, rather than navigating directly to and from the beacons. This can conserve flight distance, reduce congestion, and allow flights into airports without beacons.

RNP – Required Navigation Performance - A type of performance-based navigation (PBN) that allows an aircraft to fly a specific path between two 3-dimensionally defined points in space. RNAV and RNP systems are fundamentally similar. The key difference between them is the requirement for on-board performance monitoring and alerting. A navigation specification that includes a requirement for on-board navigation performance monitoring and alerting is referred to as an RNP specification. One not having such a requirement is referred to as an RNAV specification.

Run-up – A procedure used to test aircraft engines after maintenance to ensure safe operation prior to returning the aircraft to service. The power settings tested range from idle to full power and may vary in duration.

Run-up Locations - Specified areas on the airfield where scheduled run-ups may occur. These locations are sited, so as to produce minimum noise impact in surrounding neighborhoods.

Runway – A long strip of land or water used by aircraft to land on or to take off from.

S

Sequencing Process – Procedure in which air traffic is merged into a single flow, and/or in which adequate separation is maintained between aircraft.

Shoreline Departure – Departure via Runways 28 that utilizes a right turn toward San Francisco Bay as soon as feasible. The Shoreline Departure is considered a noise abatement departure procedure.

SENEL – Single Event Noise Exposure Level - The noise exposure level of a single aircraft event measured over the time between the initial and final points when the noise level exceeds a predetermined threshold. It is important to distinguish single event noise levels from cumulative noise levels such as CNEL. Single event noise level numbers are generally higher than CNEL numbers, because CNEL represents an average noise level over a period of time, usually a year.

Single Event – Noise generated by a single aircraft overflight.

Significant Exceedance – As defined by the Airport Community Roundtable, is a noise event more than 100 dB SENEL outside of the 65 CNEL contour.

SOIA – Simultaneous Offset Instrument Approach is an approach system permitting simultaneous Instrument Landing System approaches to airports having staggered but parallel runways. SOIA combines Offset ILS and regular ILS definitions.

STAR – Standard Terminal Arrival Route is a published IFR arrival procedure describing specific criteria for descent, routing, and communications for a specific runway at an airport.

T

Taxiway – A paved strip that connects runways and terminals providing the ability to move aircraft so they will not interfere with takeoffs or landings.

Terminal Airspace - The air space that is controlled by a TRACON.

Terminal Area – A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Threshold – Specified boundary.

TRACON -Terminal Radar Approach Control – is an FAA air traffic control service to aircraft arriving and departing or transiting airspace controlled by the facility. TRACONs control IFR and participating VFR flights. TRACONs control the airspace from Center down to the ATCT.

U

V

Vector – A heading issued to a pilot to provide navigational guidance by radar. Vectors are assigned verbally by FAA air traffic controllers.

VFR – Visual Flight Rules are rules governing procedures for conducting flight under visual meteorological conditions, or weather conditions with a ceiling of 1,000 feet above ground level and visibility of three miles or greater. It is the pilot's responsibility to maintain visual separation, not the air traffic controller's, under VFR.

Visual Approach – Wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic facility and having an air traffic control authorization, may proceed to destination airport under VFR.

VASI – Visual Approach Slope Indicator - An airport lighting facility in the terminal area navigation system used primarily under VFR conditions. It provides vertical visual guidance to aircraft during approach and landing, by radiating a pattern of high intensity red and white focused light beams, which indicate to the pilot that he/she is above, on, or below the glide path.

VMC – Visual Meteorological Conditions - weather conditions equal to or greater than those specified for aircraft operations under Visual Flight Rules (VFR).
VOR - Very High Frequency Omni-directional Range – A ground based electronic navigation aid transmitting navigation signals for 360 degrees oriented from magnetic north. VOR is the historic basis for navigation in the national airspace system.

W

X

Y

Z

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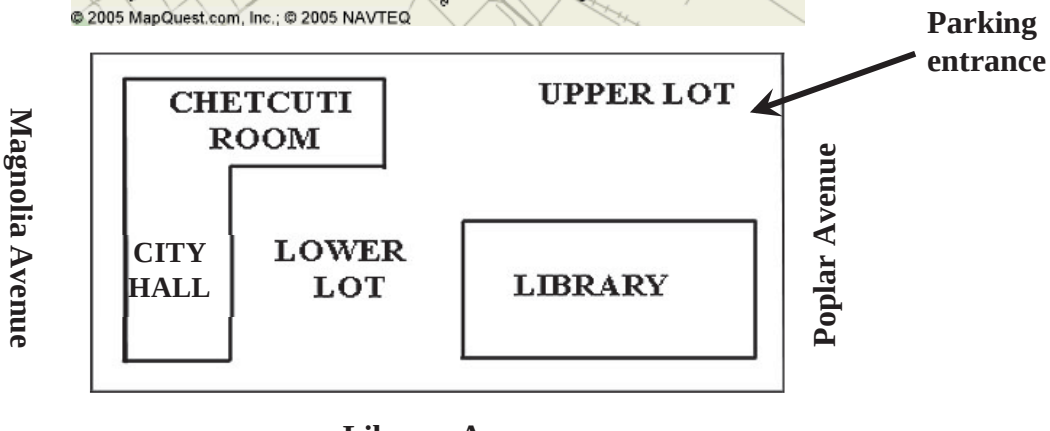
AIRPORT/COMMUNITY ROUNDTABLE
REGULAR MEETING PLACE

David Chetcuti Community Room
450 Poplar Avenue ~ Millbrae, CA 94030
(access through Millbrae Library parking lot on Poplar Avenue)
(650) 259-2363

Roundtable Web Site: www.sforoundtable.org



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WELCOME

The Airport/Community Roundtable is a voluntary committee that provides a public forum to address community noise issues related to aircraft operations at San Francisco International Airport. The Roundtable encourages orderly public participation and has established the following procedure to help you, if you wish to present comments to the committee at this meeting.

- You must fill out a Speaker Slip and give it to the Roundtable Coordinator at the front of the room, as soon as possible, if you wish to speak on any Roundtable Agenda item at this meeting.
- To speak on more than one Agenda item, you must fill out a Speaker Slip for each item.
- The Roundtable Chairperson will call your name; please come forward to present your comments.

The Roundtable may receive several speaker requests on more than one Agenda item; therefore, each speaker is limited to two (2) minutes to present his/her comments on any Agenda item unless given more time by the Roundtable Chairperson. The Roundtable meetings are recorded. Copies of the audio file can be made available to the public upon request. Please contact the Roundtable Coordinator for any request.

Roundtable Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the Agenda, Meeting Notice, Agenda Packet, or other writings that may be distributed at the meeting, should contact the Roundtable Coordinator at least two (2) working days before the meeting at the phone or e-mail listed below. Notification in advance of the meeting will enable Roundtable staff to make reasonable arrangements to ensure accessibility to this meeting.

AIRPORT/COMMUNITY ROUNDTABLE OFFICERS & STAFF
~ June 2013 ~

Chairperson:
JEFFREY GEE
Representative, City of Redwood City
(650) 780-7221

Vice-Chairperson:
NAOMI PATRIDGE
Representative, City of Half Moon Bay
(650) 726-8270

Roundtable Coordinator:
JAMES A. CASTAÑEDA, AICP
County of San Mateo
Planning & Building Department
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ABOUT THE AIRPORT/COMMUNITY ROUNDTABLE

OVERVIEW

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues. The Roundtable is scheduled to meet on the first Wednesday of the following months: February, April, June, September and November. **Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations. For more information about the Roundtable, please contact Roundtable staff at (650) 363-1853.**

POLICY STATEMENT

The Airport/Community Roundtable reaffirms and memorializes its longstanding policy regarding the "shifting" of aircraft-generated noise, related to aircraft operations at San Francisco International Airport, as follows: ***"The Airport/Community Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the "shifting" of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport."*** (Source: Roundtable Resolution No. 93-01)

FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS

The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). Federal law provides that:

> *"No state or political subdivision thereof and no interstate agency or other political agency of two or more states shall enact or enforce any law, rule, regulation, standard, or other provision having the force and effect of law, relating to rates, routes, or services of any air carrier having authority under subchapter IV of this chapter to provide air transportation."* (49 U.S.C. A. Section 1302(a)(1)).

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MEMBERSHIP ROSTER JUNE 2013
REGULAR MEMBERS

CITY AND COUNTY OF SAN FRANCISCO
BOARD OF SUPERVISORS
Representative: Vacant
Alternate: Vacant

CITY AND COUNTY OF SAN FRANCISCO
MAYOR'S OFFICE
Julian C. L. Chang, (Appointed)
Alternate: Edwin Lee, Mayor

CITY AND COUNTY OF SAN FRANCISCO
AIRPORT COMMISSION REPRESENTATIVE
John L. Martin, Airport Director (Appointed)
Alternate: Doug Yakel, Acting Airport Spokesperson

COUNTY OF SAN MATEO BOARD OF SUPERVISORS
Dave Pine, Supervisor
Alternate: Don Horsley, Supervisor

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)
AIRPORT LAND USE COMMITTEE (ALUC)
Richard Newman, ALUC Chairperson (Appointed)
Alternate: Carol Ford, Aviation Representative (Appointed)

TOWN OF ATHERTON
Elizabeth Lewis, Council Member
Alternate: Bill Widmer, Council Member

CITY OF BELMONT
Dave Warden, Council Member
Alternate: Coralin Feierbach, Council Member

CITY OF BRISBANE
Cliff Lentz, Council Member
Alternate: Vacant

CITY OF BURLINGAME
Michael Brownrigg, Council Member
Alternate: Jerry Deal, Council Member

MEMBERSHIP ROSTER JUNE 2013

CITY OF DALY CITY
Raymond Buenaventura, Mayor
Alternate: Carol Klatt, Council Member

CITY OF FOSTER CITY
Steve Okamoto, Council Member
Alternate: Vacant

CITY OF HALF MOON BAY
Naomi Patridge, Council Member
Alternate: Allan Alifano, Council Member

TOWN OF HILLSBOROUGH
Alvin Royse, Council Member
Alternate: Shawn Christianson, Council Member

CITY OF MENLO PARK
Richard Cline, Council Member
Alternate: Kirsten Keith, Council Member

CITY OF MILLBRAE
Robert Gottschalk, Council Member
Alternate: Vacant

CITY OF PACIFICA
Sue Digre, Council Member/Roundtable Vice-Chairperson
Alternate: Vacant

TOWN OF PORTOLA VALLEY
Ann Wengert: Council Member
Alternate: Maryann Derwin, Council Member

CITY OF REDWOOD CITY
Jeffrey Gee, Council Member/Roundtable Chairperson
Alternate: Vacant

CITY OF SAN BRUNO
Ken Ibarra, Council Member
Alternate: Rico Medina, Council Member

CITY OF SAN CARLOS
Matt Grocott: Council Member
Alternate: Bob Grassilli, Council Member

CITY OF SAN MATEO
Maureen Freschet, Council Member
Alternate: Vacant

CITY OF SOUTH SAN FRANCISCO
Pradeep Gupta, Council Member
Alternate: Richard Garbarino, Council Member

TOWN OF WOODSIDE
David Burow, Council Member
Alternate: Thomas Shanahan, Council Member

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS
Captain Andy Allen, United Airlines
Glen Morse, United Airlines
Michael Jones, United Airlines

FEDERAL AVIATION ADMINISTRATION
Elisha Novak, Airports District Office, Burlingame
Greg Kingery, SFO Air Traffic Control Tower
Don Kirby, Northern California Terminal Radar Approach Control (NORCAL TRACON)

ROUNDTABLE STAFF/CONSULTANTS

James A. Castañeda, AICP, Roundtable Coordinator
Cynthia Gibbs, Roundtable Aviation Technical Consultant (BridgeNet International)
Harvey Hartman, Roundtable Aviation Technical Consultant (Hartman & Associates)

SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT STAFF

Bert Ganoung, Noise Abatement Manager
David Ong, Noise Abatement Systems Manager
Ara Balian, Noise Abatement Specialist
John Hampel, Noise Abatement Specialist
Joyce Satow, Noise Abatement Office Administration Secretary
Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

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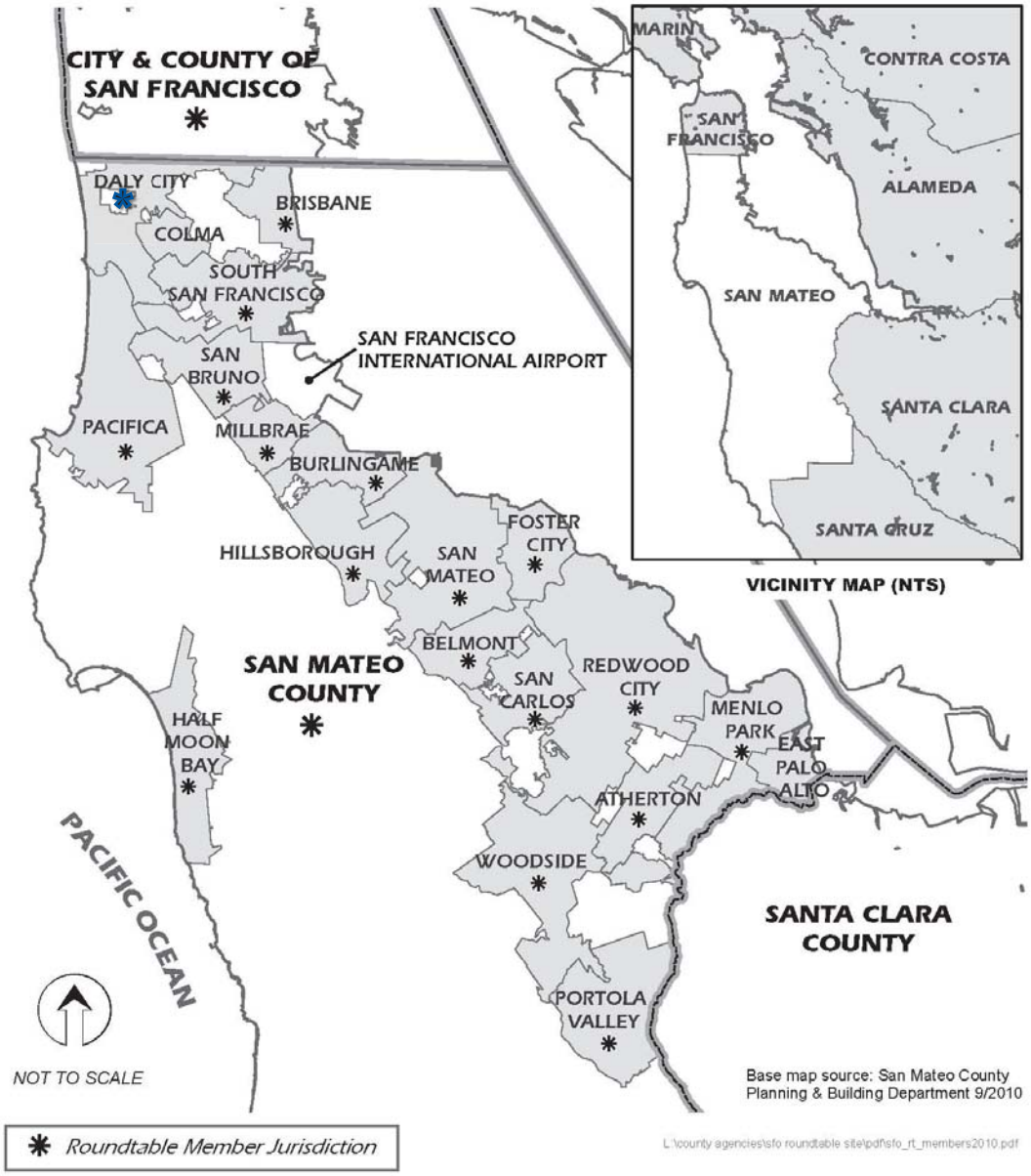
ROUNDTABLE MEMBER JURISDICTION MAP

Location of Airport/Community Roundtable Member Jurisdictions
September 2010



CONSENT AGENDA

Regular Meeting # 286
June 5, 2013

Agenda Items III. A – D

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San Francisco International Airport

airport director's report

Presented at the June 5, 2013

Airport Community Roundtable Meeting

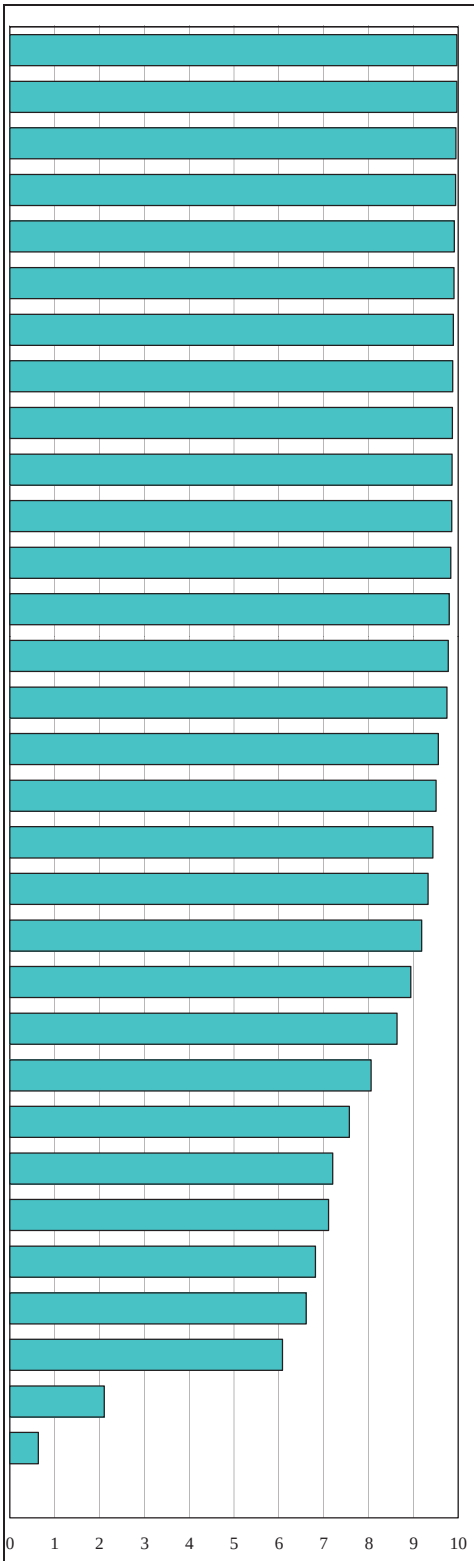
SFO Aircraft Noise Abatement Office

March 2013

Monthly Noise Exceedance Report
San Francisco International Airport -- Director's Report
Period: **March 2013**

Airline		Noise Exceedances: Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score
Horizon Air	QXE	1	164	6	9.97
SkyWest Airlines	SKW	62	9155	7	9.97
Virgin America	VRD	30	2668	11	9.95
Frontier	FFT	3	219	14	9.94
Air Canada	ACA	8	404	20	9.91
Sun Country Airlines	SCX	1	47	21	9.90
US Airways	AWE	21	859	24	9.89
American Airlines	AAL	50	1792	28	9.87
Alaska Airlines	ASA	23	807	29	9.87
Delta	DAL	42	1352	31	9.86
JetBlue	JBU	21	669	31	9.86
Southwest Airlines	SWA	92	2503	37	9.83
TACA	TAI	4	88	45	9.79
Air China	CCA	3	61	49	9.78
United	UAL	489	8812	55	9.75
Aeromexico	AMX	6	61	98	9.56
Hawaiian Airlines	HAL	7	64	109	9.51
Atlas Air	GTI	5	40	125	9.44
Lufthansa	DLH	18	121	149	9.33
British Airways	BAW	22	122	180	9.19
ABX Air	ABX	11	47	234	8.94
FedEx	FDX	13	43	302	8.63
Korean Air	KAL	49	114	430	8.06
Eva Air	EVA	57	106	538	7.57
Cathay Pacific	CPA	78	126	619	7.20
Singapore Airlines	SIA	78	122	639	7.11
Asiana Airlines	AAR	62	88	705	6.82
Kalitta Air	CKS	3	4	750	6.61
Nippon Cargo Airlines	NCA	46	53	868	6.08
China Airlines	CAL	173	99	1,747	2.10
Southern Air	SOO	58	28	2,071	0.64
Philippines	PAL	135	61	2,213	0.00
TOTAL		**1,671**	**30,899**	**12,188**	

Noise Exceedance Quality Rating



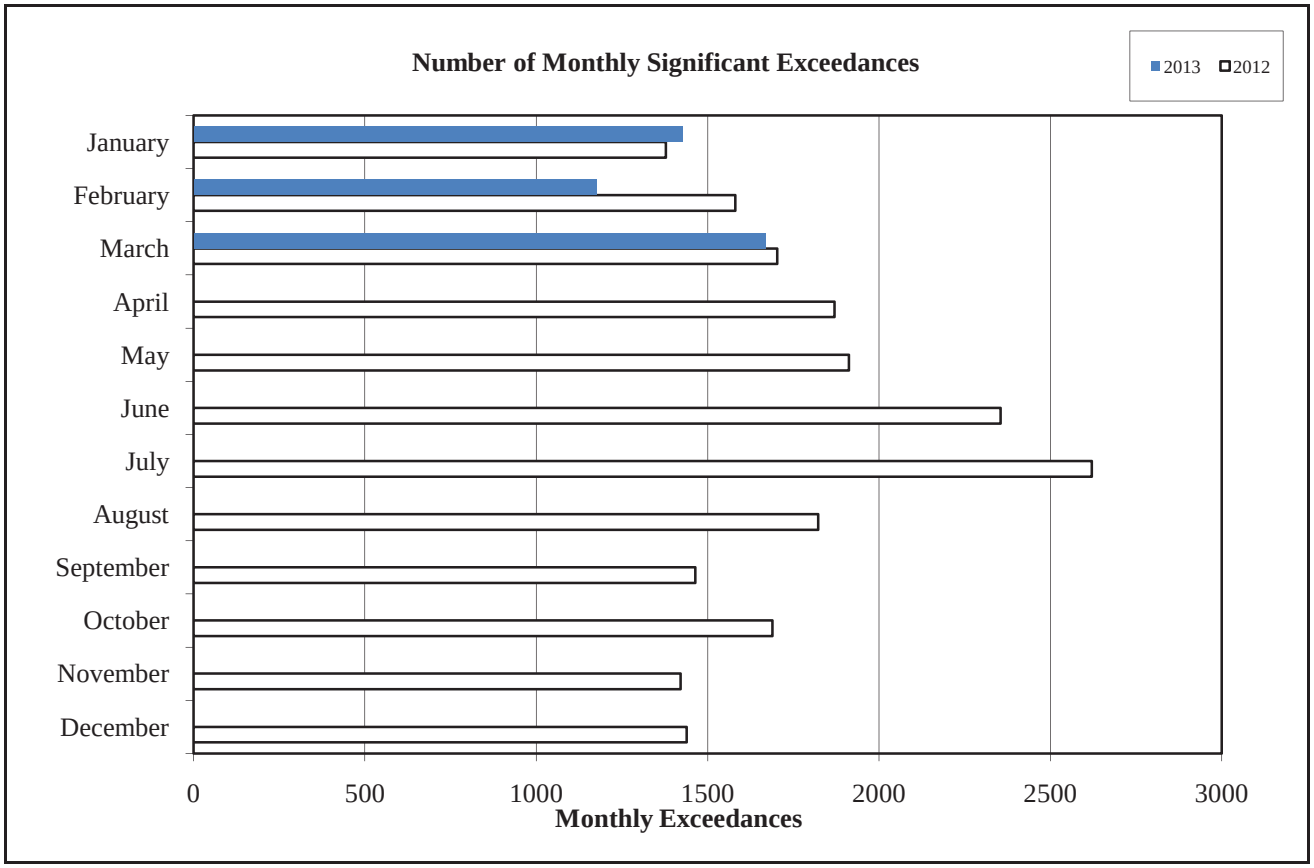
Source: SFO Noise Abatement Office

Historical Significant Exceedances Report
San Francisco International Airport -- Director's Report
Period: **March 2013**

San Francisco International Airport

Month	Number of Monthly Significant Exceedances 2009	2010	2011	2012	2013	Change from Last Year
January	1459	1312**	1580	1378	1428	**50**
February	1161 (2)	1297**	1429	1581	1176	**-405**
March	1991	1778	1681	1703	1671	**-32**
April	2258	1449	1900	1870		**0**
May	1917	2042	2024	1912		**0**
June	2428	2177	1947	2355		**0**
July	2039	1743	2017	2621		**0**
August	1725	2090	1847	1823		**0**
September	1554	1636	1609	1464		**0**
October	1724	1537	1572	1689		**0**
November	1400**	1599	1575	1421		**0**
December	1494**	1411	1447	1439		**0**
Annual Total	21150	20071	20628	21256	4275	
Year to Date Trend	**21150**	**20071**	**20628**	**21256**	**4275**	**-387**

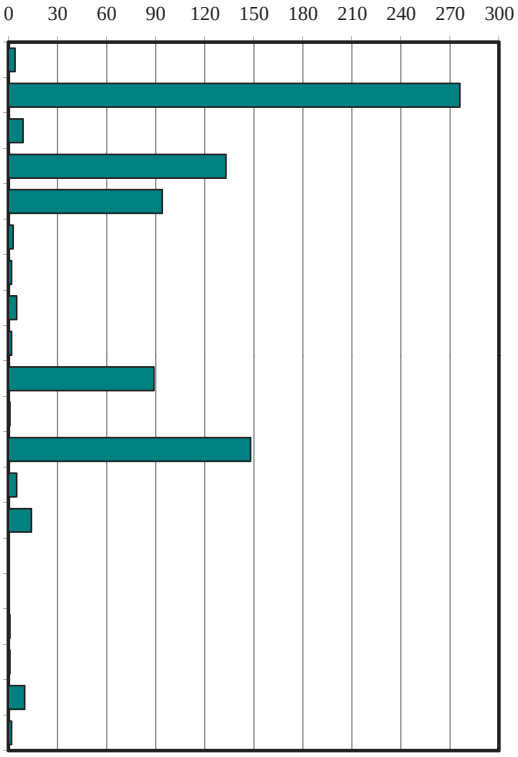
(#) Number of new noise monitors - EMUs
* Amount of exceedance corrected due to new monitors.
** Revised with correct amount of exceedance - 4/30/10



Monthly Calls by Community

Source: Airport Noise Monitoring System

Community	Total Complaints	Total Number of Callers
Roundtable Communities		
Atherton	4	2
Brisbane	276	5
Burlingame	9	5
Daly City	133	3
Foster City	94	1
Menlo Park	3	1
Millbrae	2	1
Pacifica	5	2
Portola Valley	2	2
Redwood City	89	3
San Bruno	1	1
San Francisco	148	7
South San Francisco	5	3
Woodside	14	2
Other Communities		
Alameda	1	1
Bonny Doon	1	1
Los Altos Hills	10	1
Palo Alto	2	2
Total	**799**	**43**

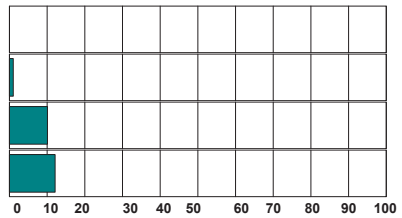


Monthly Noise Complaint Summary Map March 2013

Caller Location and Amount of Complaints

Monthly Nighttime Power Runups Report (85-06-AOB)
San Francisco International Airport -- Director's Report
Period : **March 2013**
Time of Day : From 10 pm through 7 am

Airline	Code	Number of Runups	Runups Per 1,000 Departures	Percentage of Runups
US AIRWAYS	AWE	1	2.3	4%
DELTA	DAL	2	3.0	7%
UNITED	UAL	11	2.5	41%
American Airlines	AAL	13	14.4	48%
Total		**27**		



A power runup is a procedure used to test an aircraft engine after maintenance is completed.
This is done to ensure safe operating standards prior to returning the aircraft to service.
The power settings tested range from idle to full power and may vary in duration.

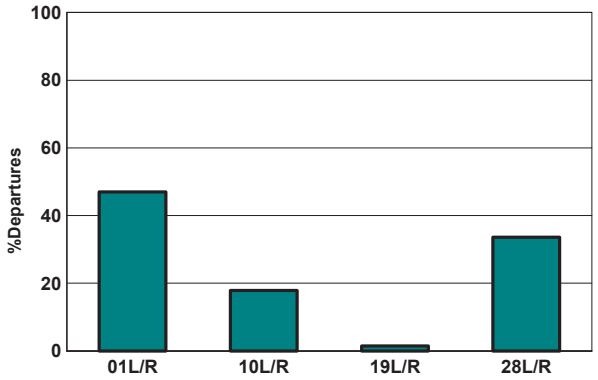
Late Night Preferential Runway Use Report
San Francisco International Airport -- Director's Report
Period: March 2013
Time of Day: Late Night (1 am to 6 am)

Runway Utilization (1 am to 6 am)

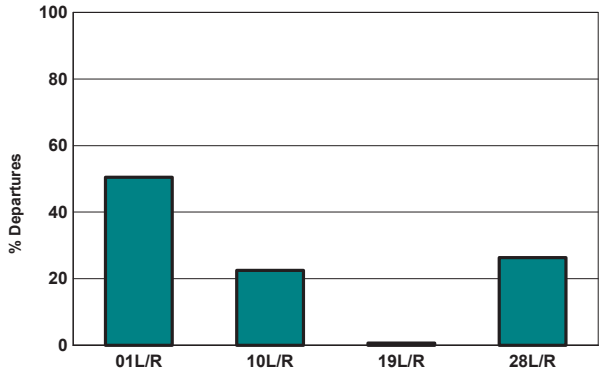
Monthly Jet Departures

	Jan	*Feb*	*Mar*	*Apr*	*May*	*Jun*	*Jul*	*Aug*	*Sep*	*Oct*	*Nov*	*Dec*	*YTD*
01L/R	77	82	126	-	-	-	-	-	-	-	-	-	285
10L/R	42	37	48	-	-	-	-	-	-	-	-	-	127
19L/R	-	-	4	-	-	-	-	-	-	-	-	-	4
28L/R	30	29	90	-	-	-	-	-	-	-	-	-	149
Total	**149**	**148**	**268**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**565**
01L/R	52%	55%	47%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%
10L/R	28%	25%	18%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%
19L/R	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
28L/R	20%	20%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%

Current Month (1 am to 6 am)



Year-to-Date (1am to 6 am)



Current Month (1 am to 6 am)

Numbers rounded to nearest whole percentages

Year-to-Date (1am to 6am)

Numbers rounded to nearest whole percentages

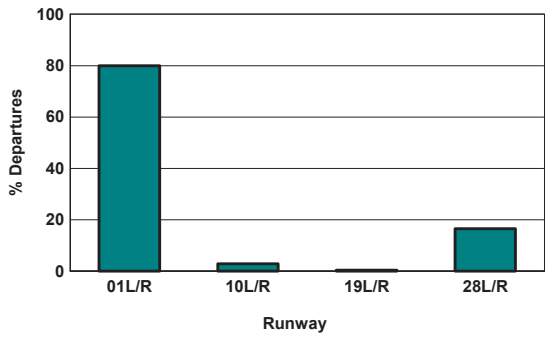
Air Carrier Runway Use Summary Report
San Francisco International Airport -- Director's Report
Period: March 2013
Time of Day : All Hours

Runway Utilization (All Hours)

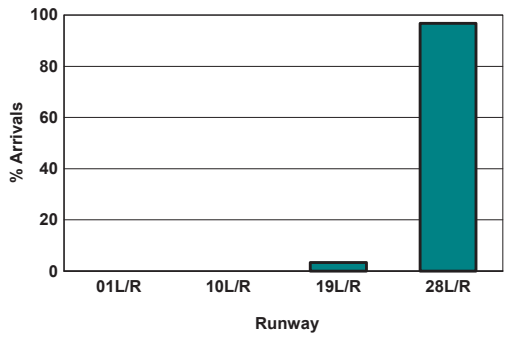
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	*10L/R*	*19L/R*	*28L/R*	
Total Monthly Operations					
Departures	12,854	478	79	2,670	16,081
Arrivals	0	0	518	15,291	15,809
Percentage Utilization					
Departures	79.9%	3.0%	0.5%	16.6%	100%
Arrivals	0.0%	0.0%	3.3%	96.7%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization

Numbers rounded to nearest whole percentages

Percentage Arrival Utilization

Numbers rounded to nearest whole percentages

San Francisco International Airport

airport director's report

Presented at the June 5, 2013

Airport Community Roundtable Meeting

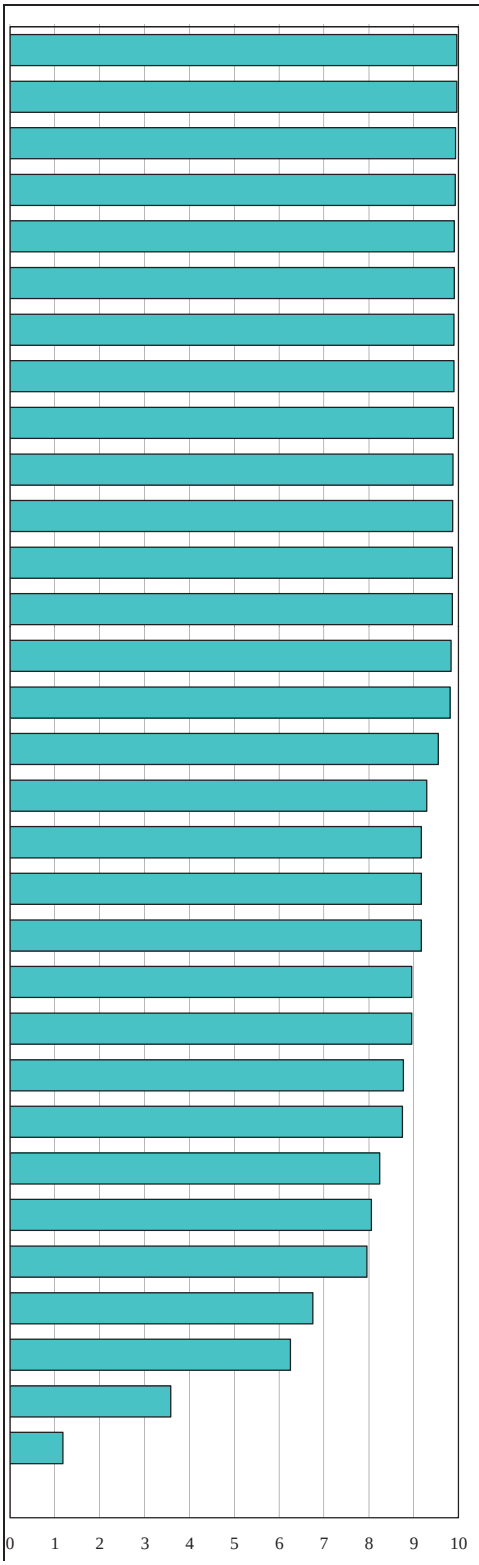
SFO Aircraft Noise Abatement Office

April 2013

Monthly Noise Exceedance Report
San Francisco International Airport -- Director's Report
Period: **April 2013**

Airline		Noise Exceedances: *Total Noise Exceedances*	*Total Operations per Month*	*Exceedances per 1,000 Operations*	***Score***
BRITISH AIRWAYS	BAW	1	120	8	***9.97***
SkyWest Airlines	SKW	77	8859	9	***9.96***
Air China	CCA	1	60	17	***9.93***
Lufthansa	DLH	2	116	17	***9.93***
FRONTIER	FFT	5	222	23	***9.91***
US AIRWAYS	AWE	19	837	23	***9.91***
Virgin america	VRD	68	2769	25	***9.90***
AIR CANADA	ACA	10	398	25	***9.90***
Alaska Airlines	ASA	22	803	27	***9.89***
American Airlines	AAL	51	1751	29	***9.88***
Southwest Airlines	SWA	76	2460	31	***9.87***
DELTA	DAL	44	1336	33	***9.86***
Sun Country Airlines	SCX	2	59	34	***9.86***
jetBlue	JBU	26	645	40	***9.83***
UNITED	UAL	409	8912	46	***9.81***
TACA	TAI	9	83	108	***9.55***
AEROMEXICO	AMX	11	65	169	***9.29***
FedEx	FDX	9	45	200	***9.17***
Atlas Air	GTI	10	50	200	***9.17***
HAWAIIAN AIRLINES	HAL	12	60	200	***9.17***
allegiant	AAY	1	4	250	***8.96***
ABX AIR	ABX	11	44	250	***8.96***
CATHAY PACIFIC	CPA	36	122	295	***8.77***
NCA Nippon Cargo Airlines	NCA	15	50	300	***8.75***
EVA AIR	EVA	43	102	422	***8.24***
SINGAPORE AIRLINES	SIA	56	120	467	***8.06***
KOREAN AIR	KAL	55	112	491	***7.95***
ASIANA AIRLINES	AAR	67	86	779	***6.75***
AIR NEW ZEALAND	ANZ	54	60	900	***6.25***
CHINA AIRLINES	CAL	154	100	1,540	***3.58***
Philippines	PAL	127	60	2,117	***1.18***
SOUTHERN AIR	SOO	48	20	2,400	***0.00***
TOTAL		**1,531**	**30,530**	**11,474**	

Noise Exceedance Quality Rating



Source: SFO Noise Abatement Office

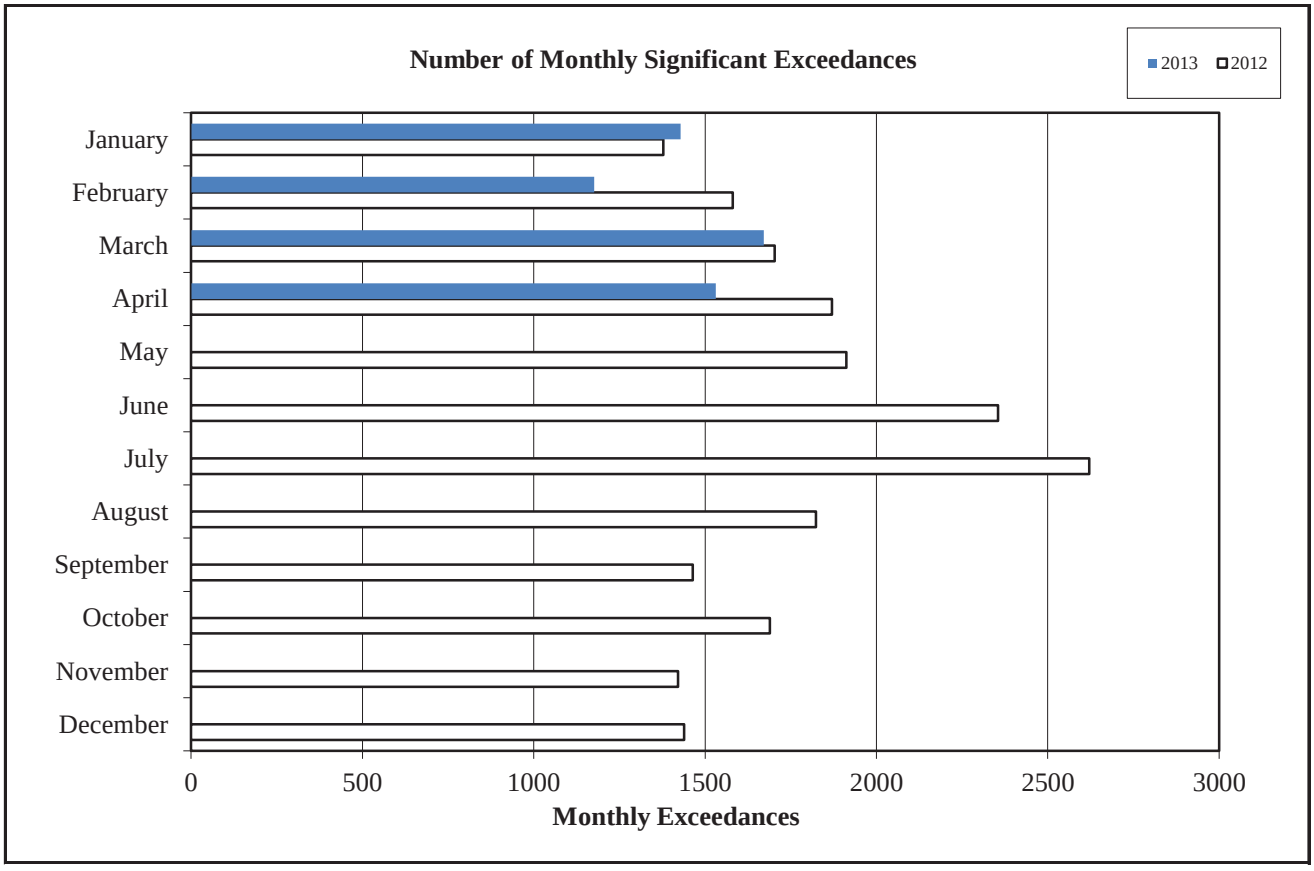
Historical Significant Exceedances Report
San Francisco International Airport -- Director's Report
Period: **April 2013**

San Francisco International Airport

Month	Number of Monthly Significant Exceedances 2009	2010	2011	2012	2013	Change from Last Year
January	1459	1312*	1580	1378	1428	**50**
February	1161 (2)	1297*	1429	1581	1176	**-405**
March	1991	1778	1681	1703	1671	**-32**
April	2258	1449	1900	1870	1531	**-339**
May	1917	2042	2024	1912		**0**
June	2428	2177	1947	2355		**0**
July	2039	1743	2017	2621		**0**
August	1725	2090	1847	1823		**0**
September	1554	1636	1609	1464		**0**
October	1724	1537	1572	1689		**0**
November	1400*	1599	1575	1421		**0**
December	1494*	1411	1447	1439		**0**
Annual Total	21150	20071	20628	21256	5806	
Year to Date Trend	**21150**	**20071**	**20628**	**21256**	**5806**	**-726**

(#) Number of new noise monitors - EMUs

* Revised with correct amount of exceedance - 4/30/10



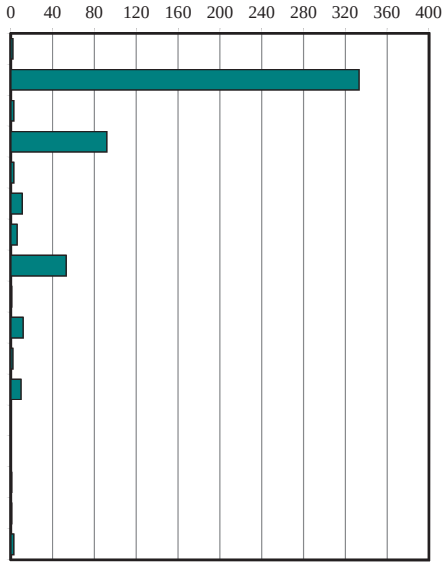
Monthly Noise Complaint Summary
San Francisco International Airport -- Director's Report
Period: **April 2013**

San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System

Community	Total Complaints	Total Number of Callers
Roundtable Communities		
Atherton	2	1
Brisbane	333	7
Burlingame	3	2
Daly City	92	2
Menlo Park	3	3
Pacifica	11	1
Portola Valley	6	3
Redwood City	53	3
San Bruno	1	1
San Francisco	12	7
San Mateo	2	2
Woodside	10	2
Other Communities		
Los Altos	1	1
Milpitas	1	1
Palo Alto	3	2
Total	**533**	**38**

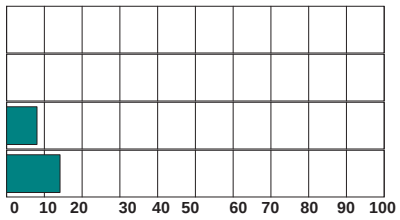


Monthly Noise Complaint Summary Map April 2013

Caller Location and Amount of Complaints

Monthly Nighttime Power Runups Report (85-06-AOB)
San Francisco International Airport -- Director's Report
Period : **April 2013**
Time of Day : From 10 pm through 7 am

Airline	Code	Number of Runups	Runups Per 1,000 Departures	Percentage of Runups
US AIRWAYS	AWE	1	2.4	4%
NETJETS	EJA	1	6.3	4%
American Airlines	AAL	9	10.2	35%
UNITED	UAL	15	3.3	58%
Total		**26**		



A power runup is a procedure used to test an aircraft engine after maintenance is completed.
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The power settings tested range from idle to full power and may vary in duration.

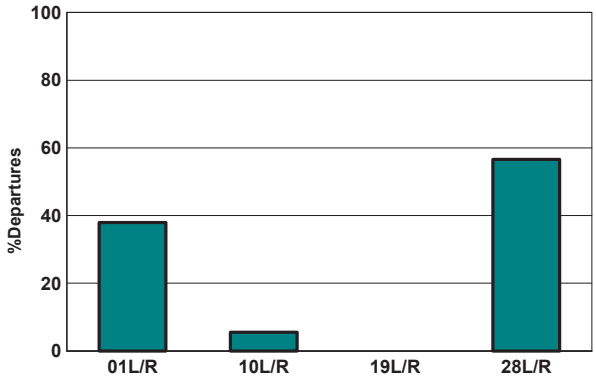
Late Night Preferential Runway Use Report
San Francisco International Airport -- Director's Report
Period: April 2013
Time of Day: Late Night (1 am to 6 am)

Runway Utilization (1 am to 6 am)

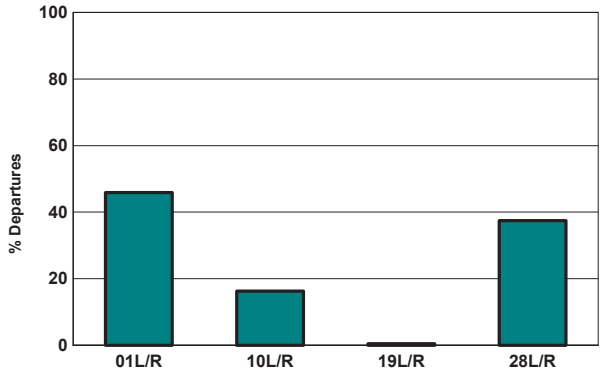
Monthly Jet Departures

	Jan	*Feb*	*Mar*	*Apr*	*May*	*Jun*	*Jul*	*Aug*	*Sep*	*Oct*	*Nov*	*Dec*	*YTD*
01L/R	77	82	126	125	-	-	-	-	-	-	-	-	504
10L/R	52	37	58	18	-	-	-	-	-	-	-	-	159
14L/R	-	-	5	-	-	-	-	-	-	-	-	-	5
28L/R	30	24	40	189	-	-	-	-	-	-	-	-	335
Total	**149**	**148**	**268**	**327**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**892**
01L/R	92%	99%	57%	38%	0%	0%	0%	0%	0%	0%	0%	0%	56%
10L/R	28%	29%	18%	6%	0%	0%	0%	0%	0%	0%	0%	0%	16%
14L/R	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28L/R	20%	20%	35%	97%	0%	0%	0%	0%	0%	0%	0%	0%	37%

Current Month (1 am to 6 am)



Year-to-Date (1am to 6 am)



Current Month (1 am to 6 am)

Numbers rounded to nearest whole percentages

Year-to-Date (1am to 6am)

Numbers rounded to nearest whole percentages

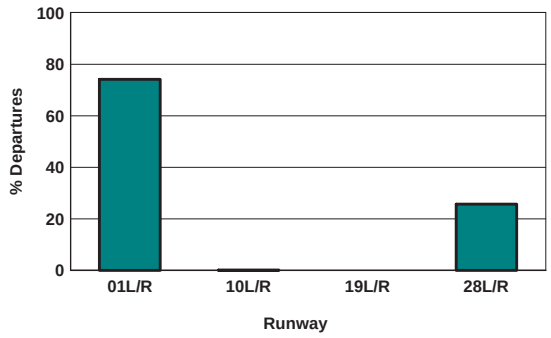
Air Carrier Runway Use Summary Report
San Francisco International Airport -- Director's Report
Period: April 2013
Time of Day : All Hours

Runway Utilization (All Hours)

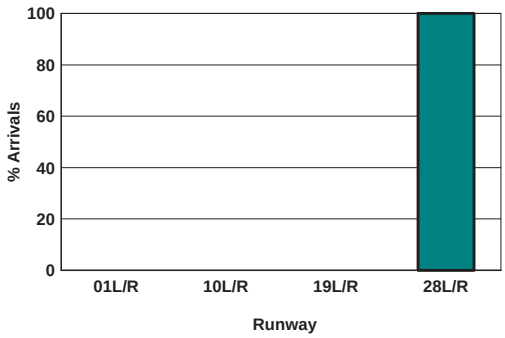
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	*10L/R*	*19L/R*	*28L/R*	
Total Monthly Operations					
Departures	11,807	20	0	4,108	15,935
Arrivals	0	0	0	15,740	15,740
Percentage Utilization					
Departures	74.1%	0.1%	0.0%	25.8%	100%
Arrivals	0.0%	0.0%	0.0%	100.0%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization

Numbers rounded to nearest whole percentages

Percentage Arrival Utilization

Numbers rounded to nearest whole percentages

San Francisco International Airport

Fly Quiet Report

Presented at the June 5, 2013

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

First Quarter 2013

San Francisco International Airport

Fly Quiet Program

San Francisco International Airport's Fly Quiet Program is an Airport Community Roundtable initiative implemented by the Aircraft Noise Abatement Office. Its purpose is to encourage individual airlines to operate as quietly as possible at SFO. The program promotes a participatory approach in complying with noise abatement procedures and objectives by grading an airline's performance and by making the scores available to the public via newsletters, publications, and public meetings.

Fly Quiet offers a dynamic venue for implementing new noise abatement initiatives by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures.

Program Goals

The overall goal of the Fly Quiet Program is to influence airlines to operate as quietly as possible in the San Francisco Bay Area. A successful Fly Quiet Program can be expected to reduce both single event and total noise levels around the airport.

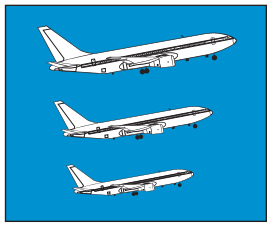
Program Reports

Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow airline management and flight personnel to measure exactly how they stand compared to other operators and how their proactive involvement can positively reduce noise in the Bay Area.

Program Elements

Currently the Fly Quiet Program rates jets and regional jets on six elements : the overall noise quality of each airline's fleet operating at SFO, an evaluation of single overflight noise level exceedences, a measure of how well each airline complies with the preferred nighttime noise abatement runways, assessment of airline performance to the Gap and Shoreline Departures, and over the bay approaches to runways 28L and 28R.

SFO's Fly Quiet Ratings



Fleet Noise Quality

The Fly Quiet Program Fleet Noise Quality Rating evaluates the noise contribution of each airline's fleet as it actually operates at SFO. Airlines generally own a variety of aircraft types and schedule them according to both operational and marketing considerations. Fly Quiet assigns a higher rating or grade to airlines operating quieter, new generation aircraft, while airlines operating older, louder technology aircraft would rate lower. The goal of this measurement is to fairly compare airlines—not just by the fleet they own, but by the frequency that they schedule and fly particular aircraft into SFO.

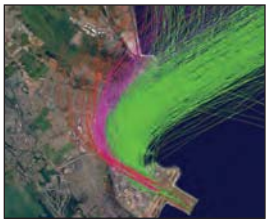
Noise Exceedance

Eliminating high-level noise events is a long-standing goal of the Airport and the Airport Community Roundtable. As a result the Airport has established single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher than are typical for the majority of the operations.

Whenever an aircraft overflight produces a noise level higher than the maximum decibel value established for a particular monitoring site, the noise threshold is surpassed and a noise exceedance occurs. An exceedance may take place during approach, takeoff, or possibly during departure ground roll before lifting off. Noise exceedances are logged by the exact operation along with the aircraft type and airline name.

Nighttime Preferential Runway Use

SFO's Nighttime Preferential Runway Use program was developed in 1988. Although the program cannot be used 100% of the time because of winds, weather, and other operational factors, the Airport, the Community Roundtable, the FAA, and the Airlines have all worked together to maximize its use when conditions permit. The program is voluntary; compliance is at the discretion of the pilot in command. The main focus of this program is to maximize flights over water and minimize flights over land and populated areas between 1:00 a.m. and 6:00 a.m. Fortunately, because airport activity levels are lower late at night, it is feasible to use over-water departure procedures more frequently than would be possible during the day. Reducing nighttime noise—especially sleep disturbance— is a key goal of SFO's aircraft noise abatement program.



Shoreline Departure Quality

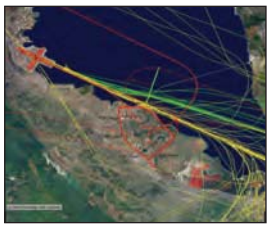
Aircraft departing SFO using Runways 28L and 28R are also considered by the Fly Quiet grading system whenever they use the Shoreline Departure Procedure. This predominately VFR (visual flight rules) departure steers aircraft to the northeast shortly after takeoff in an attempt to keep aircraft and aircraft noise away from the residential communities located to the northwest of SFO. By keeping aircraft east of Highway 101 the majority of the overflights will be experienced by industrial and business parks instead of residential areas.

In order to evaluate each airline's performance when flying a Shoreline Departure, a corridor was established using Interstate 101 (green colored flight tracks) as a reference point. The corridor runs north along 101, beginning approximately one-mile north-northwest of the end of Runways 28L and 28R and continuing up into the City of Brisbane. Departures west of 101 are scored marginal or poor depending on their location.

Gap Departure Quality

Aircraft departing SFO using Runways 28L and 28R frequently depart straight out using a procedure known as the Gap Departure. This procedure directs air traffic to fly a route that takes them over the area northwest of the airport over the cities of South San Francisco, San Bruno, Daly City, and Pacifica. In an attempt to mitigate noise in this specific area, the Gap Departure Quality Rating has been included as a category in the Fly Quiet Program.

Since "higher is quieter", aircraft altitudes are recorded along the departure route. Scores are assigned at specified points or gates set approximately one mile apart, with the higher aircraft receiving higher scores.



Foster City Arrival Quality

The Arrival Quality Rating is the latest addition to the Fly Quiet Program. In an effort to further reduce nighttime noise in neighboring communities, this rating is designed to maximize over-bay approaches to Runways 28 between 11:00 p.m. and 6:00 a.m. Airlines arriving to Runways 28 during these hours are assessed based on which approach flight path was used. Over-the-bay approaches are rated good (green colored flight tracks), versus over-the-communities which are rated poor.

Revised date: 5/15/09

Airline Fly Quiet Summary Report - 1st Quarter 2013

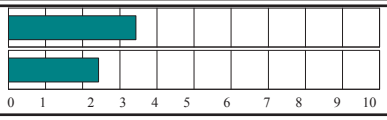
January 1 to March 31, 2013

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures: Shoreline	Departures: Gap	Arrivals: Foster City	Final Score	Airline Fly Quiet Rating
AIR CANADA	ACA	7.52	9.93	-	9.77	8.44	7.69	8.67	
ANA	ANA	7.15	10.00	-	-	8.47	-	8.54	
SOUTHWEST AIRLINES	SWA	5.76	9.89	-	10.00	7.46	7.44	8.11	
FRONTIER	FFT	6.35	9.95	-	10.00	5.00	9.11	8.08	
JAPAN AIRLINES	JAL	5.64	10.00	-	-	8.34	-	7.99	
AirTran	TRS	5.82	10.00	-	8.00	7.50	-	7.83	
jetBlue	JBU	4.85	9.89	5.56	9.76	8.52	7.88	7.74	
KLM	KLM	5.35	10.00	-	-	7.74	-	7.70	
ATLAS AIR	GTI	4.87	9.37	-	8.75	-	-	7.66	
SkyWest	SKW	10.00	9.97	2.50	9.68	7.70	5.99	7.64	
DELTA	DAL	6.94	9.91	4.38	9.20	6.46	8.83	7.62	
virgin america	VRD	5.29	9.96	4.17	9.09	8.16	7.56	7.37	
US AIRWAYS	AWE	4.86	9.92	3.33	9.46	7.84	8.77	7.37	
American Airlines	AAL	5.69	9.92	4.13	9.64	5.54	8.96	7.31	
FedEx	FDX	4.09	8.66	-	10.00	6.67	7.02	7.29	
SWISS	SWR	8.17	9.87	-	-	3.71	-	7.25	
ABX AIR	ABX	4.84	9.17	-	-	-	7.71	7.24	
AIRFRANCE	AFR	5.68	10.00	-	8.33	4.73	-	7.19	
Emirates	UAE	7.15	9.97	-	5.00	5.40	-	6.88	
KALITTA AIR	CKS	0.60	5.95	-	10.00	7.50	10.00	6.81	
UNITED	UAL	6.00	9.76	3.84	9.22	3.79	7.47	6.68	
								6.55	SFO AVERAGE
Alaska Airlines	ASA	5.18	9.84	3.33	10.00	5.23	5.24	6.47	
KOREAN AIR	KAL	7.32	7.98	5.47	-	5.63	5.94	6.47	
Sun Country Airlines	SCX	5.82	9.97	3.33	10.00	2.50	6.67	6.38	
AEROMEXICO	AMX	5.82	9.21	3.84	-	5.94	7.07	6.38	
TACA	TAI	5.22	9.57	3.90	-	6.25	6.94	6.38	
AIR CHINA	CCA	3.43	9.75	-	-	5.47	-	6.22	
LAN	LPE	3.84	9.95	-	-	4.64	-	6.14	
virgin atlantic	VIR	3.43	10.00	-	-	4.67	-	6.03	
Lufthansa	DLH	6.01	9.71	0.00	8.57	4.94	-	5.85	
SINGAPORE AIRLINES	SIA	8.46	7.03	3.33	-	5.33	5.00	5.83	
ASIANA AIRLINES	AAR	4.91	6.91	4.77	-	5.28	6.93	5.76	
HAWAIIAN AIRLINES	HAL	4.04	9.29	-	-	2.59	6.67	5.65	
AIR NEW ZEALAND	ANZ	3.81	9.82	-	-	3.86	5.00	5.62	
CATHAY PACIFIC	CPA	5.20	7.43	3.00	-	5.67	6.67	5.59	
NCA Nippon Cargo Airlines	NCA	5.46	2.83	-	-	5.61	7.69	5.40	
EVA AIR	EVA	6.64	7.60	0.91	-	5.91	5.00	5.21	
Philippines	PAL	3.96	1.29	10.00	-	3.65	-	4.72	
BRITISH AIRWAYS	BAW	3.43	9.47	0.00	-	2.06	-	3.74	

Airline Fly Quiet Summary Report - 1st Quarter 2013

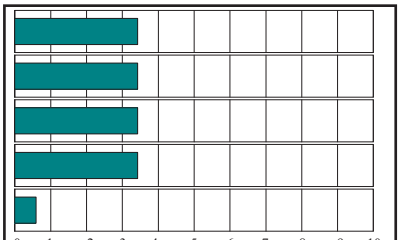
January 1 to March 31, 2013

Airline	Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures: Shoreline	Departures: Gap	Arrivals: Foster City	Final Score	Airline Fly Quiet Rating
SOUTHERN AIR SOO	3.43	0.00	3.82	-	3.21	6.72	3.44	
CHINA AIRLINES CAL	3.43	0.17	1.00	-	5.11	-	2.43	
SFO Average	5.40	8.53	3.55	9.18	5.71	7.15	6.55	



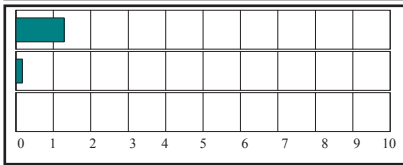
Airline		Nationwide Fleet Noise Quality Rating	San Francisco Average Daily Jet Operations	San Francisco Score	Fleet Noise Quality Rating
SkyWest Airlines	SKW	10.00	88	10.00	
Singapore Airlines	SIA	5.93	2	8.46	
SWISS	SWR	5.17	1	8.17	
Air Canada	ACA	6.75	6	7.52	
Korean Air	KAL	4.05	2	7.32	
ANA	ANA	5.43	1	7.15	
Emirates	UAE	7.89	1	7.15	
Delta	DAL	4.92	21	6.94	
Eva Air	EVA	5.05	2	6.64	
Frontier	FFT	6.41	3	6.35	
Lufthansa	DLH	6.09	2	6.01	
United	UAL	5.83	138	6.00	
Sun Country Airlines	SCX	5.82	1	5.82	
AirTran	TRS	6.97	2	5.82	
Aeromexico	AMX	5.54	1	5.82	
Southwest Airlines	SWA	5.70	40	5.76	
American Airlines	AAL	3.94	28	5.69	
Air France	AFR	5.49	1	5.68	
Japan Airlines	JAL	4.20	1	5.64	
Nippon Cargo Airlines	NCA	3.90	1	5.46	
				5.40	SFO AVERAGE
KLM	KLM	4.67	1	5.35	
Virgin America	VRD	5.31	43	5.29	
TACA	TAI	5.18	1	5.22	
Cathay Pacific	CPA	4.18	2	5.20	
Alaska Airlines	ASA	5.10	13	5.18	
Asiana Airlines	AAR	3.93	1	4.91	
Atlas Air	GTI	0.93	1	4.87	
US Airways	AWE	5.67	13	4.86	
jetBlue	JBU	6.13	10	4.85	
ABX Air	ABX	1.52	1	4.84	
FedEx	FDX	2.80	1	4.09	
Hawaiian Airlines	HAL	6.21	1	4.04	
Philippines	PAL	5.09	1	3.96	
LAN	LPE	4.38	1	3.84	
Air New Zealand	ANZ	4.00	1	3.81	
British Airways	BAW	4.34	2	3.43	

Airline		*Nationwide* *Fleet Noise Quality Rating*	*San Francisco* *Average Daily Jet Operations*	*Score*	Fleet Noise Quality Rating
CHINA AIRLINES	CAL	3.62	2	*3.43*	
AIR CHINA	CCA	3.46	1	*3.43*	
SOUTHERN AIR	SOO	0.60	0	*3.43*	
virgin atlantic	VIR	5.84	1	*3.43*	
KALITTA AIR	CKS	0.60	0	*0.60*	
AVERAGE		**4.84**	**11**	**5.40**	



Airline		Noise Exceedances				Noise Exceedance Quality Rating
		Total Noise Exceedances	*Total Quarterly Operations*	*Exceedances per 1000 Operations*	***Score***	
AIRFRANCE	AFR	0	161	0	***10.00***	
ANA	ANA	0	181	0	***10.00***	
JAPAN AIRLINES	JAL	0	179	0	***10.00***	
KLM	KLM	0	128	0	***10.00***	
AirTran	TRS	0	365	0	***10.00***	
virgin atlantic	VIR	0	160	0	***10.00***	
Emirates	UAE	1	180	6	***9.97***	
SkyWest	SKW	98	15,847	6	***9.97***	
Sun Country Airlines	SCX	1	155	6	***9.97***	
America	VRD	67	7,742	9	***9.96***	
LAN	LPE	1	102	10	***9.95***	
FRONTIER	FFT	7	624	11	***9.95***	
AIR CANADA	ACA	16	1,130	14	***9.93***	
American Airlines	AAL	81	5,081	16	***9.92***	
US AIRWAYS	AWE	39	2,410	16	***9.92***	
DELTA	DAL	67	3,748	18	***9.91***	
SOUTHWEST AIRLINES	SWA	159	7,240	22	***9.89***	
jetBlue	JBU	44	1,871	24	***9.89***	
SWISS	SWR	5	180	28	***9.87***	
Alaska Airlines	ASA	76	2,262	34	***9.84***	
AIR NEW ZEALAND	ANZ	6	162	37	***9.82***	
UNITED	UAL	1,240	24,816	50	***9.76***	
AIR CHINA	CCA	9	177	51	***9.75***	
Lufthansa	DLH	20	339	59	***9.71***	
TACA	TAI	24	269	89	***9.57***	
BRITISH AIRWAYS	BAW	38	349	109	***9.47***	
ATLAS AIR	GTI	16	123	130	***9.37***	
HAWAIIAN AIRLINES	HAL	27	184	147	***9.29***	
AEROMEXICO	AMX	30	185	162	***9.21***	
ABX AIR	ABX	22	129	171	***9.17***	
FedEx	FDX	37	134	276	***8.66***	
					8.53	SFO AVERAGE
KOREAN AIR	KAL	134	322	416	***7.98***	
EVA AIR	EVA	162	328	494	***7.60***	
CATHAY PACIFIC	CPA	197	372	530	***7.43***	
SINGAPORE AIRLINES	SIA	218	356	612	***7.03***	
ASIANA AIRLINES	AAR	171	269	636	***6.91***	
KALITTA AIR	CKS	5	6	833	***5.95***	
NCA Nippon Cargo Airlines	NCA	186	126	1476	***2.83***	

Airline		Noise Exceedances: *Total Noise Exceedances*	*Total Quarterly Operations*	*Exceedances per 1000 Operations*	***Score***	**Noise Exceedance Quality Rating**
Philippines	PAL	321	179	1793	*1.29*	
CHINA AIRLINES	CAL	589	291	2024	*0.17*	
SOUTHERN AIR	SOO	140	68	2059	*0.00*	

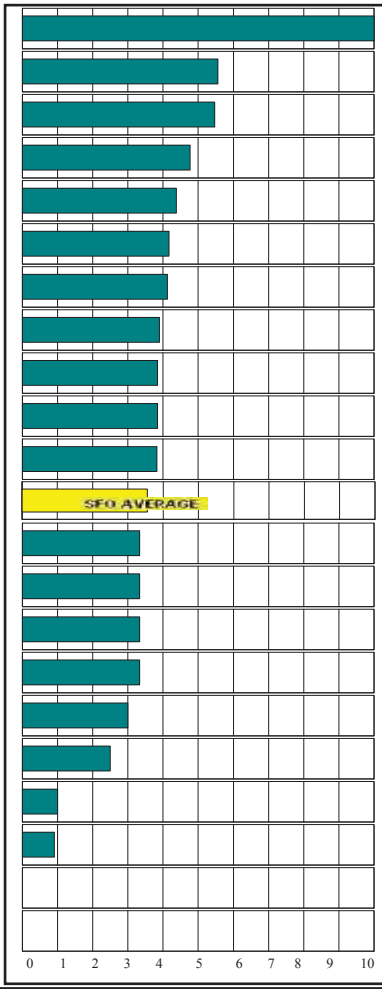


TOTAL	**4,254**	**78,930**		
SFO AVERAGE			**302**	**8.53**

Nighttime Preferential Runway Use - 1st Quarter 2013

January 1 to March 31, 2013

Airline		Nighttime Departures (1:00 am to 6:00 am)						Nighttime Runway Use Rating
		Total	*10L/R*	*28L/R Shoreline*	*01L/R*	*28L/R Straight*	***Score***	
Philippines	PAL	**2**	100%	0%	0%	0%	***10.00***	
jetBlue	JBU	**3**	33%	0%	67%	0%	***5.56***	
KOREAN AIR	KAL	**64**	55%	0%	0%	45%	***5.47***	
ASIANA AIRLINES	AAR	**44**	48%	0%	0%	52%	***4.77***	
DELTA	DAL	**32**	9%	13%	78%	0%	***4.38***	
virgin america	VRD	**4**	0%	25%	75%	0%	***4.17***	
American Airlines	AAL	**21**	10%	5%	86%	0%	***4.13***	
TACA	TAI	**47**	11%	0%	85%	4%	***3.90***	
AEROMEXICO	AMX	**92**	10%	0%	86%	4%	***3.84***	
UNITED	UAL	**112**	6%	4%	89%	1%	***3.84***	
SOUTHERN AIR	SOO	**34**	38%	0%	0%	62%	***3.82***	
							3.55	SFO AVERAGE
Alaska Airlines	ASA	**2**	0%	0%	100%	0%	***3.33***	
US AIRWAYS	AWE	**1**	0%	0%	100%	0%	***3.33***	
Sun Country Airlines	SCX	**2**	0%	0%	100%	0%	***3.33***	
SINGAPORE AIRLINES	SIA	**3**	33%	0%	0%	67%	***3.33***	
CATHAY PACIFIC	CPA	**10**	30%	0%	0%	70%	***3.00***	
SkyWest AIRLINES	SKW	**4**	0%	0%	75%	25%	***2.50***	
CHINA AIRLINES	CAL	**20**	10%	0%	0%	90%	***1.00***	
EVA AIR	EVA	**22**	9%	0%	0%	91%	***0.91***	
BRITISH AIRWAYS	BAW	**1**	0%	0%	0%	100%	***0.00***	
Lufthansa	DLH	**1**	0%	0%	0%	100%	***0.00***	
TOTAL		**521**						
SFO AVERAGE			**19%**	**2%**	**45%**	**34%**	**3.55**	



Shoreline Departure Rating - 1st Quarter 2013

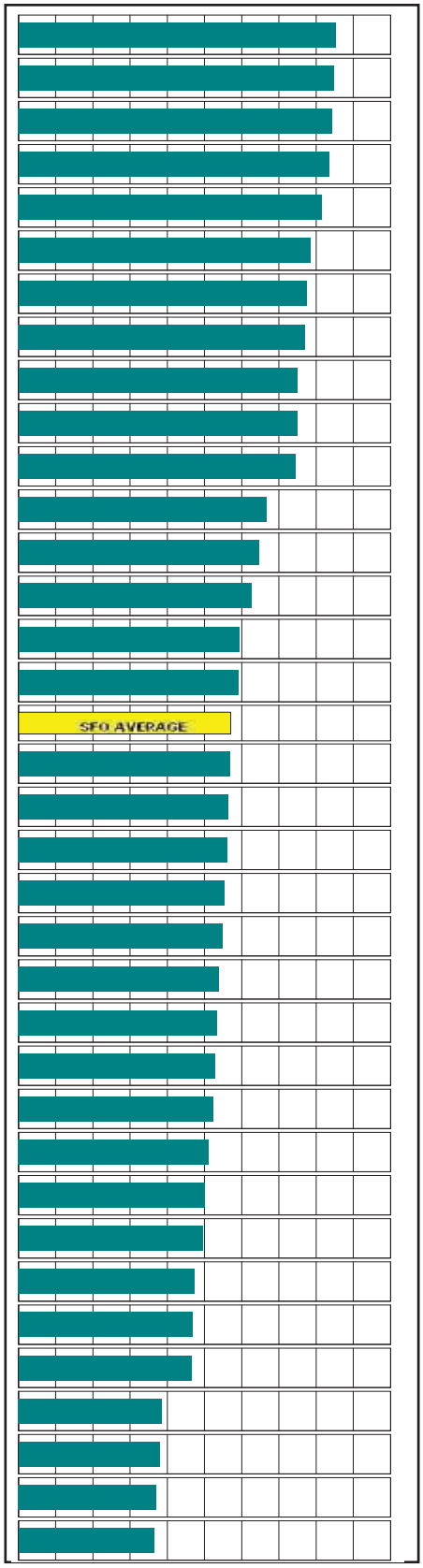
January 1 to March 31,2013

Airline		Shoreline Departures					Shoreline Departure Rating
		Total	Successful	Marginal	Poor	Score	
Alaska Airlines	ASA	35	100%	0%	0%	10.00	
KALITTA AIR	CKS	1	100%	0%	0%	10.00	
FedEx	FDX	6	100%	0%	0%	10.00	
FRONTIER	FFT	16	100%	0%	0%	10.00	
Sun Country Airlines	SCX	3	100%	0%	0%	10.00	
SOUTHWEST AIRLINES	SWA	19	100%	0%	0%	10.00	
AIR CANADA	ACA	22	95%	5%	0%	9.77	
jetBlue	JBU	21	95%	5%	0%	9.76	
SkyWest AIRLINES	SKW	221	94%	5%	0%	9.68	
American Airlines	AAL	56	95%	4%	2%	9.64	
US AIRWAYS	AWE	28	89%	11%	0%	9.46	
UNITED	UAL	315	86%	13%	1%	9.22	
DELTA	DAL	50	86%	12%	2%	9.20	
						9.18	SFO AVERAGE
Virgin America	VRD	55	82%	18%	0%	9.09	
ATLAS AIR	GTI	4	75%	25%	0%	8.75	
Lufthansa	DLH	7	71%	29%	0%	8.57	
AIRFRANCE	AFR	3	67%	33%	0%	8.33	
AirTran	TRS	5	80%	0%	20%	8.00	
Emirates	UAE	2	0%	100%	0%	5.00	
							0 1 2 3 4 5 6 7 8 9 10
TOTAL		**869**					
SFO AVERAGE			**85%**	**14%**	**1%**	**9.18**	

Gap Departure Climb Rating - 1st Quarter 2013

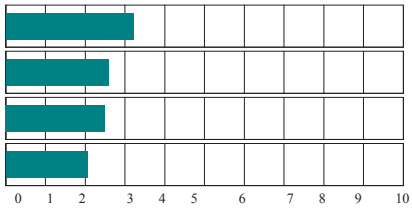
January 1 to March 31, 2013

Airline		Gap Departures Total	Gap Departures Score
jetBlue	JBU	27	8.52
ANA	ANA	88	8.47
AIR CANADA	ACA	4	8.44
JAPAN AIRLINES	JAL	58	8.34
virgin america	VRD	118	8.16
US AIRWAYS	AWE	40	7.84
KLM	KLM	21	7.74
SkyWest AIRLINES	SKW	198	7.70
KALITTA AIR	CKS	2	7.50
AirTran	TRS	2	7.50
SOUTHWEST AIRLINES	SWA	151	7.46
FedEx	FDX	6	6.67
DELTA	DAL	106	6.46
TACA	TAI	3	6.25
AEROMEXICO	AMX	4	5.94
EVA AIR	EVA	158	5.91
			5.71 SFO AVERAGE
CATHAY PACIFIC	CPA	180	5.67
KOREAN AIR	KAL	123	5.63
NCA Nippon Cargo Airlines	NCA	61	5.61
American Airlines	AAL	65	5.54
AIR CHINA	CCA	87	5.47
Emirates	UAE	82	5.40
SINGAPORE AIRLINES	SIA	173	5.33
ASIANA AIRLINES	AAR	111	5.28
Alaska Airlines	ASA	27	5.23
CHINA AIRLINES	CAL	128	5.11
FRONTIER	FFT	1	5.00
Lufthansa	DLH	158	4.94
AIRFRANCE	AFR	51	4.73
virgin atlantic	VIR	69	4.67
LAN	LPE	35	4.64
AIR NEW ZEALAND	ANZ	79	3.86
UNITED	UAL	1822	3.79
SWISS	SWR	87	3.71
Philippines	PAL	87	3.65



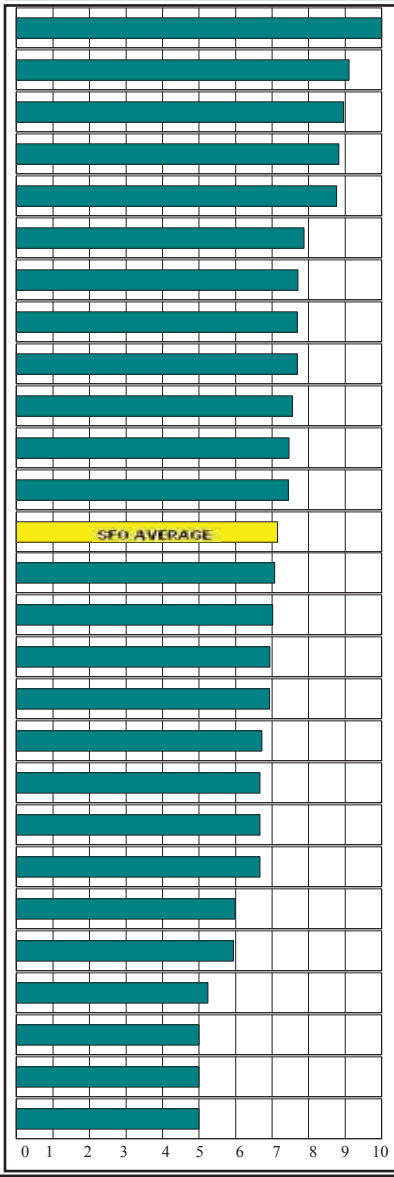
Gap Departure Climb Rating - 1st Quarter 2013

January 1 to March 31, 2013

Airline		Gap Departures		Gap Departure Quality Rating
		Total	Score	
SOUTHERN AIR	SOO	21	*3.21*	
HAWAIIAN AIRLINES	HAL	14	*2.59*	
Sun Country Airlines	SCX	1	*2.50*	
BRITISH AIRWAYS	BAW	161	*2.06*	

TOTAL	**4609**	
SFO Average		**5.71**

Airline		*Foster City Arrivals*					Foster City Arrival Rating
		Total	*Successful*	*Marginal*	*Poor*	*Score*	
KALITTA AIR	CKS	**1**	100%	0%	0%	***10.00***	
FRONTIER	FFT	**28**	82%	18%	0%	***9.11***	
American Airlines	AAL	**207**	79%	21%	0%	***8.96***	
DELTA	DAL	**141**	77%	23%	0%	***8.83***	
US AIRWAYS	AWE	**142**	75%	25%	0%	***8.77***	
jetBlue	JBU	**73**	59%	40%	1%	***7.88***	
ABX AIR	ABX	**59**	54%	46%	0%	***7.71***	
AIR CANADA	ACA	**26**	54%	46%	0%	***7.69***	
Nippon Cargo Airlines	NCA	**52**	56%	42%	2%	***7.69***	
Virgin america	VRD	**45**	51%	49%	0%	***7.56***	
UNITED	UAL	**768**	50%	50%	0%	***7.47***	
SOUTHWEST AIRLINES	SWA	**172**	50%	49%	1%	***7.44***	
						7.15	SFO AVERAGE
AEROMEXICO	AMX	**82**	41%	59%	0%	***7.07***	
FedEx	FDX	**57**	40%	60%	0%	***7.02***	
TACA	TAI	**80**	39%	61%	0%	***6.94***	
ASIANA AIRLINES	AAR	**44**	43%	52%	5%	***6.93***	
SOUTHERN AIR	SOO	**32**	34%	66%	0%	***6.72***	
CATHAY PACIFIC	CPA	**9**	33%	67%	0%	***6.67***	
HAWAIIAN AIRLINES	HAL	**3**	33%	67%	0%	***6.67***	
Sun Country Airlines	SCX	**6**	33%	67%	0%	***6.67***	
SkyWest AIRLINES	SKW	**71**	20%	80%	0%	***5.99***	
KOREAN AIR	KAL	**64**	19%	81%	0%	***5.94***	
Alaska Airlines	ASA	**21**	5%	95%	0%	***5.24***	
AIR NEW ZEALAND	ANZ	**1**	0%	100%	0%	***5.00***	
EVA AIR	EVA	**1**	0%	100%	0%	***5.00***	
SINGAPORE AIRLINES	SIA	**1**	0%	100%	0%	***5.00***	



TOTAL	**2,186**				
SFO AVERAGE		**43%**	**56%**	**0%**	**7.15**

SFO Airport/Community Roundtable

Meeting No. 285 Overview
Wednesday, April 3, 2013

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

Roundtable Chairperson Jeffrey Gee called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:04 PM, in the David Chetcuti Community Room at Millbrae City Hall. James A. Castañeda, AICP, 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
Dave Pine, County of San Mateo Board of Supervisors
Elizabeth Lewis, Town of Atherton
Cliff Lentz, City of Brisbane
Michael Brownrigg, City of Burlingame
Ray Buenaventura, City of Daly City
Naomi Patridge, Vice-Chair, City of Half Moon Bay
Robert Gottschalk, City of Millbrae
Sue Digre, City of Pacifica
Ann Wengert, Town of Portola Valley
Ken Ibarra, City of San Bruno
Jeffrey Gee, **Chairperson**, City of Redwood City
Pradeep Gupta, City of South San Francisco
David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)
C/CAG Airport Land Use Committee (ALUC)
City of Belmont
City of Foster City
Town of Hillsborough
City of Menlo Park
City of San Carlos
City of San Mateo

ADVISORY MEMBERS PRESENT

Airline/Flight Operations

Michael Jones, United Airlines
Glen Morse, United Airlines

Federal Aviation Administration

Dave Floyle, Northern California TRACON
Don Kirby, Northern California TRACON

ROUNDTABLE STAFF

James A. Castañeda, AICP, Roundtable Coordinator
Cindy Gibbs, Roundtable Support (Consultant)
Harvey Hartmann, Roundtable Support (Consultant)

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF
John Bergener, Planning and Environment
Bert Ganoung, Noise Abatement Manager
Ara Balian, Noise Abatement Specialist
David Ong, Noise Abatement Systems Manager
John Hampel, Noise Abatement Systems Specialist

II. Public Comments of Items Not on the Agenda

Comments/Concerns/Questions: None.

III. Consent Agenda Items

A. Review of Airport Director's Report for January 2013
B. Review of Airport Director's Report for February 2013
C. Review of Roundtable Regular Meeting Overview for February 6, 2013

Comments/Concerns/Questions: None.

Action: Michael Brownrigg **MOVED** the approval of the Consent Agenda Items. The motion was **SECONDED** by Ann Wengert and **CARRIED, UNANIMOUSLY.**

IV.A. Airport Director's Report

Airport Director John Martin indicated that passenger traffic levels have continued to level off as previously indicated in February. This reflects Virgin America's postponement of aircraft delivery and slowing of competition. It was also reported that sequestration has so far not impacted operations at SFO, but possible impacts to the FAA's ability to manage the offset instrument approach using the Precision Runway Monitoring (PRM) system could occurring due to reduced staff. This could affect the arrival rate at certain times. Finally, Mr. Martin reported that Scandinavian Airlines (SAS) would start service next week, offering six day a week service between San Francisco to Copenhagen.

IV.B. 2011-2012 Jon C. Long Fly Quiet Awards

Chairperson Gee introduced the recipients of 2011-2012 Jon C. Long Fly Quiet Award, which included All Nippon Airways (ANA) receiving the "Quietest Overall Airline" award, Emirates receiving the "Most Improved Airline" award, and the Northern California TRACON receiving the Chairperson's Award". Emirates and Norcal TRACON were on hand to receive the awards.

Action: Member Julian Chang **MOVED** the approval of the 2011-2012 Jon C. Long Fly Quite Awards to nominated recipients. The motion was **SECONDED** by Sue Digre and **CARRIED, UNANIMOUSLY.**

IV.C. Noise 101, PART 2

Paul Dunholter, founder and president of BridgeNet International (technical consultant firm to the Roundtable), provided a background and overview of the NextGEN program using visual simulations. Member David Burow asked if NextGEN might provide an opportunity for simultaneous runway operation at SFO during inclement weather in the future. Airport Director

John Martin indicated that the Closely Space Parallel Runway (CSPR) procedure is being implemented this fall and will be able to increase arrivals to an estimated 37 to 38 per hour during such conditions. It was believe that even under rainy, windy days, planes landing will require the offset and doesn't foresee simultaneous parallel landings in the future. Mr. Burow indicated that he would still like to see an empirical study that shows Oceanic Tailored Arrivals (OTA) under NextGEN is quieter than conventional procedures. Its felt that such information should be of value to the FAA during their environmental assessment.

Member Elizabeth Lewis indicated that it appears that a possible consequence to NextGEN's precisions channeling of aircraft might be an increase in noise over communities directly below. David Burow asked if it was possible if it was possible to disperse or "fan out" traffic with the precisions discussed as part of NextGEN. Aircraft Noise Abatement Manager Bert Ganoung responded that in theory it was possible, and in parts of Europe it's currently being tested.

Member Pradeep Gupta asked if airlines would be likely to take advantage of the potentially added capacity that NextGEN might offer, and if we could expect to see that at SFO as a result. Bert Ganoung responded that while airlines would like to increase capacity where and when possible, SFO has its own unique constraints that limit additional capacity, specifically the airport's current footprint.

Chairperson Gee summarized some of the additional comments and points made by members indicating that the Roundtable wants to be actively involved in the discussion regarding concentration vs. dispersion of flights under NextGEN procedures, and that doing that during the Environmental Assessment public hearings is not the right time.

Don Kirby, Air Traffic Manager at the Northern California TRACON, provide an operational overview of the TRACON facility, as well as an overview of the airspace in which the facility currently monitors and controls. Member Sue Digre asked how the facility would be impacted by Sequestration. David Foyle, FAA Terminal Pacific District Manager, explained that starting April 21, 2013, furloughing of active controllers one day every two weeks would start. Its anticipated there will be limited impacts at the Norcal TRACON facility. Chairperson Gee suggested this to be a working item for the Legislative Subcommittee to discuss.

Bert Ganoung concluded with an overview of the Air Traffic Control tower's operations at SFO, and explanation of the different landing and take off procedures. Member Raymond Buenaventura asked for clarification regarding discipline for pilots that do not follow noise abatement procedures. Mr. Ganoung explained that the Noise Abatement Office will contact the technical pilot and/or station manager for the airline at SFO, discuss the issue, and normally the airline is very cooperative to investigate and correct the problem.

V.A. SFO Construction Update and Departure/Arrival affects

Bert Ganoung indicated the runway closures for the following weekend of April 5-8 was canceled, and future closures are expected to occur as published.

Comments/Concerns/Questions: None.

V.B. Update on FAA's PORTE Departure Analysis
V.C. Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR
V.D. Follow-up on Optimization of Airspace & Procedures in Metroplex (OAMP)

Chairperson Gee provided a brief update and overview of the three items, indicating that responses to the letters sent in February on each of the issues were received from the FAA and Airport Director John Martin. The items will continue to be part of the Work Program and assigned to an appropriate standing subcommittee.

Comments/Concerns/Questions: Woodside resident Jim Lyons addressed the letter from the FAA regarding the Oceanic Arrivals Over the Woodside VOR in response to the Roundtable's letter from February. Mr. Lyons pointed out that in the FAA's letter stated that Oceanic Tailored Arrivals (OTA) are exempt from the 8,000 foot minimal limit, and also justifies the use of OTAs will reduced noise. Mr. Lyons express that the first statement is in conflict with Order NCT 7110.65T (handed out to members) that indicates "all oceanic jet arrivals inbound from the west shall cross the Woodside VOR at or above 8,000 feet mean sea level". No mention was made of OTAs, which are considered an oceanic arrival. Mr. Lyons continued to express that the second statement was nothing but a groundless dogmatism as no empirical evidence exist or has been presented. It was indicated that the only data presented was that of Mr. Lyons' own investigation and presentation to the Roundtable in February 2012. Mr. Lyons recommended that the Roundtable request that the FAA provide some support regarding the exemptions OTAs are afforded from Order NCT 7110.65T, and to produce the studies referenced in the letter on this matter.

V.E. Recommendations from the Bylaws Ad-Hoc Committee

Chairperson Gee discussed the changes proposed by the Bylaws Ad-Hoc Subcommittee, which does not require the Chair or Vice-Chair to participate in the standing subcommittees.

Comments/Concerns/Questions: None.

Action: Member Elizabeth Lewis **MOVED** to adopt the recommended amendments to the Roundtable's Bylaws as proposed by the ad-hoc subcommittee. The motion was **SECONDED** by Sue Digre and **CARRIED, UNANIMOUSLY.**

V.F. Noise Exceedance Level Threshold History at SFO

Roundtable Technical Consultant Cindy Gibbs provided a brief overview of the report. Bert Ganoung provided additional explanation regarding the exceedances and how the data helps determined threshold adjustments over time.

Comments/Concerns/Questions: None.

VI. Airport Noise News Briefing

Roundtable Coordinator James Castañeda and Technical Consultant Cindy Gibbs provided a brief overview and summary of the UC Davis Noise Symposium held in March in Costa Mesa.

Comments/Concerns/Questions: None

VII. Member Communications /Announcements

Comments/Concerns/Questions: None.

VIII. Adjourn

The meeting was adjourned at approximately 9:03 PM.

Roundtable meeting overviews are considered “draft” until approved by the Roundtable.

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REGULAR AGENDA

Regular Meeting # 286
June 5, 2013

Agenda Items IV - VI

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San Francisco International
Airport/Community Roundtable

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June 5, 2013

TO: Roundtable Work Program Subcommittee and Interested Persons

FROM: James A. Castañeda, AICP, Roundtable Coordinator

SUBJECT: Draft Work Program for FY 2013-2014

Attached is the draft Work Program for Fiscal Year 2013-2014 for the Roundtable's consideration and adoption.

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San Francisco International Airport/Community Roundtable

Work Program 2013-2014

Work Program – Administrative Items

AI1. Roundtable Website Update

Item Description:

Update the Roundtable (RT) website www.sforoundtable.org to include the following capabilities:

- Easily navigable
- Include RT-specific information and reports such as: Work Program, Strategic Plan, RT-sponsored studies, and other RT specific support materials.
- Streamline updates and document upload process.

Background:

The Roundtable updated its website in through unintuitive HTML code process with manual file uploads. The previous website update efforts were structured in such a way where staff would manually upload agendas and minutes through the website's file management, and would auto-populate in the appropriate sections. This was done in attempt to simplify the process for staff to upload information. Some of the capabilities no longer work as originally designed, specifically the aforementioned auto-population feature. Staff has created manually created links for the information but is no longer consistent with the original designs. Updates to the website are for staff's ability to upload documents on a regular and timely basis, such as the agenda, meeting packets, meeting minutes, and other support materials. The update includes:

- Correct or find a long term solution for the document upload process
- Consider website back-end hosting in order to streamline staff's ability quickly update information and upload supporting documents that is intuitive and requires little HTML experience and/or a labor intensive process.
- Consider reorganization/redesign of the website's presentation to make pages and information easily navigable and streamline the user experience.

The updates listed will be considerate of minimal to no downtime of website resources, as well as utilize existing staff resources where possible.

Present to Roundtable: This item is anticipated to be ready for RT review in September 2013.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff is anticipated; updates will utilize existing staff resources where possible..

AI2. New Member Packet

Item Description:

Update the Roundtable new member packet to be an interactive, soft-copy of the current three-ring binder. The new member packet will become a soft-copy distributed on a thumb drive or available online to download to the membership. Many of the members utilize computers and tablets during the meeting, allowing easy reference to the information.

Background:

The Roundtable has historically maintained a New Member Packet that was distributed to members when they joined. The packet included information such as RT history, member directory, Noise 101 information, glossary, Work Program, Strategic Plan, and other RT relevant support documents.

Present to Roundtable: This item is anticipated to be ready for RT review in September 2013.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff. Anticipated to require $120 in budget to purchase thumb drives for distribution to membership.

AI3. Fly Quiet Update

Item Description:

Continue receiving updates to the airport's Fly Quiet Program

Background:

The Roundtable and SFO launched the Fly Quiet Program in 2001. The Fly Quiet Program is a quarterly report of airline performance in specific categories.

Present to Roundtable: This item is anticipated to be presented to the Roundtable at meetings immediately following the closing of each reporting quarter.

Staff Assigned: Airport staff

Budget Allocated: No extra budget effort anticipated.

AI4. Airport Updates

Item Description:

Continue receiving updates from the airport Director or other staff on significant airport happenings, traffic levels, operations, and other data from the preceding months.

Background:

The airport provides information germane to the RT and noise issues at each meeting. The briefing is typically provided by the airport Director.

Present to Roundtable: This item is anticipated to be presented to the Roundtable at each meeting.

Staff Assigned: Airport staff

Budget Allocated: No extra budget effort anticipated.

AI5. Outreach to OAK Noise Forum and SJC Noise Group

Item Description:

Continue dialogue with the noise forums within the Bay Area at Oakland International Airport and Mineta San Jose International Airport to share information and best practices, discuss issues relating to Bay Area and national airport noise issues.

Background:

The SFO RT has a history of maintaining interaction with fellow airport-sponsored noise organizations in the Bay Area. This has led to joint letters to the FAA and other organizations regarding noise mitigation issues, joint trip to NORCAL TRACON, and understanding how all three airports interact with regards to airspace and noise mitigation.

Present to Roundtable: This item is anticipated to be presented to the Roundtable after any interactions or 'teaming' with OAK or SJC.

Staff Assigned: RT staff

Budget Allocated: No extra budget effort anticipated.

AI6. Include LAX and ORD Roundtable Groups on SFO RT Distribution List

Item Description:

Maintain contact with Roundtable organizations throughout the country via correspondence relating to Roundtable issues on a state and national level.

Background:

The SFO RT has a history of maintaining interaction with the fellow airport-sponsored noise organizations in the country through sharing correspondence relating to current noise issues including pending legislation, funding allocation, or new technology.

Present to Roundtable: This item is anticipated to be in the correspondence section of the RT packets as required.

Staff Assigned: RT staff

Budget Allocated: No extra budget effort anticipated.

AI7. Send RT Member(s) to Noise Forums or Technical Conference

Item Description:

Maintain knowledge base of the RT and its members by sending members to technical conferences or other noise forums.

Background:

The SFO RT has a history of maintaining a strong knowledge base of aircraft noise theory that is communicated to the membership. This has been done through conducting Noise 101 sessions, sending RT members to NORCAL TRACON, and to industry conferences.

Present to Roundtable: Spring 2014 meeting

Staff Assigned: RT staff

Budget Allocated: Anticipated budget of $2,000/member to attend the UC Davis Noise Symposium in Palm Springs in March 2014. Local meeting attendance not anticipated to have a budgetary impact.

Work Program – Legislative Items

LI1. Research Federal, State, and International Noise Legislation

Item Description:

The Roundtable will continue its research of federal, state, and international proposed noise legislation, as well as existing legislation as it applies to operations at San Francisco International Airport.

Background:

The Roundtable keeps track of legislative issues on state, federal, and international level to determine the implications of legislation on operations and noise issues at San Francisco International Airport. This is done through a subscription to the Airport Noise Report (ANR) as well as monitoring legislation through the Federal Register and other list services. In addition to the RT monitoring noise issues on a federal level, the organization will monitor noise regulations suggested by CAEP/ICAO as voluntary or mandatory. The International Civil Aviation Organization (ICAO) is an organization that recommends best practices and adopts standards for the aviation industry, including noise as it relates to aircraft operations. This research could result in correspondence from the RT to the legislative sponsor regarding any positive or negative impact of the legislation.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff. The yearly subscription to ANR is $850

LI2. Monitor PGL 12-09, Eligibility and Justification Requirements for Noise Insulation Projects

Item Description:

The Roundtable will monitor how PGL 12-09 could affect remainder of the SFO noise insulation program. PGL 12-09 was introduced as guidance from the FAA in August 2012 to reaffirm the eligibility requirements of a sound insulation program.

Background:

SFO has insulated over 15,000 homes, schools, and other noise-sensitive structures located in the 65 CNEL noise contour approved by the FAA in 1983. The airport has completed nearly this entire project and is in compliance with its noise variance certificate issued from Caltrans.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff.

Work Program - Research Items

RI1. Guest Speaker

Item Description:

The Roundtable will continue its efforts to have guest speakers invited to RT meetings to present information regarding a topic of interest to the RT.

Background:

The Roundtable, in an effort to keep current on trends in noise and airports, set up a guest speaker item as part of the 2011-2012 Work Program. It is the goal of the RT to continue inviting speakers to the RT, increasing the membership and public's understanding of current issues. The RT and airport staff will recommend speakers, and the RT membership is encouraged to request experts in a specific topic to speak.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff, travel costs would be at the expense of the speaker.

RI2. Noise Effects of Aircraft – Traditional Arrival versus Optimized Procedure Descent (OPD)

Item Description:

Determine the difference, measured using a single event metric, of traditional aircraft arrivals versus aircraft utilizing published Optimized Procedure Descent (OPD) criteria.

Background:

As part of NextGen, aircraft will at times execute an OPD approach, which allows an aircraft to descend to an airport using idle power from cruise altitude instead of the standard step-down approach. This type of approach can bring aircraft in lower altitudes above residential areas on the Peninsula. Studies have been conducted in the Woodside area by the Airport Noise Abatement Office, as well as with the Boeing Corporation.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff, in conjunction with Airport staff

Budget Allocated: Budget to be determined if additional studies need to be conducted beyond capabilities of Airport staff.

RI3. ACRP Problem Statement / Serve on an ACRP Panel

Item Description:

The Roundtable will have the option to submit a problem statement to the Airport Cooperative Research Program (ACRP) for an item to study in depth, generating either a report or best practices document and submit applications to serve on an ACRP panel.

Background:

ACRP is a subset of the Transportation Research Board (TRB) that studies issues relating to airport operations, including noise abatement. Each year ACRP solicits problem statements relating to a global issue that affect airports throughout the country. ACRP chooses the problem statements to then turn into research projects. Each research project is comprised of a panel of experts and a consultant that completes the research document under the guidance of the expert panel.

In addition to ACRP soliciting for proposals, expert panel members are also required each year. If there are research projects that are applicable to community noise groups or noise mitigation, members of the RT are encouraged to apply to these expert panels. The expert panels meet 2-3 times per project in Washington, D.C.

Present to Roundtable: It is anticipated that ACRP Problem Statements will be solicited in Summer 2013 for submittal in the Fall.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort; all travel is paid by ACRP.

RI4. CNEL Metric and 65 CNEL Noise Standard

Item Description:

The Roundtable will continue its research of the efficacy of the 65 CNEL to determine noise impacts as well as the use of 60 CNEL for noise insulation eligibility.

Background:

The Roundtable has researched and sent letters supporting the use of the 60 CNEL noise contour to determine eligibility for noise insulation programs, as well as impacts of noise to the community. This work program item continues this effort to determine if 60 CNEL is an appropriate metric to pursue for noise abatement purposes.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff.

RI5. Use of Single Event Noise Metrics to Evaluate Noise Outside of the 65 CNEL

Item Description:

The Roundtable will research the feasibility of using supplemental noise metrics outside of the 65 CNEL to determine the impact of aircraft operations.

Background:

The 65 CNEL is the federally and state accepted metric to determine impacts from aircraft noise as well as eligibility for sound insulation programs. As aircraft become quieter, the 65 CNEL noise contour has become smaller in size, reducing the "affected areas" as defined by federal and state standards. As a response to this, airports have studied utilizing supplemental metrics, which show noise levels at various locations in the community utilizing metrics including Lmax and SENEL.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff.

Work Program – Aircraft Operations/ Airspace

AO1. NorCal Optimization of Airspace and Procedures in the Metroplex (OAPM)

Item Description:

The Roundtable will comment on the NorCal OAPM environmental documentation related to the noise analysis portion of the environmental document.

Background:

The NorCal OAPM is the update of the airspace in the bay area. The NorCal OAPM is being studied by ATAC Corporation and will publish an environmental document in late 2013 or early 2014. This document will outline the preferred alternatives and includes a public comment period. The preferred alternatives will most likely consist of preferred flight paths for aircraft arriving and departing the bay area that will utilize satellite navigation and/or traditional navigation.

Present to Roundtable: This item will be reviewed by the RT as required, anticipated late 2013 or early 2014.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff.

AO2. Woodside OPD

Item Description:

The Roundtable will receive briefings on the Woodside OPD

Background:

The Airport currently publishes the weekly Woodside VOR report on its website. This report shows the number of aircraft that flew over the Woodside VOR between the hours of 10:30 p.m. – 6:30 a.m. This Work Program item would require the Airport to provide a report on aircraft that utilized the OPD approach between these hours.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff.

AO3. PORTE 5 Departures

Item Description:

The Roundtable will continue to monitor operations on the PORTE 5 departure.

Background:

The PORTE 5 departure flies over portions of the City of Brisbane. In 2012-2013, the Roundtable resumed its work with NORCAL TRACON, SFO Tower, airlines, and SFO staff to determine why the number of aircraft flying over southern portions of Brisbane increased. This Work Program item will continue to monitor this issue and initiate outreach to stakeholders that can assist with mitigation.

Present to Roundtable: This item will be reviewed by the RT as required.

Staff Assigned: Roundtable staff

Budget Allocated: No extra budget effort for RT staff.

AO4. Visit NORCAL TRACON

Item Description:

The Roundtable membership will visit the NORCAL TRACON facility in Mather, California.

Background:

NORCAL TRACON is a radar approach facility that controls aircraft movements in the bay area and other portions of Northern California and Nevada. NORCAL TRACON is a key stakeholder for the RT and has historically worked with the RT to implement noise abatement procedures when traffic allows. This site visit will provide members of the RT with an understanding of how NORCAL TRACON operates and watch aircraft movements in real time.

Present to Roundtable: Schedule trip in July 2013; present a trip report to the Roundtable in Fall 2013.

Staff Assigned: Roundtable staff

Budget Allocated: Possible rental of a van for members to carpool to the facility.

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June 5, 2013

TO: Roundtable Representatives, Alternates, and Interested Parties

FROM: James A. Castañeda, AICP, Roundtable Coordinator

SUBJECT: Consideration/Approval of a Roundtable Budget for FY 2013-2014

RECOMMENDATION:

Approve a final Roundtable Budget for FY 2013-2014, per attached, based on the recommendations of the Work Programs Subcommittee, and continue to allow a one-time 50% reduction of memberships fees from Roundtable member cities, County of San Mateo, and the City/County Association of Governments of San Mateo County for FY 2013-2014.

BACKGROUND

The Roundtable is funded by its membership. The annual membership contributions are maintained in a Roundtable Trust Fund. The County of San Mateo Planning and Building Department, on behalf of the Roundtable, administer the fund. All Roundtable expenses, such as staff support, technical support consultant contracts, office supplies/equipment, mailing/photocopying costs, etc. are paid from that Fund. Any monies that are not spent each year (Roundtable Fund Balance) are added as revenue to the budget for the following fiscal year.

Based on the way the Roundtable was created (via a Memorandum of Understanding (MOU)), the Roundtable does not have the ability to directly employ its own staff or to contract for professional consultant services. Therefore, all staff support and professional consultant services are provided to the Roundtable through the County of San Mateo Planning and Building Department. The amounts for these support services are shown as budgeted expenditures in the annual Roundtable budget.

FUNDING DISCUSSION

The expected funding sources for the FY 2013-2014 include the following: 1) the San Francisco Airport Commission, 2) Roundtable member cities (18 cities), 3) the County of San Mateo, and 4) the City/County Association of Governments of San Mateo County (C/CAG), for a representative of the C/CAG Airport Land Use Commission (ALUC), and 5) the estimated Roundtable fund balance from FY 2012-2013.

The Roundtable established fees for member cities, the County of San Mateo, and C/CAG's contribution as the following:

Member Cities (18 cities): $1,500
County of San Mateo: $12,000
C/CAG: $1,500

This had been maintained through FY 2009-2010. In 2010, the Roundtable approved a one-time 50% reduction in annual Roundtable membership fees for all member agencies, except the Airport Commission's contributions. This was done in order to provide some minor finance relief to those agencies and encourage active Roundtable membership and participation. The contributions were reflected as the following:

Member Cities (18 cities): $750
County of San Mateo: $6,000
C/CAG: $750

This structure was adoption as part of budgets for FY 2010-2011, FY 2011-2012, and FY 2012-2013. In developing the current propose budget for FY 2013-2014, the Work Program Subcommittee is recommending the continuation of the one-time 50% reduction in annual Roundtable membership fees for all member agencies, except the San Francisco Airport Commission, for FY 2013-2014. Those amounts are reflected in the expected funding sources in the propose budget. It is anticipated the Roundtable will return to the standard fees for each member in FY 2014-2015.

Expected Funding Sources

A. Annual Funding from the San Francisco Airport Commission

The Commission's contribution for FY 2013-2014 is $220,000.

B. Annual Funding from Other Roundtable Members

The annual funding amounts from the other Roundtable members (18 cities, the County of San Mateo, and C/CAG for the C/CAG Airport Land Use Committee (ALUC)) will be at the aforementioned 50% reduction from normal fees, resulting in the following dues: Cities - $750 each; County - $6,000, and C/CAG - $750.

C. Estimated Roundtable Fund Balance from the Prior Fiscal Year

The estimated Roundtable fund balance from the current fiscal year (2012-2013) is $69,456.86. This is the anticipated balance after closeout of all prior contract obligations from that fiscal year.

FUND ALLOCATION DISCUSSION

The following items are the expected expenses for FY 2013-2014 that is to be allocated for from the Roundtable Trust Fund:

Potential Funding Allocations for FY 2013-2014

A. Staff and Consultant Support Services - $183,000

Funding for staff support to the Roundtable will consist of the following:

1. **Coordination Services ($113,000)**. This amount represents a reimbursement to the County of San Mateo to provide all coordination and administrative services for all Roundtable activities and operations. This includes 1) the assignment of a Planner III to act as Program Coordinator of the Roundtable up to and not to exceed 1,040 hours within the fiscal year, 2) administrative assistant(s) support to the Roundtable Coordinator when necessary, and 3) all necessary ancillary office operation related cost for day-to-day operations. This amount represents a reduction of $7,016 from FY 2012-2013, which results from the consolidation of the previous year's separate line items for "Roundtable Coordinator" and "Administrative Support to Coordinator", as well revised cost projection.

2. **Roundtable Aviation Consultant for Technical Support ($70,000)**. This is not to exceed contract amount to provide the Roundtable with Aviation Technical Support, which includes Roundtable meeting and Subcommittee meeting support as well as special reports and research. This amount is unchanged from FY 2012-2013.

B. Roundtable Administration/Operations - $4,800

1. **Postage/Photocopying ($3,500)**. This amount represents a reimbursement to the County of San Mateo for costs associated with reproduction of meeting materials and postage. This amount is considerate of electronic distribution of materials to offset costs when possible. This amount is unchanged from FY 2012-2013.

2. **Website ($200)**. This amount represents a reimbursement to the County of San Mateo for costs associated with paying website hosting dues only. Maintenance of the website will be performed by the Roundtable Coordinator, and costs absorbed as part of that line item for staff support. This amount is unchanged from FY 2012-2013.

3. **Data Storage Services ($400)**. This amount represents a reimbursement to the County of San Mateo for the cost associated with moving and maintaining all of the Roundtable's files and archives to Internet based storage ("cloud storage"). Due to the increase storage requirements as more of the Roundtable's records are digitized in the upcoming year, it's anticipated that an additional cost will be incurred. This amount is a $100 increase from FY 2012-2013.

4. **Miscellaneous Office Supplies/Equipment ($1,000)**. This amount represents a reimbursement to the County of San Mateo to provide any supplies and equipment unique to the Roundtable's operation that is not available through the general office supplies/equipment provided by the County of San Mateo Planning & Building Department. This amount is a $200 increase from FY 2012-2013 to anticipated additional equipment or supplies exclusively for the Roundtable's use.

C. Projects, Programs & Additional Allocations - $15,350

Staff has proposed a few allocations to be considered as part of the budget. These items were either not allocated as part of the FY 2012-2013 budget, or were funded through the General Contingency allowance from that budget.

1. **Noise Conference Attendance, Coordinator ($2,000)**. This amount represents a reimbursement to the Coordinator for attendance to the annual UC Davis Noise Symposium held in the spring, which has historically been attended by the Roundtable Coordinator. This reimbursement was collected out of the General Contingency Fund during FY 2012-2013.

2. **Noise Conference Attendees ($12,000)**
This amount represents the cost associated with additional Roundtable member attendance of the UC Davis Noise Symposium held in the spring. Estimated cost per person is $2,000. For the purposes of the proposed budget, staff included the cost of six attendees. The Roundtable may elect to include additional slots as uncommitted funds allow.

3. **Airport Noise Report newsletter subscription ($850)**
This amount represents the annual subscription dues for the Roundtable to receive the Airport Noise Report (ANR) to help keep Roundtable staff and members informed of industry news; a copy of each ANR is included in the Roundtable meeting packets. This reimbursement was collected out of the General Contingency Fund during FY 2012-2013.

4. **TRACON Field Trip ($500)**
This amount represents the estimated cost associated with providing transportation and lunch to members for a field trip to the NorCal TRACON facility.

D. Contingency Funds - $40,000

This amount will be reserved as a contingency for any unforeseen costs associated with any work that is unanticipated/out-of-scope for Roundtable staff and Aviation consultants for Technical Support. The total estimated amount is $40,000, which is split equally between a contingency for the Aviation Consultant and a General Contingency.

Uncommitted Funds

This is the category of funds that is not committed for specific projects, activities, or other purposes. The estimated amount is $66,257. This amount is higher than the amount of uncommitted funds in FY 2012-2013. The Roundtable can allocate some or all the uncommitted funds as it sees fit

Attachment: Draft Proposed FY 2013-2014

SFO Airport/Community Roundtable - Proposed Budget FY 2013-2014

A	EXPECTED FUNDING	2012-2013	2013-2014
	FUND SOURCE:		
1	San Francisco Airport Commission	$220,000	$220,000
2	Roundtable Member Cities (18 Cities @ $700/city*)	$13,500	$13,500
3	County of San Mateo	$6,000	$6,000
4	C/CAG Airport Land Use Committee*	$750	$750
5	Estimated Fund Balance from Previous Year	$2,124	$69,457
	TOTAL:	**$242,374**	**$309,707**

B	POTENTIAL FUNDING ALLOCATIONS	2012-2013	2013-2014
	STAFF/CONSULTANT SUPPORT	**$190,016**	**$183,000**
1	Count of San Mateo Coordination Services	$120,016	$113,000
2	Roundtable Aviation Technical Consultant	$70,000	$70,000
	ADMINISTRATION / OPERATIONS	**$4,800**	**$5,100**
1	Postage / Printing	$3,500	$3,500
2	Website	$200	$200
3	Data Storage Services	$300	$400
4	Miscellaneous Office Expenses/Equipment	$800	$1,000
	PROJECTS, PROGRAMS, & ADDITIONAL ALLOCATIONS	**$0**	**$15,350**
1	Noise Conference Attendance, Coordinator	$0	$2,000
2	Noise Conference Attendance, Members (up to 6)	$0	$12,000
3	TRACON Field Trip	$0	$500
4	Airport Noise Report subscription	$0	$850
	CONTINGENCY FUND	**$47,558**	**$40,000**
1	Aviation Consultant Contingency	$20,000	$20,000
2	General Contingency	$27,558	$20,000
	SUBTOTAL	**$242,374**	**$243,450**
	UNCOMMITTED FUNDS / YEAR END BALANCE	**$0**	**$66,257**

* Represents one-time 50% reduction

CORRESPONDENCSE & NEWS

Regular Meeting # 286
June 5, 2013

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SFO COMMUNITY ROUNDTABLE

San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-1853
F (650) 363-4849
www.sforoundtable.org

April 11, 2013

Dave Foyle
Terminal District Manager - Pacific District
Northern California TRACON
11375 Douglas Road
Mather, CA 95655

Dear Dave,

On behalf of the San Francisco International Airport/Community Roundtable, I'd like to extend my thanks for your presentation on air traffic control at our April 2013 meeting. As a component of Noise 101, your presentation gave the membership a greater understanding of air traffic within the bay area. I especially appreciate your description of how sequestration may affect operations at SFO, specifically the reduced use of PRM/SOIA. Your honesty and ability to describe a highly technical subject in layman's terms will assist us in making quality decisions regarding the noise issues on the peninsula and within the City of San Francisco.

I look forward to a visit to NCT in the early summer to learn more about our airspace, as well as meet the air traffic controllers that are making a difference in abiding by your noise abatement policies.

Sincerely,

Jeffrey Gee
Roundtable Chairperson

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Sincerely,

Jeffrey Gee
Roundtable Chairperson

Los Angeles News

Bill proposed to reduce nighttime noise at Burbank, Van Nuys airports

Wednesday, May 22, 2013

TAGS: legal, airport news, airplane, los angeles news, rudabeh shahbazi

Comment Now Email Print Report a typo

BURBANK, Calif. -- For those living near Bob Hope and Van Nuys airports, jet noise is a way of life. But it's the noise at night from 10 p.m. to 7 a.m. that is prompting lawmakers to propose a mandatory curfew.

"When you're standing in your home or you're standing outside or you're trying to carry on a conversation or you're trying to get some sleep, and you hear just how loud those flights are, and how much it makes your house shake, you'll get a much better appreciation for what we're talking about," said Rep. Adam Schiff (D-Burbank).

There is already a voluntary curfew in place, but still, planes come in at night, including cargo planes, private jets and commercial airlines that either leave early or arrive late.

"Voluntary is just that, voluntary, and it kind of leaves a sense of insecurity about what might happen in the future, so that's really what's going on here," said Victor Gill of Bob Hope Airport.

Burbank officials say they've worked hard over the years to successfully reduce noise and are on board with a mandatory curfew.

The Van Nuys Airport spokesperson released a similar statement saying, "VNY already has a limited jet departure curfew in place during the nighttime hour, has restricted the number of based aircraft, and is phasing out the louder jet aircraft from the fleet."

While many of those living around the Burbank Airport say they aren't too bothered by the noise, others do support the legislation.

"They should stop after a certain hour. We hear them all night long in the middle of the night, morning, after 10," said Michael Listorti of Burbank.

The Federal Aviation Administration wouldn't comment, but turned down a mandatory curfew in the past and would have to get a green light to any new legislation. But the lobby that represents the airline industry, released a statement saying, "The proposed legislation raises significant concerns in that it appears to be an attempt to circumvent the Airport Noise and Capacity Act (ANCA) of 1990, which has a well-established process for the consideration of local noise restrictions."

Get more Los Angeles News »

TAGS: legal, airport news, airplane, los angeles news, rudabeh shahbazi

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New ICAO noise standard: What it means for airports

April, 2013

Europe's airports are committed to working constructively with their local communities to address noise concerns, and to demonstrate that the industry takes its noise impact seriously. It is only by doing this that they will earn their licence to grow.

The new noise standard means that from 2017 new large civil aircraft types must be at least 7 EPNdB (Effective Perceived Noise in Decibels) quieter than the current standard. It will apply to smaller aircraft types of less than 55 tonnes from 2020. © Airbus

ACI EUROPE supports the adoption of a new noise standard that is ambitious yet realistic. This new standard, which will be Chapter 14 of Annex 16 to the Chicago Convention, means that from 2017 new large civil aircraft types must be at least 7 EPNdB (Effective Perceived Noise in Decibels) quieter than the current Chapter 4 standard. It will apply to smaller aircraft types of less than 55 tonnes from 2020.

Chrystelle Damar, Manager: Environmental Strategy & Intermodality, ACI EUROPE, commented: "We welcome the decision made in February 2013, as both the timing for the adoption of the standard and its level of ambition reflect the progress of the manufacturing industry to deliver quieter and quieter aircraft. We have to bear in mind that ICAO standards do not force progress, but are the most effective instrument to secure technological progress and avoid backsliding of the technology available on the market."

Airbus is similarly supportive of the new standard. It has, over the past 40 years, put significant effort into reducing noise at source, and actively contributed by providing technical assessments and recommendations, which helped inform the CAEP9 proposal. "At Airbus, innovation and technology are key to providing aircraft that generate fewer emissions and less noise while carrying a maximum payload over the mission range. All Airbus development aircraft – NEO and A350 XWB – are designed to be compliant with the new noise standard," explained Thierry Nowaczyk, Environmental Strategy & Policy Manager, Airbus. "Regarding the long life-cycle of our industry, 2017 is taking place

today in our design office and production centre, therefore Airbus continues developing new aircraft solutions to improve the operational noise of aircraft. Several functionalities are available on new aircraft, such as the Automatic Noise Abatement Departure Procedure (NADP) that optimises the thrust and flight path to reduce the noise over populated areas."

Balanced Approach

The ninth meeting of ICAO's Committee on Aviation Environmental Protection (CAEP) in February agreed a new noise standard for newly certified aircraft types.

The reference document for aircraft noise management around airports is ICAO's Balanced Approach, which was adopted by Member States in 2001. It requires competent authorities to assess the effects of four different noise management measures, prior to adopting operating restrictions, on an airport-by-airport basis.

For airport operators, adoption of this new Chapter 14 noise standard essentially means two things. Firstly, it will impact on the fleets being operated at Europe's airports, as the natural fleet replacement rate will enable the integration of more and more aircraft certified according to Chapter 14, until all in-service aircraft are at least Chapter 14 compliant. Secondly, it means that the first element of the Balanced Approach – reduction of noise at source – is taken into account.

Nowaczyk explained that the A380 was given an award for its quiet operations by the UK Noise Abatement Society in 2012. With the A380, Airbus introduced a specific noise optimisation feature into the aircraft flight management system. "This is programmed with the specific airport, aircraft and meteorological parameters at the very moment of take-off, and provides the lowest possible noise levels over ground," said Nowaczyk. "The A350 XWB, the aircraft with the leading environmental performance in the long-range market, will have its first flight in mid-2013 and is up to 16 decibels below the current required standard."

It is important to note that airport operators are reliant on their partners to implement the measures of the Balanced Approach. In terms of reduction of noise at source, the adoption of a new noise standard is a decision made by ICAO Member States, while fleet replacement strategies are designed by airlines. For land use planning, measures are taken by local authorities and for noise abatement procedures, these are the result of cooperation between airlines, air traffic management and airport operators. Operating restrictions are determined by local or national authorities.

This highlights the need for a comprehensive and collaborative approach to achieving effective aircraft noise management around airports, and the new ICAO noise standard is a major indication of how the aviation industry is proactively addressing its environmental impact. The standard will be presented for further consideration by the

ICAO Council after formal State consultation.

Bookmark & Share

The New York Times

May 2, 2013

Airport Exposes Class Divisions in Silicon Valley

By NORIMITSU ONISHI

SAN JOSE, Calif. – The approval of a new corporate jet center at this city's struggling airport might have been just another losing skirmish in the battle between Silicon Valley billionaires and middle-class neighborhoods worried about noise pollution. Instead, it is becoming the latest symbol for the rapidly growing gap between the region's haves, with their private jets and untold wealth, and the have-nots, clinging to more modest lives in the dwindling number of communities they can afford.

Google, which is reponsible for many of the jets that will use the new $82 million center, is helping bring badly needed cash to Mineta San Jose International Airport just as the tech industry is creating jobs and wealth in Silicon Valley. But the tech boom is also sharpening income inequality and fueling a housing boom that is squeezing families out of many Silicon Valley communities.

Whether it is the possibility of private jets' disturbing the sleep of San Jose homeowners, or the transformation of Palo Alto's last mobile home park into luxury apartments, local developments throughout Silicon Valley highlight how the tech boom is leaving many behind. Local officials worry about the trend, which experts say will only accelerate, and its effects on the valley's work force and diversity.

"We're very focused on being a progressive and fair community in terms of those issues," Gregory Scharff, the mayor of Palo Alto, said of his city's efforts to provide affordable housing while recognizing the "national treasure" that is Silicon Valley. "We actually innovate and create huge wealth for the United States. If you look at the companies that have just come out of Palo Alto, I would make you a bet that it would be one of the largest G.N.P.'s – it could be a country."

In the past, the tech industry created middle-class jobs and lifted the overall economy of Silicon Valley. But as tech companies have shifted manufacturing and midlevel jobs overseas over the years, highly paid workers have increasingly clustered here. Per-capita incomes have been rising even as median incomes have decreased for five years in a row, according to

Joint Venture Silicon Valley, a private organization that co-publishes an annual report on the region.

“We’re getting more high earners, and they’re skewing the averages completely off,” said Russell Hancock, chief executive of Joint Venture. “We are becoming a community where our teachers, our police, our firefighters, our nurses, they can’t live with us. They have to come in from other places. Healthy communities have all these people living together.”

Sales figures for single-family homes in Santa Clara and San Mateo, the two main counties in Silicon Valley, show median prices have risen about 30 percent in the past year while the inventory of available homes has fallen by roughly half, according to an analysis of local multiple listing service data by the Silicon Valley Association of Realtors. The median prices for March – $735,000 in Santa Clara and $925,000 in San Mateo – only hint at the current market’s frenzy.

Each property now typically attracts between 10 and 30 offers, eventually selling from 5 percent to 25 percent above the asking price, said Moise Nahouraii, the owner of Referral Realty in Cupertino. Jeff Barnett, a former president of the association and a regional vice president at Alain Pinel Realtors, said 30 percent to 40 percent of sales were paid in cash.

“Last year, the market came up,” Mr. Barnett said. “This year, it’s on fire; it’s just unreal.”

In Palo Alto, one of the hottest markets, the longtime owner of the Buena Vista Mobile Home Park has moved to sell the property to a developer planning to build a complex with amenities that include a pool, a spa, a business center, a chef’s demonstration kitchen and a pet grooming station. A local ordinance would guarantee the park’s 400 residents – more than a quarter of whom are children and 85 percent are Hispanic – some compensation and possible relocation within Palo Alto.

But the Law Foundation of Silicon Valley, a private group that provides free legal services on housing and other issues, is pressing the city to reject the conversion. With the waiting lists for affordable housing getting longer by the day, the group argues, the park’s residents will be forced to leave Palo Alto, away from jobs and schools.

One resident, Mary Kear, 55, grew up in Mountain View, where her father owned a hardware store and was a farmer, and where Google has its headquarters. Ms. Kear, who worked in sales for more than three decades and is now a part-time school custodian, said she had to move a dozen times over the years because of rising rents, eventually gravitating to the park eight years ago. She hoped the city would reject the conversion.

“But I’m also going to try to talk to the guy at Facebook,” she said in the living room of her tidy two-room trailer, adding that she had read that the company’s chief executive, Mark Zuckerberg, had recently established a political action committee for immigration reform. “He’s trying to help immigrants, and immigrants are here.”

Here in San Jose, many residents worry that the new corporate jet center will lead to a spike in overnight flights. Because of the airport’s proximity to the downtown area and neighborhoods, aircraft generating more than 89 decibels, like commercial jets, are restricted from flying between 11:30 p.m. and 6:30 a.m.; most corporate jets, though, are exempt from this curfew.

Signature Flight Support, the company that will build the center, said its main tenant would be Blue City Holdings, which manages airplanes belonging to Google’s founders, Larry Page and Sergey Brin, and its executive chairman, Eric Schmidt. Maria Sastre, Signature’s president, said her tenants would abide by the curfew and use a “wide range of aircraft.”

Members of Citizens Against Airport Pollution are proud of their 23-year fight against noise and growth at the San Jose airport. Without them, they believe, the nighttime curfew on certain flights would have vanished long ago.

There were, of course, defeats along the way, including one, in a skirmish over decibels and aircraft weight, to Larry Ellison, the billionaire chief executive of Oracle. But the approval of the corporate jet center last month was a particularly major loss.

Jim Lynch, a 20-year member of Citizens Against Airport Pollution, stood in a parking lot at the airport recently, listening to the familiar sound of jets taking off and landing every few minutes. Though Google’s executives are the only future customers named so far, he was worried about all the other tech barons.

“We’re sticking up for the little people,” he said. “We may get bruised. We may get hit in the arm.”

Ed Hodges, co-chairman of Citizens Against Airport Pollution and a retired junior high school science teacher, said that behind the corporate jet center’s approval, he saw the ascendancy of the tech elite at the expense of the middle class in Silicon Valley.

He and his wife, a retired nurse, bought their home here 38 years ago. “We have a funny saying in our family: we could not afford to buy our own house today,” he said. “This is an example of what’s happened to the middle class in Silicon Valley.”

Denver-bound airliners cool their jets over Rocky Mountain National Park

Written by Bobby Magill
May. 11

coloradoan.com

Denver-bound airliners cool their jets over Rocky Mountain National Park

New federal requirements mean quieter flights over the national park by eastbound airliners landing at DIA.

Take a summer hike into the Rocky Mountain National Park backcountry and stop and listen to what you'll hear in the wilderness around you.

The wind in the pines. Thunder from the summer monsoons. The thrum of a Frontier Airlines Airbus approaching Denver International Airport on a morning flight from Los Angeles.

This year, the 600 daily flights through Rocky Mountain National Park's airspace could be a bit quieter thanks to new Federal Aviation Administration requirements for airliners flying into Denver International Airport.

"Hopefully, people miles away from Trail Ridge Road will notice less aircraft noise," said Rocky Mountain National Park Superintendent Vaughn Baker.

Flights approaching DIA from the west are now required to fly directly over Trail Ridge Road while gliding over the park without revving their engines to help the planes descend.

The goal is to concentrate both Trail Ridge Road's auto noise and aircraft engine noise into one narrow corridor, allowing areas far away from Trail Ridge Road to be quieter.

Normally, when your flight descends into DIA, it's a noisy process.

Here's how it used to work: Under the old rules, airplanes approaching DIA from the west were required to fly over a designated point outside Estes Park. that meant a lot of airplanes' flight paths would converge from different directions directly over Rocky Mountain National Park, according to the National Park Service.

To hit that specific point, pilots would slow their planes down using spoilers on the wings, creating a lot of noise in the air. The planes would also descend into DIA using a stair-step pattern, requiring pilots to rev their engines at the beginning of each step of the descent.

With the FAA's new rules, flights will be funneled into a narrow corridor over Trail Ridge Road while on a smooth glide-path into the airport that allows pilots to keep their engine throttles idle all the way to the runway.

Baker said that's a good procedure for both park visitors and airlines.

"These procedures allow aircraft to fly a precise, optimized horizontal and vertical trajectory, which helps to lower fuel burn with more precise approaches, reduce diversion due to bad weather conditions and improve airport access in challenging terrain," said Frontier Airlines spokeswoman Kate O'Malley.

Baker said the National Park Service's natural sounds team will monitor aircraft noise throughout Rocky Mountain National Park this summer to test how much the new airliner landing rules reduce the engine noise throughout the park.

Wake Turbulence Mitigation Updated at Some Airports

AINSAFETY » MAY 13, 2013

by **ROBERT P. MARK**

May 13, 2013, 2:35 PM

Pilots and controllers at San Francisco International Airport (SFO), Memphis International (MEM) and Houston Intercontinental (HOU) may soon take part in operational testing of a new reduced-separation standard between aircraft departing on parallel runways during crosswind conditions. For the wake turbulence mitigation for departures (WTMD) procedure one of the aircraft must weigh more than 300,000 pounds (categorized as "heavy") and weather conditions must remain at least basic VFR with a 1,000-foot ceiling and three statute miles visibility.

WTMD entails the crosswind-enabled elimination of wake turbulence separation minimums when a "heavy" aircraft (e.g. a Boeing 767) departs the downwind runway and any aircraft follows departing the upwind runway.

The new procedures resulted from research data derived from FAA trials on closely spaced parallel runways. The three U.S. airports will participate in the test for one year, with an option to extend. Pilots will always have the option to request additional separation if they deem it necessary.

Testing begins as follows (all times local): at SFO on May 15 at 6 a.m., at Houston at 6 a.m. on May 20, and at Memphis at 6 a.m. on August 5.

TAGS: AIR TRAFFIC CONTROL AEROSPACE ENGINEERING AVIATION TRANSPORT WAKE TURBULENCE CROSSWIND SAN FRANCISCO INTERNATIONAL AIRPORT SEPARATION RUNWAY AIRPORT AIRFIELD TRAFFIC PATTERN

FILED UNDER: SAFETY

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To address wake turbulence, Australian airport changes parallel runway procedures
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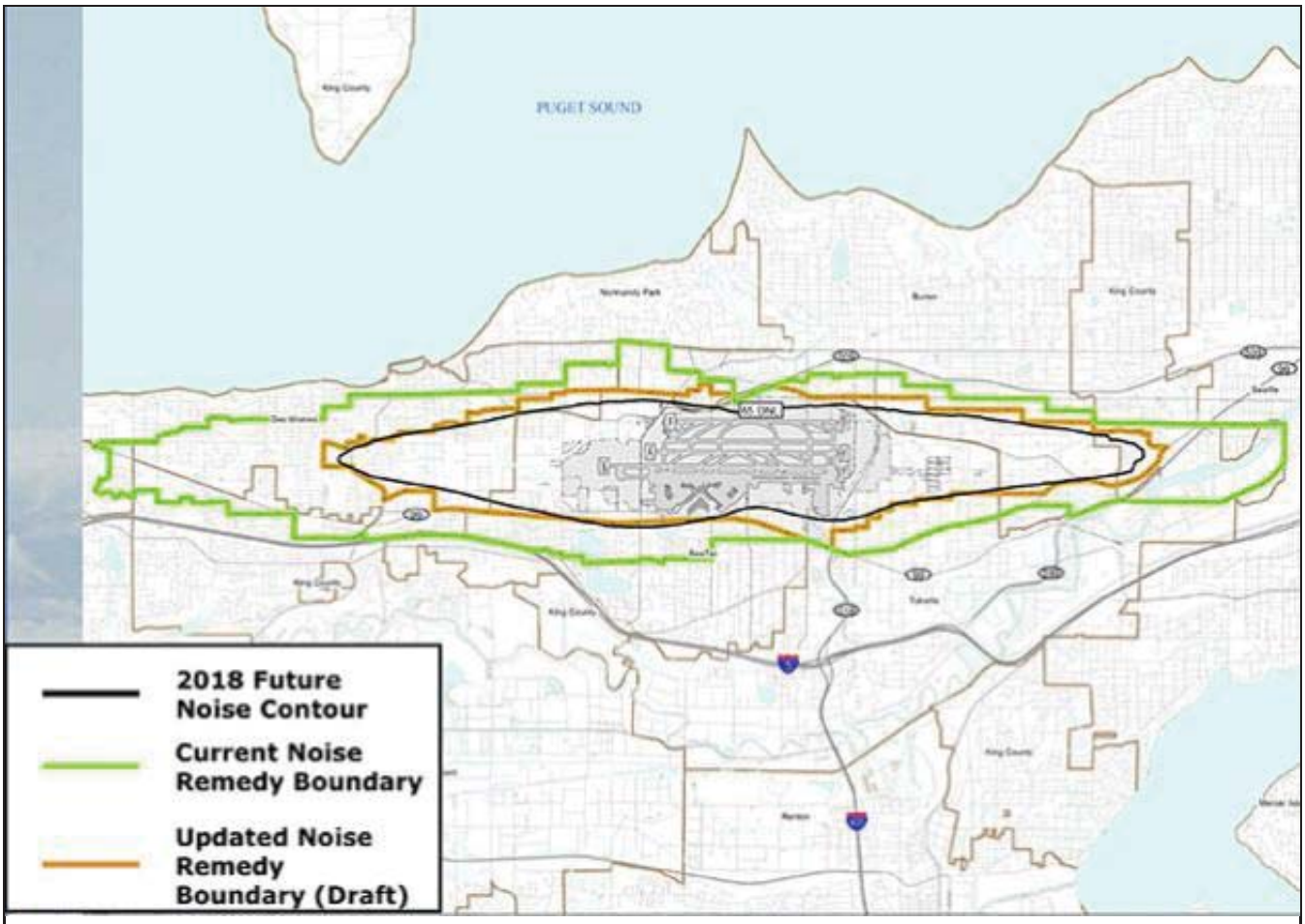
Add your comment:

Airplane noise: Is relief in sight for Federal Way residents?



COURTESY IMAGE
Current mitigation measures, according to the Part 150 Noise Compatibility Study for SeaTac Airport.

By **SARAH DIMAKIS**
Federal Way Mirror contributor
MAY 23, 2013 · UPDATED 5:01 PM

The traditional approach to land an airplane is called the “step approach,” where airplanes drop down, throttle up to maintain altitude, then fall again.

The Greener Skies program is updating computers so that planes will be able to fly a “continuous descent,” gliding down in one straight motion. This will save fuel and is more environmentally friendly. It will also concentrate the noise to areas along the SeaTac runways.

This is good news to Federal Way residents, especially those living in the Marine Hills neighborhood, who should see an improvement in the noise level within the next few years.

Longtime Federal Way resident Scott Chase bought his house 23 years ago. He never could have predicted that the airplane noise over his house would become such an issue.

“I’m 50 years old, and I won’t be able to retire here because of the noise. Federal Way is such a beautiful area to live. It’s sad.”

Complaints regarding airplane noise from the SeaTac Airport have been around for almost half a decade, but residents have seen no obvious improvement.

“If anything the noise problem has gotten worse. It’s more frequent,” said Kim Springer, who lives just outside Redondo.

Chase expressed a similar sentiment: “Monday mornings are ridiculous. Starting at 5 a.m., planes fly by every 60 seconds. There is no way you can sleep through it.”

According to the revised Part 150 Noise Compatibility Study, the number of passengers flying through the SeaTac Airport has doubled since 1990 and is predicted to increase another 30 percent in the next 10 years. Because of the third runway completed in 2008, more planes are able to fly out than ever before.

SeaTac Airport gives planes a “preferred route” that makes flying as efficient as possible, saving time and money.

“That’s where I think their priorities are a little mixed up,” said Chase. “Most of us who live in Federal Way use the SeaTac Airport to travel. It’s our airport, our noise.”

Many other airports around the world have already taken initiative to reduce the noise.

For example, London Heathrow Airport in England, surrounded by residential communities, has implemented night flying restrictions. From midnight to 6 a.m., the airport prohibits noisy jets in favor of newer, quieter ones.

In addition, Heathrow Airport encourages jets to gain altitude as quickly as possible. When planes are higher up, the noise is less noticeable.

Chase has another solution. He thinks that the “preferred route” should be moved over I-5 and away from houses. Unfortunately, the way it is now, the “preferred route” cuts right through Federal Way.

Chase encourages other residents to get involved.

“We shouldn’t ever have to compromise on our quality of life. I’m just one voice. Port of Seattle is giving citizens a chance to have a voice."

Comment period

The 45-day comment period on the revised Part 150 Study is from April 15 to May 30, 2013. Comments and suggestions can be emailed to SEApart150comments@landrum-brown.com or sent to Rob Adams, Part 150 Project Manager, at Landrum & Brown, 11279 Cornell Park Dr., Cincinnati, OH 45242.

Learn more

Not everyone will see relief from airport noise. The Seattle area of Beacon Hill might see an increase in noise, according to a report by Crosscut.com.

To see all information regarding noise reduction issues and the airport, visit www.airportsites.net/SEA-Part150.

Airport Noise Report

A weekly update on litigation, regulations, and technological developments

Volume 25, Number 17 May 17, 2013

Minneapolis-St. Paul Int'l

MAC, CITIES SEEK TO AMEND SETTLEMENT TO EXTEND 2007 MITIGATION TO 2020 NOISE

To mitigate the increase in noise impact in 2020 from forecast growth in operations at Minneapolis-St. Paul International Airport, the Metropolitan Airports Commission (MAC) wants to carry into the future the mitigation provisions in a 2007 consent decree that extended sound insulation out to homes in the 60-64 dB DNL contour of MSP.

The MAC has spent $95 million in airport funds to provide various packages of sound insulation measures to the homes in the 60-64 dB DNL contour covered in the 2007 consent decree, which settled litigation filed by the cities of Minneapolis, Richfield, and Eagan MN.

The three cities have already approved a proposed amendment to the 2007 consent decree that would extend it to include homes that would be newly-captured in the 60-64 dB DNL contours out to 2020.

The MAC estimates that the 60-64 dB DNL contour in 2020 will increase in only one area at the approach end of Runway 12R at MSP. It will grow to encom-

(Continued on p. 67)

AIP

NO AIP NOISE GRANTS AWARDED IN FIRST EIGHT MONTHS OF FY 2013, FAA DATA SHOW

Eight months into fiscal 2013 the Federal Aviation Administration has awarded no Airport Improvement Program (AIP) grants to fund airport noise or emissions mitigation projects, grant data released by the agency on May 15 show.

That is likely to concern those who fear the agency is in the process of defunding airport sound insulation programs, which constitute the bulk of AIP noise grants.

For instance, in fiscal 2012, the FAA awarded a total of $189.2 million in noise mitigation project grants, of which $140.6 million went to fund airport residential and school sound insulation programs.

In fiscal 2011, FAA awarded a total of $139.1 million in noise grants, of which $108.2 million funded residential and school sound insulation projects.

There are still four and a half months until the fiscal year ends on Sept. 30, so FAA may still issue AIP noise grants during that time period.

But the agency is not saying at this point whether AIP noise and emissions grants will get shorted by legislation approved by Congress that allows the transfer of up to $253 million from the AIP Discretionary account to fund the salaries of air

(Continued on p. 68)

In This Issue…

MSP, from p. 66

pass an additional 1,131 homes that would become eligible for some type of insulation under the proposed amendment.

On Monday, May 20, the MAC is expected to approve the proposed amendment to the consent decree, which also is supported by airlines who sit on the MAC's airport noise advisory committee.

Under the proposed amendment, the MAC will continue to use flight data to annually produce contours showing which blocks are receiving noise above the agreed upon threshold of 60 DNL.

For a home to be considered eligible for mitigation it must be located in the actual 60+ DNL noise contour, within a higher noise impact mitigation area when compared to its status relative to the Consent Decree noise mitigation program, for a total of three consecutive years, with the first of the three years beginning no later than 2020.

FAA Approval Needed

To be put into effect, the proposed amendment must still receive the approval of the Hennepin County, MN, Court, which approved the 2007 decree, and the Federal Aviation Administration.

The MAC will send the proposed amendment to the consent decree to the FAA before approaching the Court to make sure that FAA agrees that the proposed mitigation is an appropriate use of airport funds. The MAC did not use Airport Improvement Program grants or Passenger Facility Charge revenue to fund the noise mitigation provided in the 2007 consent decree; it used funds generated on the airport.

The MAC had included extension of the 2007 consent decree as a mitigation measure in its final environmental assessment for 2020 airport improvement projects (terminal expansion and landside development).

However, in a May 15 letter to MAC CEO Jeffrey Hamiel, the FAA said the noise impact from the forecast growth in operations by 2020 was unrelated to the terminal and other projects. Therefore, FAA did not condition its approval of the 2020 projects on implementation of the proposed noise mitigation.

But, wrote Susan Mowery-Schalk, manager, Airports Division, FAA Great Lakes Region, "As a matter of general principle," mitigation measures imposed by a state court as part of a consent decree are an eligible use of airport revenue.

She said, "Conceptually MAC could use airport revenues if it were to amend the 2007 consent decree to include the proposed mitigation."

But the MAC wants to make sure the FAA actually agrees that the proposed mitigation is an appropriate use of airport funds before it seeks court approval of the amendment to the consent decree.

Various SIP Packages

Under the 2007 consent decree, some 432 homes in the 63-64 DNL contour were eligible for the full sound insulation package provided to homes in the 65 DNL and greater contours.

Another 5,344 homes in the 60-62 DNL contour were eligible for one of two lesser mitigation packages:

(1) The estimated 3,421 homes that did not have central air conditioning could receive it and get up to $4,000 in other noise mitigation services and products, including installation costs; and

(2) Owners of homes that already had AC or who did not want it would be eligible for up to $14,000 in noise mitigation products and services on a menu they could choose from.

In addition, multi-family units in the 60-62 DNL contour that did not have through-the-wall or equivalent permanently installed air conditioners would receive them.

The settlement also applied to 1,835 single-family homes in the 2005 mitigated 60-64 DNL contours who have until July 31, 2014, to apply for reimbursement of installation of sound insulation products included on a menu provided by the MAC.

All the other insulation provided under the 2007 consent decree has been completed.

Part 150 Program

MOST OF TWEED-NEW HAVEN NOISE PROGRAM APPROVED

On May 8, the Federal Aviation Administration issued its Record of Approval on the Part 150 Noise Compatibility Program for Tweed-New Haven (CT) Regional Airport.

FAA approved all but one of the 15 land use and program management measures proposed in the Part 150 program. But the agency rejected three of the six noise mitigation measures proposed.

FAA disapproved for purposes of the Part 150 program three noise mitigation measures: (1) voluntary noise abatement flight procedures for increased altitudes over communities; (2) encourage the use of GPS, RNAV, WAAS, and FMS enabled procedures to enhance noise abatement navigation; and (3) establish a voluntary curfew for night flights and run-up operations.

The agency said that, based on the information provided, it was not clear if these measures would result in a change in DNL noise exposure, which is required for the measures to be approved under the Part 150 program. But the FAA said its disapproval of the measures does not preclude the airport from working to impose them on a voluntary basis.

FAA approved two other noise mitigation measures for further study: (1) a feasibility study for potential relocation of helipad operations and (2) a site/selection/feasibility study for noise barriers.

FAA approved a proposal to relocate GA maintenance run-up operations or to buyout the 10 homes they affect if relocation is not feasible. But the agency rejected a proposal to enclose the GA maintenance operations saying "it does not

appear to be cost effective at this time."

Land Use Measures

FAA approved nine of the 10 land use measures proposed in the Part 150 program, including voluntary acquisition of 14 parcels in the future (2017) DNL 70 dB contour; voluntary sound insulation of 189 residences in the DNL 65 dB contour and contiguous areas; acquisition of avigation easements and undeveloped land, modification of local zoning in the DNL 65 dB contour, imposition of an airport noise overlay district, real estate disclosure, and modifications of building codes.

FAA rejected one proposed land use measure: sound insulation of an educational facility. The agency said it could not fund sound insulation of the educational facility, which operated in leased space located in an industrially-zoned area and appeared to be temporary.

Program Management Measures

FAA approved all five program management measures in the proposed Part 150 program for Tweed-New Haven including establishing a noise mitigation advisory committee and community awareness program, instituting a fly quiet program, periodic evaluation of noise exposure, and acquisition and operation of a flight tracking system.

The FAA's Record of Approval on the Tweed-New Haven Part 150 Program is available at http://www.faa.gov/airports/environmental/airport_noise/part_150/states/?state=Connecticut

Queens

FAA TO FORM COMMITTEE TO REVIEW ITS DECISION ON RNAV

The Federal Aviation Administration has agreed to form a committee "to do a good faith, step-by-step review" of the decision-making process it used in approving a new RNAV departure procedure at LaGuardia Airport that has caused noise problems in Queens, NY, according to NY lawmakers.

Reps. Steve Israel (D-NY) and Grace Meng (D-NY), NY State Sen. Tony Avella (D-Bayside) and NY State Assemblyman Ed Braunstein (D-Bayside) said they persuaded the FAA to agree to the review at a May 15 meeting with FAA officials in Washington, DC.

"Residents of Queens deserve to live without the constant barrage of airplane noise that they've experienced since the FAA approved new flight patterns without taking into account community feedback," said Rep. Israel.

"I'm pleased that the FAA has agreed to form a committee to review this issue as result of our meeting today. I hope it results in a more balanced plan that will alleviate the noise pollution for our constituents."

Added Rep. Meng, "I thank the FAA for meeting with us and for taking action on our concerns. Agreeing to work with the community to review the new flight patterns, and taking another look at the environmental assessment process in the step-by-step process we urged, is a move in the right direction. Although more still needs to be done, this is a positive move that can hopefully have an effect on the increased airplane noise that Queens residents have been forced to endure."

Said State Sen. Avella, "This is another step in the process of resolving this issue and bringing relief to the communities that have been inundated with excessive airplane noise. I appreciate Reps. Israel and Meng's assistance in reaching this point in the process."

Assemblyman Braunstein thanked Congressman Israel and Congresswoman Meng "for using their influence to push the FAA to fully explain the rationale used to determine that the new flight pattern was legal. I am confident that an exhaustive review of the FAA's process will reveal that the agency cut corners in its effort to justify implementing the new departure procedure."

The new RNAV departure procedure implemented in February 2012 on a six-month trial basis. This past December, the FAA announced that it would make the new routes permanent.

Reps. Israel and Meng sent a letter to the head of the FAA in February asking him to reevaluate the decision to make the procedure permanent (25 ANR 23). They said the new procedure was implemented without the consultation of local elected officials and constituents and was put into effect to reduce air traffic congestion and allow more operations at JFK International Airport.

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traffic controllers and eliminate the need to furlough them.

Transportation Secretary Ray LaHood announced May 10 that the Department of Transportation has determined that the recently enacted Reducing Flight Delays Act of 2013 will allow the FAA "to transfer sufficient funds to end air traffic controller furloughs and keep the 149 low activity contract towers originally slated for closure in June open for the remainder of fiscal year 2013."

"The FAA will also put $10 million [of the AIP grant funds that can be transferred] towards reducing cuts and delays in core NextGen programs and will allocate approximately $11 million to partially restore the support of infrastructure in the national airspace system," LaHood said in his short DOT statement.

In light of LaHood's statements, ANR asked the FAA whether it has determined yet whether AIP grants that fund airport noise and emissions mitigation projects will be cut by the transfer of AIP funds to support air traffic controllers' pay and NextGen programs.

A spokeswoman for the agency said FAA is still studying the legislation.

At a May 16 hearing before the House Aviation Subcommittee, FAA Administrator Michael Huerta was asked what impact taking $253 million out of the AIP Discretionary fund

would have on the grant program. He said that is not yet known. The cuts will come when FAA issues the final round of AIP Discretionary grants at the end of the year. He likely meant the end of the fiscal year.

The AIP grants awarded by FAA is fiscal 2013 as of May 13 are available at http://www.faa.gov/airports/aip/grantapportion_data/

In Brief…

Guidance on Integrating NEPA, Planning

ACI-NA recently published guidance on integrating planning and National Environmental Policy Act (NEPA) processes for airport development projects.

The report was prepared "in response to issues that airport operators, their consultants, and the FAA were experiencing as they took airport development projects from the early stages of planning, through environmental reviews, and ultimately to implementation," ACI-NA explained.

"The issues experienced by stakeholders all centered on the lack of integration of airport planning processes and subsequent environmental review processes required under the National Environmental Policy Act (NEPA). In several cases, this lack of integration had resulted in more lengthy and costly NEPA processes, adversely affected airport, FAA, and community relationships, and delayed project implementation."

ACI-NA said that, in response to these concerns, it formed a task force comprised of stakeholders (airport operators, consultants, FAA representatives) to investigate how planning and NEPA processes could be better integrated to minimize delays to project implementation, as well as the benefits that can be attributed to better integration.

The report, "Integrating Planning and NEPA Processes for Airport Development Projects," is the outcome of that effort. It is available at http://www.aci-na.org/committee/environmental-affairs

Catex2 Recommendation on NAC Agenda

The agenda for the upcoming June 4 meeting of the RTCA NextGen Advisory Committee (NAC) includes a presentation by a special task group on its recommendation for compliance with the so-called "CatEx2 provision in Section 213(c)(2) of the FAA Modernization and Reform Act of 2012, which seeks to accelerate the introduction of PBN procedures by giving them a categorical exclusion from environmental review.

In February, the task group told the NAC that it had identified a potential way to comply with CatEx2 but needed to conduct additional research and analysis (25 ANR 22).

AIRPORT NOISE REPORT

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