



ROUNDTABLE REGULAR MEETING

MEETING No. 284

Wednesday, February 6, 2013 - 7:00 p.m.

David Chetcuti Community Room at 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. **Recognition of Roundtable Representatives and Alternates for 2013**
 - Jeff Gee, Roundtable Chairperson
 - A. Welcome to New Roundtable Representatives and Alternates – **INFORMATION**
 - B. Adoption of Resolution 13-01 to Recognize Council Member Sepi Richardson for Her Service on the Roundtable as the Representative for the City of Brisbane **ACTION**
 - C. Adoption of Resolution 13-02 to Recognize Mayor Ann Keighran for Her Service on the Roundtable as the Alternate for the City of Burlingame **ACTION**
 - D. Adoption of Resolution 13-03 to Recognize Council Member Charlie Bronitsky for His Service on the Roundtable as the Representative for the City of Foster City **ACTION**
 - E. Adoption of Resolution 13-04 to Recognize Council Member Larry May for His Service on the Roundtable as the Representative for the City of Hillsborough **ACTION**
 - F. Adoption of Resolution 13-05 to Recognize Council Member Wayne Lee for His Service on the Roundtable as the Alternate for the City of Millbrae **ACTION**
 - G. Adoption of Resolution 13-06 to Recognize Council Member Marie Chuang for Her Service on the Roundtable as the Alternate for the City of Hillsborough **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.

- | | |
|--|---------------|
| H. Adoption of Resolution 13-07 to Recognize Council Member Pete DeJarnatt for His Service on the Roundtable as the Alternate for the City of Pacifica | ACTION |
| I. Adoption of Resolution 13-08 to Recognize Council Member Kevin Mullin for His Service on the Roundtable as the Representative for the City of South San Francisco | ACTION |
| J. Adoption of Resolution 13-09 to Recognize Council Member Dave Tanner for His Service on the Roundtable as the Alternate for the Town of Woodside | ACTION |

III. Election of Roundtable Officers for Calendar Year 2013

- | | |
|---|---------------|
| A. Election of Roundtable Chairperson – Jeff Gee | ACTION |
| B. Election of Roundtable Vice-Chairperson – Roundtable Chairperson | ACTION |

IV. 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.

V. Consent Agenda Items –

- | | |
|---|-------------------------|
| A. Review of Airport Director's Report for November 2012 | ACTION
Pg. 19 |
| B. Review of Airport Director's Report for December 2012 | Pg. 27 |
| C. Review of SFO Fly Quiet Report Q4 2012 | Pg. 35 |
| D. Review of Roundtable Regular Meeting Overview for December 5, 2012 | Pg. 49 |

REGULAR AGENDA

VI. Presentation Items:

- | | |
|--|--------------------|
| A. Airport Director's Comments
- John Martin, Director, San Francisco International Airport (Verbal Report) | INFORMATION |
| B. Airport Year End Noise Summary
- Bert Ganoung, Manager, Aircraft Noise Abatement | INFORMATION |
| C. Noise 101, PART 1
- Bert Ganoung, Manager, Aircraft Noise Abatement | INFORMATION |

VII. Roundtable Work Program Items:

- | | |
|--|------------------|
| A. SFO Construction Update and Departure/Arrival affects:
– Bert Ganoung, Manager, Aircraft Noise Abatement (Verbal Report) | INFORMATION |
| B. Update on FAA's PORTE Departure Analysis
– Roundtable Chairperson | ACTION
Pg. 57 |
| C. Update on Crossing Altitude of Oceanic Arrivals Over the Woodside VOR
– Roundtable Chairperson | ACTION
Pg. 61 |
| D. Follow-up on Optimization of Airspace & Procedures in the Metroplex (OAPM)
Environmental Review
– Roundtable Chairperson | ACTION
Pg. 65 |
| E. Committee Assignments – Roundtable Chairperson
1) Bylaw Subcommittee
2) Work Program Subcommittee
3) Operations and Efficiency Subcommittee
4) Legislative Subcommittee | ACTION |

VIII. Airport Noise News Briefing INFORMATION
– Cindy Gibbs, Roundtable Aviation Technical Consultant

IX. Member Communications / Announcements – Roundtable Members INFORMATION

X. ADJOURN – Roundtable Chairperson ACTION

Correspondences	Pg. 69
Airport Noise Related News	Pg. 77

Next Regular Roundtable Meeting Date: Wednesday, April 3, 2013

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 though there were ten. This results in a

Glossary of Common Acoustic and Air Traffic Control Terms

Page 2 of 6

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.

Glossary of Common Acoustic and Air Traffic Control Terms

Page 3 of 6

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

Glossary of Common Acoustic and Air Traffic Control Terms

Page 4 of 6

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

Glossary of Common Acoustic and Air Traffic Control Terms

Page 5 of 6

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.

Glossary of Common Acoustic and Air Traffic Control Terms

Page 6 of 6

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



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

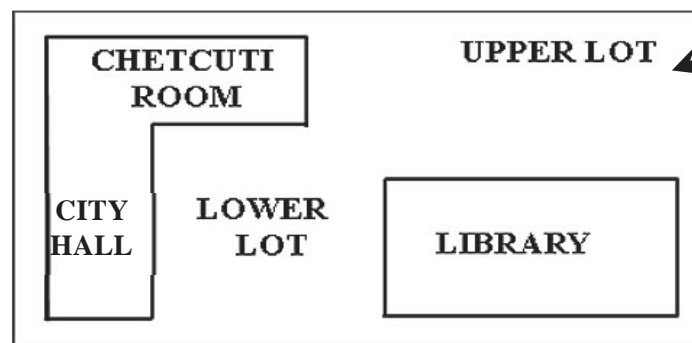
AIRPORT/COMMUNITY ROUNDTABLE REGULAR MEETING PLACE

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



Magnolia Avenue



Parking
entrance

Poplar Avenue

Library Avenue

Working together for quieter skies 



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

~ February 2013 ~

Chairperson:

JEFFREY GEE

Representative, City of Redwood City
(650) 780-7221

Vice-Chairperson:

Vacant

Roundtable Coordinator:

JAMES A. CASTAÑEDA, AICP

County of San Mateo
Planning & Building Department
(650) 363-1853 / jcastaneda@sforoundtable.org

ROUNDTABLE WEB SITE ADDRESS: www.sforoundtable.org



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)).



MEMBERSHIP ROSTER FEBRUARY 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, Director, Bureau of Community Affairs

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: Coraline 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 FEBRUARY 2013

Page 2 of 3

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

Shawn Christianson, Council Member

Alternate: Vacant

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

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

MEMBERSHIP ROSTER FEBRUARY 2013

Page 3 of 3

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

FEDERAL AVIATION ADMINISTRATION

Airports District Office, Burlingame

Elisha Novak

SFO Air Traffic Control Tower

Greg Kingery

Northern California Terminal Radar Approach Control (NORCAL TRACON)

Dennis Green

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

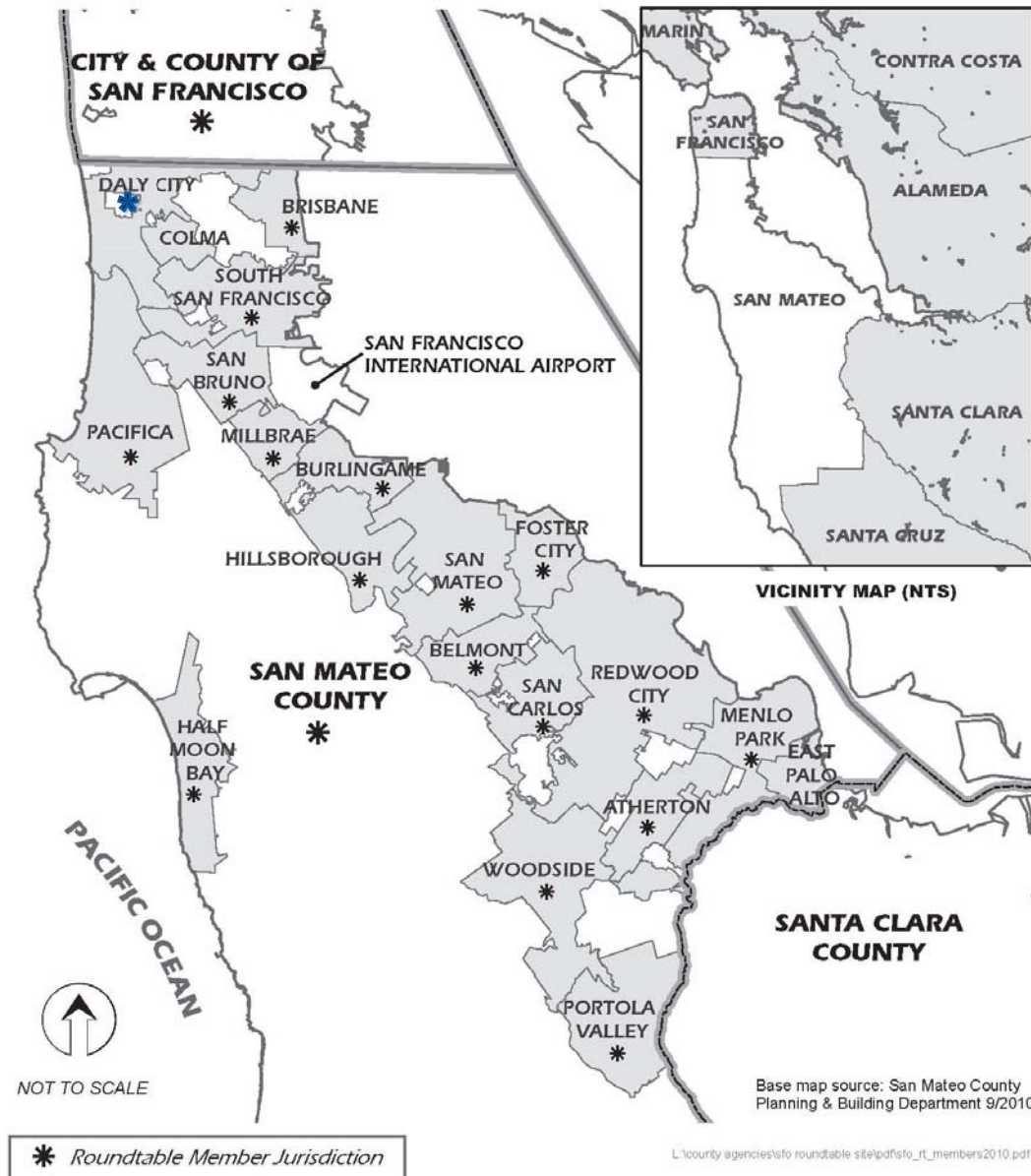
Ara Balian, Noise Abatement Specialist

John Hampel, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

ROUNDTABLE MEMBER JURISDICTION MAP
*Location of Airport/Community Roundtable Member Jurisdictions
September 2010*



CONSENT AGENDA

Regular Meeting # 284
February 6, 2013

Agenda Items V. A – D

(This page is left intentionally blank)

airport director's report

Presented at the February 6, 2013

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

November 2012



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: November 2012



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	38	8348	5	9.98	
QXE	1	158	6	9.97	
VRD	31	2856	11	9.94	
DAL	16	1421	11	9.94	
SCX	1	72	14	9.92	
AWE	13	865	15	9.92	
ACA	6	390	15	9.92	
JBU	11	634	17	9.91	
TRS	3	172	17	9.91	
AAL	33	1701	19	9.89	
FFT	5	248	20	9.89	
SWA	53	2426	22	9.88	
KLM	1	42	24	9.87	
DLH	3	112	27	9.85	
ASA	22	774	28	9.85	
RPA	1	34	29	9.84	
CCA	2	63	32	9.83	
UAL	408	8529	48	9.74	
HAL	3	60	50	9.73	
TAI	12	83	145	9.22	
AMX	9	60	150	9.19	
GTI	7	44	159	9.14	
ANZ	9	51	176	9.04	
FDX	10	48	208	8.87	
BAW	24	106	226	8.77	
ABX	13	44	295	8.40	
KAL	40	112	357	8.07	
WOA	1	2	500	7.29	
AAR	46	86	535	7.10	
CPA	79	139	568	6.92	
SIA	74	121	612	6.69	
EVA	89	110	809	5.62	
NCA	52	52	1,000	4.58	
CAL	160	102	1,569	1.50	
PAL	97	60	1,617	1.24	
SOO	48	26	1,846	0.00	
TOTAL	1,421	30,151	11,184		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **November 2012**



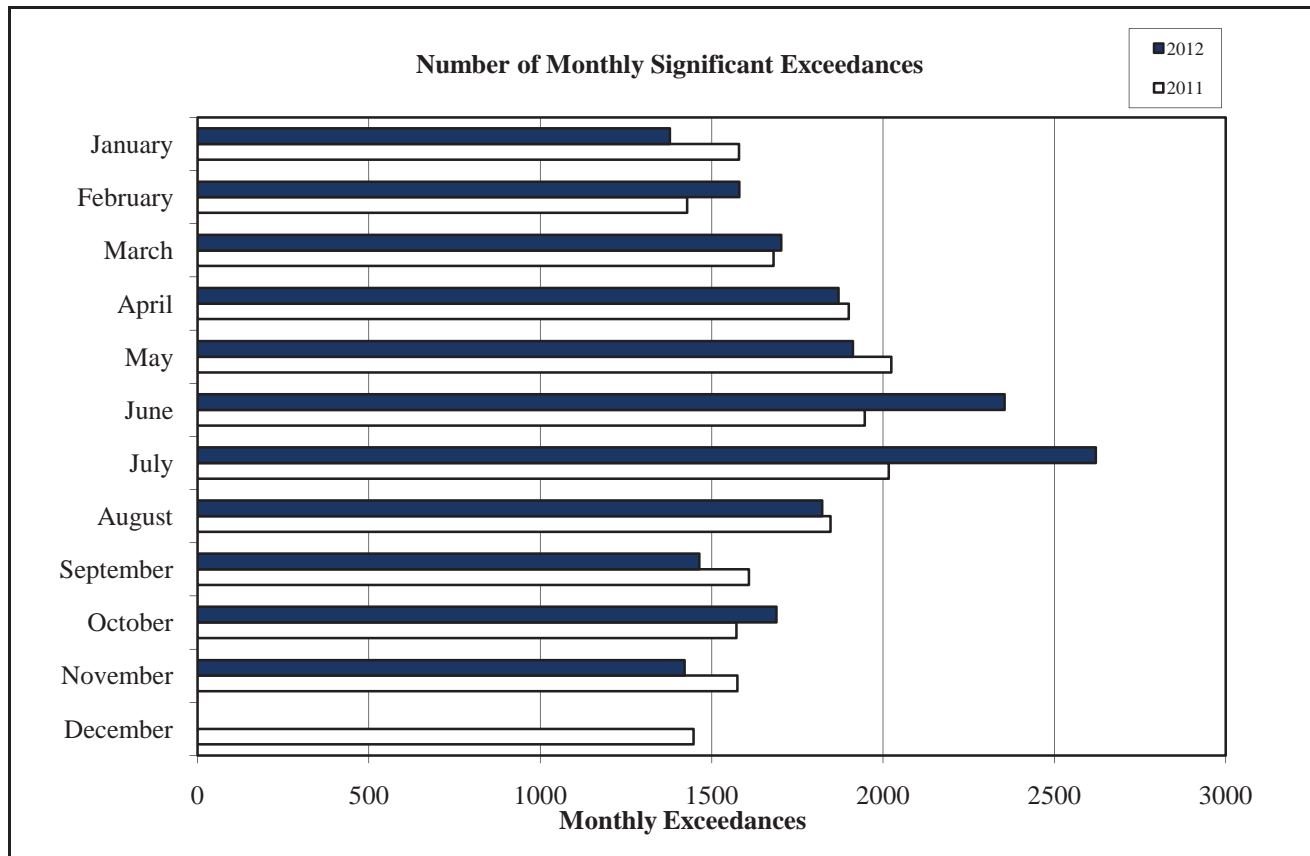
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2008	2009	2010	2011	2012	
January	1321 (1)	1459	1312**	1580	1378	-202
February	1366	1161 (2)	1297**	1429	1581	152
March	1757	1991	1778	1681	1703	22
April	1694 (3)	2258	1449	1900	1870	-30
May	2039 (1)	1917	2042	2024	1912	-112
June	2154 (1)*	2428	2177	1947	2355	408
July	1974*	2039	1743	2017	2621	604
August	2067*	1725	2090	1847	1823	-24
September	1470	1554	1636	1609	1464	-145
October	1474	1724	1537	1572	1689	117
November	1635	1400**	1599	1575	1421	-154
December	1821	1494**	1411	1447		
Annual Total	20772	21150	20071	20628	19817	
Year to Date Trend	20772	21150	20071	20628	19817	636

(#) Number of new noise monitors - EMUs

* Amount of exceedance corrected due to new monitors.

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



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

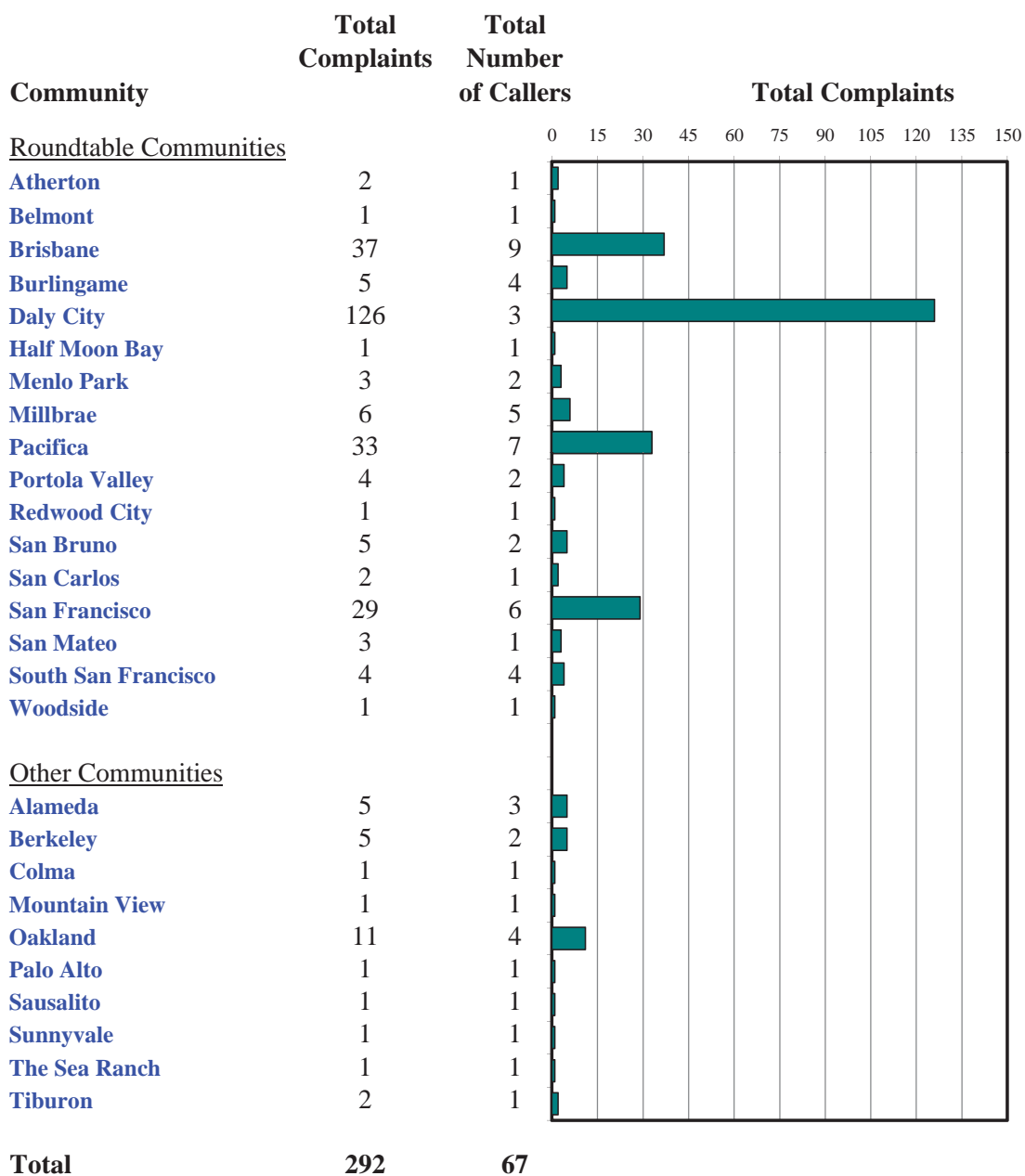
Period: **November 2012**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



Monthly Noise Complaint Summary Map November 2012



● Caller Location and Amount of Complaints




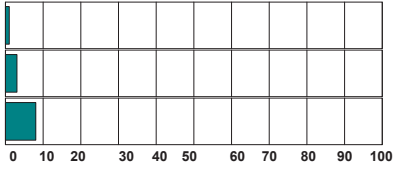
Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **November 2012**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
  	DAL	2	2.8	13%	
	AAL	4	4.7	27%	
	UAL	9	2.1	60%	
	Total	15			

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.



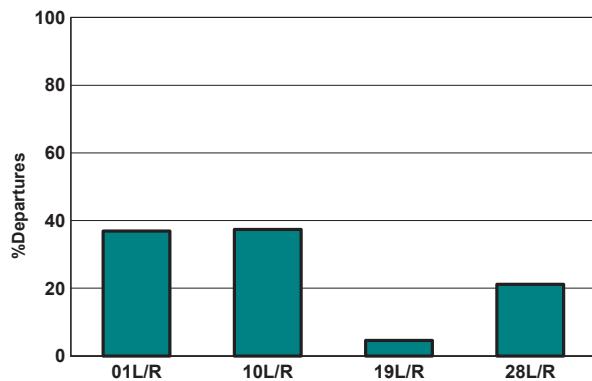
San Francisco International Airport

Runway Utilization (1 am to 6 am)

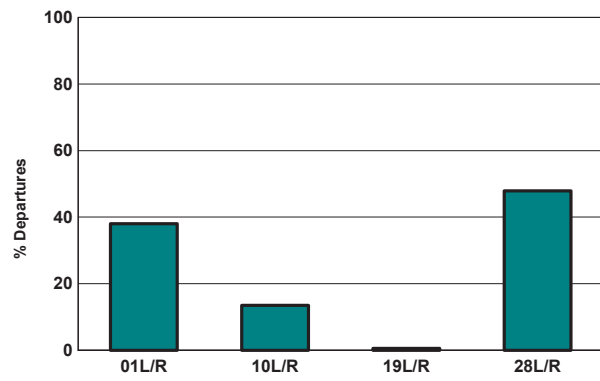
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	91	89	81	75	111	199	237	187	122	127	80	-	1,399
10L/R	87	52	107	63	23	17	29	2	4	32	81	-	497
19L/R	10	1	-	-	-	-	-	-	-	-	10	-	21
28L/R	46	46	126	210	212	221	212	232	215	195	46	-	1,761
Total	234	188	314	348	346	437	478	421	341	354	217	-	3,678
01L/R	39%	47%	26%	22%	32%	46%	50%	44%	36%	36%	37%	0%	38%
10L/R	37%	28%	34%	18%	7%	4%	6%	0%	1%	9%	37%	0%	14%
19L/R	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	1%
28L/R	20%	24%	40%	60%	61%	51%	44%	55%	63%	55%	21%	0%	48%

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: November 2012

Time of Day : All Hours



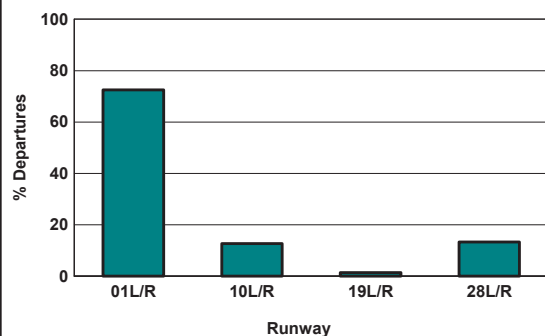
San Francisco International Airport

Runway Utilization (All Hours)

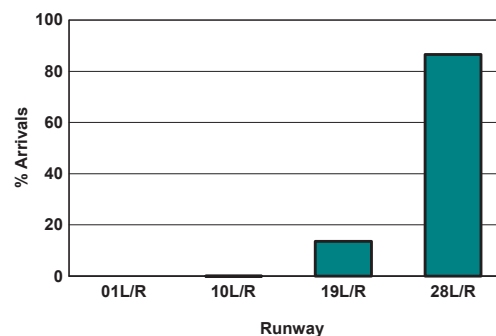
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	11,292	1,987	221	2,069	15,569
Arrivals	0	1	2,061	13,228	15,290
Percentage Utilization					
Departures	72.5%	12.8%	1.4%	13.3%	100%
Arrivals	0.0%	0.0%	13.5%	86.5%	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

airport director's report

Presented at the February 6, 2013

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

December 2012



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **December 2012**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	46	8667	5	9.97	
FFT	2	227	9	9.95	
ANA	1	62	16	9.91	
ANZ	1	60	17	9.91	
DAL	23	1374	17	9.90	
VRD	50	2953	17	9.90	
TRS	4	169	24	9.87	
AAL	48	1752	27	9.84	
SWA	71	2507	28	9.84	
ACA	11	384	29	9.84	
AWE	29	874	33	9.81	
JBU	23	664	35	9.80	
VIR	2	57	35	9.80	
ASA	29	773	38	9.79	
UAL	424	8575	49	9.72	
RPA	1	16	63	9.64	
CCA	4	62	65	9.63	
BAW	8	91	88	9.50	
DLH	9	96	94	9.47	
FDX	8	78	103	9.42	
GTI	4	37	108	9.38	
TAI	15	120	125	9.29	
HAL	8	61	131	9.25	
AMX	10	62	161	9.08	
ABX	8	39	205	8.83	
KAL	33	112	295	8.32	
CPA	59	135	437	7.51	
EVA	55	120	458	7.39	
SIA	64	124	516	7.06	
AAR	72	94	766	5.63	
SOO	14	18	778	5.57	
PAL	49	61	803	5.42	
NCA	68	47	1,447	1.75	
CAL	186	106	1,755	0.00	
TOTAL	1,439	30,577	8,775		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **December 2012**



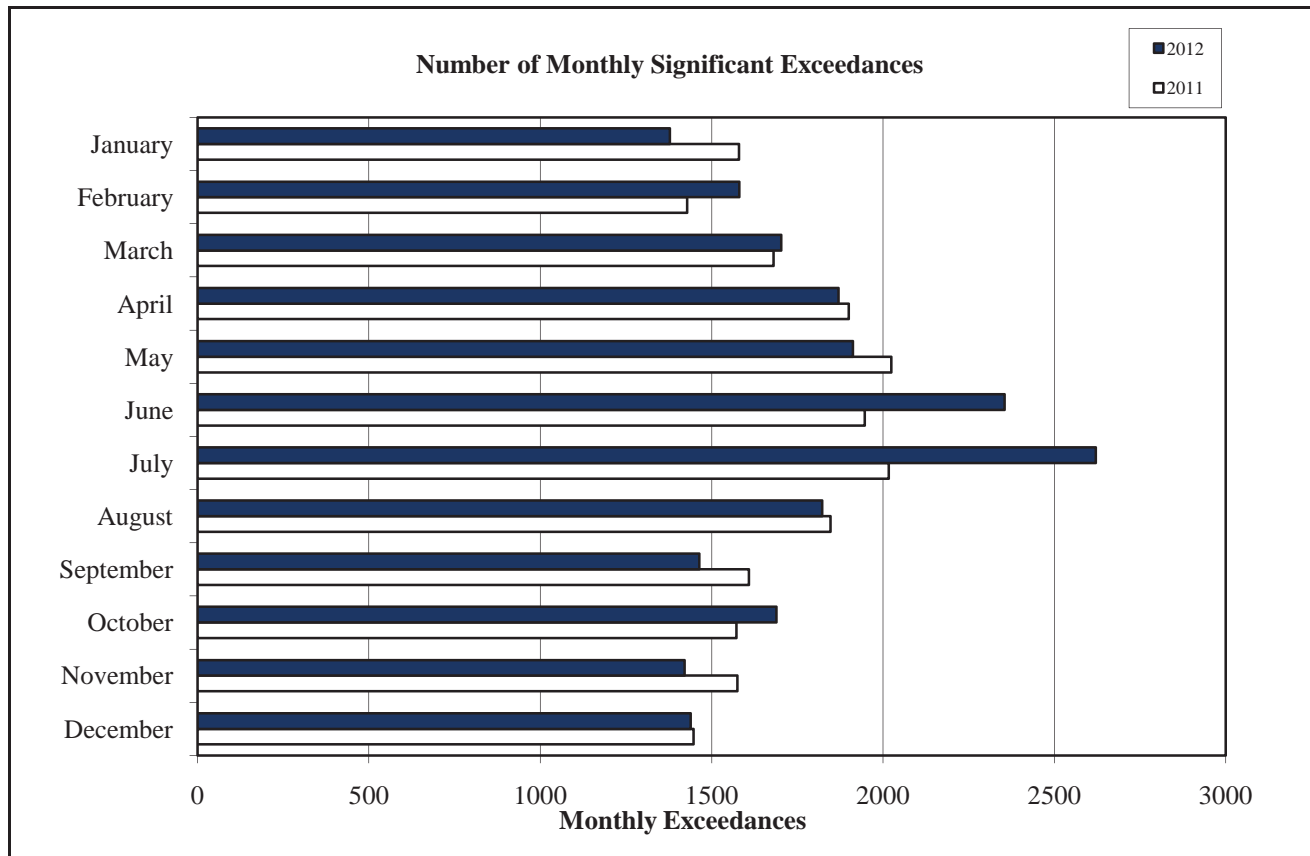
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2008	2009	2010	2011	2012	
January	1321 (1)	1459	1312**	1580	1378	-202
February	1366	1161 (2)	1297**	1429	1581	152
March	1757	1991	1778	1681	1703	22
April	1694 (3)	2258	1449	1900	1870	-30
May	2039 (1)	1917	2042	2024	1912	-112
June	2154 (1)*	2428	2177	1947	2355	408
July	1974*	2039	1743	2017	2621	604
August	2067*	1725	2090	1847	1823	-24
September	1470	1554	1636	1609	1464	-145
October	1474	1724	1537	1572	1689	117
November	1635	1400**	1599	1575	1421	-154
December	1821	1494**	1411	1447	1439	-8
Annual Total	20772	21150	20071	20628	21256	
Year to Date Trend	20772	21150	20071	20628	21256	628

(#) Number of new noise monitors - EMUs

* Amount of exceedance corrected due to new monitors.

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



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

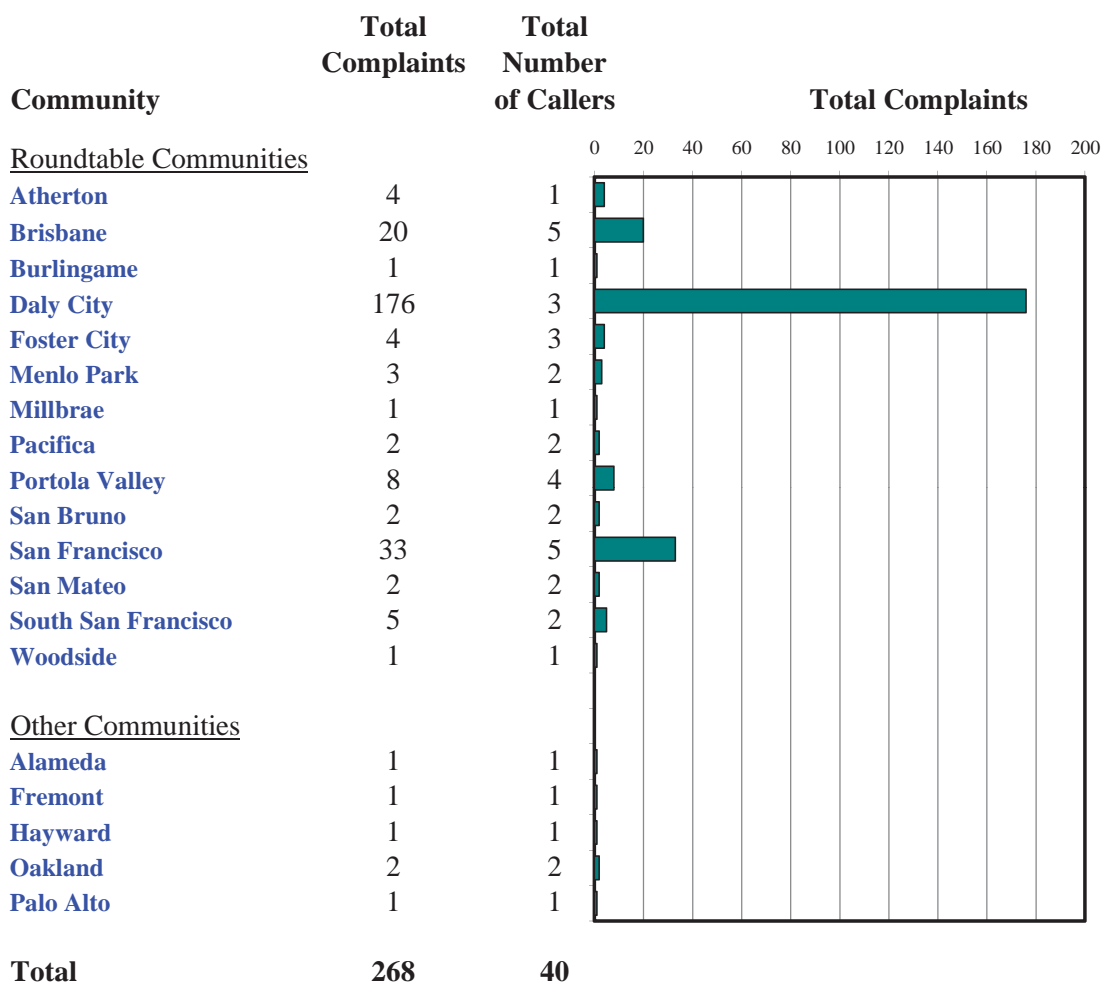
Period: **December 2012**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



Monthly Noise Complaint Summary Map December 2012



● Caller Location and Amount of Complaints

Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **December 2012**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	SKW	1	0.2	3%	
	SWA	1	0.8	3%	
	AAL	14	15.9	42%	
	UAL	17	3.9	52%	
	Total	33			

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.



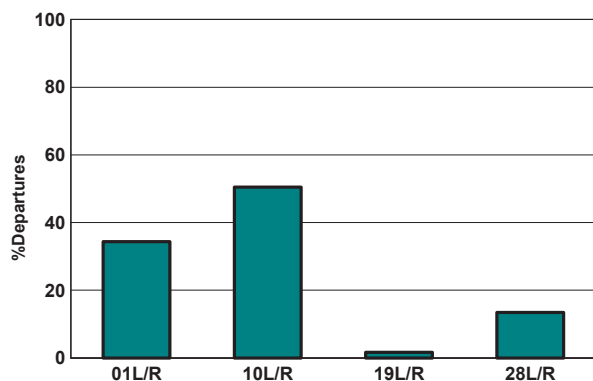
San Francisco International Airport

Runway Utilization (1 am to 6 am)

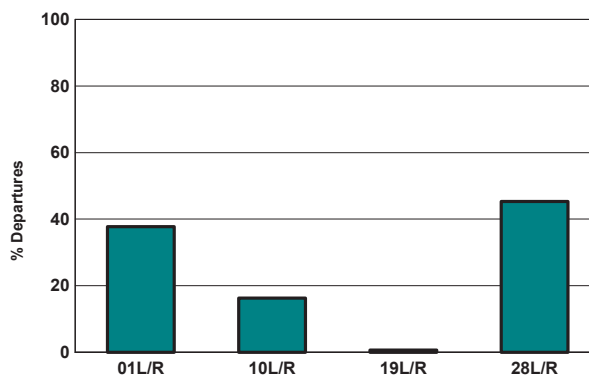
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	91	89	81	75	111	199	237	187	122	127	80	102	1,501
10L/R	87	52	107	63	23	17	29	2	4	32	81	150	647
19L/R	10	1	-	-	-	-	-	-	-	-	10	5	26
28L/R	46	46	126	210	212	221	212	232	215	195	46	40	1,801
Total	234	188	314	348	346	437	478	421	341	354	217	297	3,975
01L/R	39%	47%	26%	22%	32%	46%	50%	44%	36%	36%	37%	34%	38%
10L/R	37%	28%	34%	18%	7%	4%	6%	0%	1%	9%	37%	51%	16%
19L/R	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	1%
28L/R	20%	24%	40%	60%	61%	51%	44%	55%	63%	55%	21%	13%	45%

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: December 2012

Time of Day : All Hours



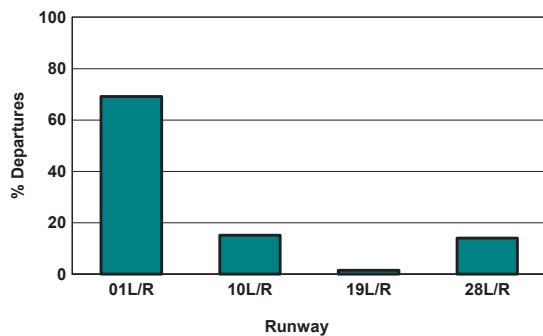
San Francisco International Airport

Runway Utilization (All Hours)

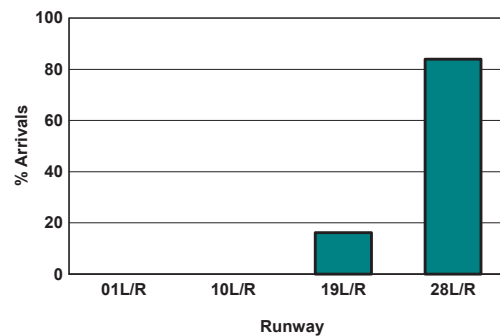
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	10,946	2,411	246	2,229	15,832
Arrivals	0	0	2,522	13,135	15,657
Percentage Utilization					
Departures	69.1%	15.2%	1.6%	14.1%	100%
Arrivals	0.0%	0.0%	16.1%	83.9%	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 February 6, 2013
Airport Community Roundtable Meeting**
SFO Aircraft Noise Abatement Office
Fourth Quarter 2012



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

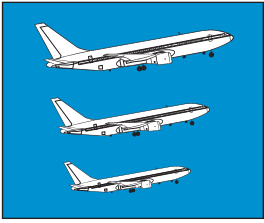
Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow 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

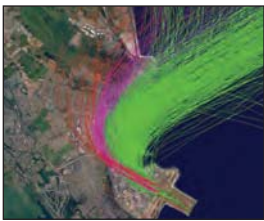
Eliminating high-level noise events is a long-standing goal of the Airport and the Airport Community Roundtable. As a result the Airport has established single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher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

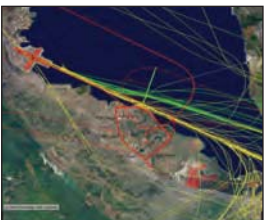
In order to evaluate each airline's performance when flying a Shoreline Departure, a corridor was established using Interstate 101 (green colored flight tracks) as a reference point. The corridor runs north along 101, beginning approximately one-mile north-northwest of the end of Runways 28L and 28R 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.







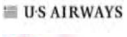











































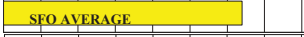




















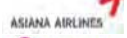









Foster City Arrival Quality

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.






Airline Fly Quiet Summary Report - 4th Quarter 2012

October 1 to December 31, 2012

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures Shoreline Gap		Arrivals Foster City	Final Score	Airline Fly Quiet Rating			
	SKW	10.00	9.97	5.56	9.33	6.80	6.17	7.97				
	FFT	6.19	9.93	-	9.25	5.00	9.06	7.89				
	ACA	7.40	9.86	-	9.63	5.44	7.08	7.88				
	AWE	4.80	9.86	6.41	9.63	7.87	8.26	7.81				
	VRD	5.26	9.92	8.60	8.80	6.72	7.43	7.79				
	DAL	6.61	9.92	6.11	9.33	5.96	8.64	7.76				
	RPA	10.00	9.80	-	10.00	3.75	5.00	7.71				
	TRS	5.82	9.93	7.14	8.18	5.28	9.58	7.66				
	SWA	5.76	9.86	7.27	9.44	6.52	6.74	7.60				
	JBU	4.85	9.84	6.48	7.96	8.18	7.82	7.52				
	ANA	7.15	9.88	-	5.00	7.95	-	7.49				
	KLM	4.67	9.92	-	7.50	7.67	-	7.44				
	UAE	7.15	10.00	-	-	5.03	-	7.39				
	SWR	8.17	9.97	-	-	3.58	-	7.24				
	DLH	9.06	9.66	-	5.00	4.70	-	7.11				
	AAL	5.72	9.85	5.49	8.74	4.16	8.33	7.05				
	WJA	5.82	10.00	-	9.17	3.00	-	7.00				
	AMX	5.82	9.08	4.41	8.33	6.88	6.97	6.91				
	SCX	5.82	9.95	3.33	10.00	4.58	7.50	6.86				
	CKS	1.30	9.29	-	-	8.33	8.33	6.82				
	TAI	5.10	9.31	5.16	10.00	4.06	6.71	6.72				
	UAL	5.99	9.72	5.29	8.79	3.37	7.18	6.72				
	ASA	5.17	9.81	5.56	9.29	5.04	4.81	6.61				
	ABX	4.86	8.19	-	-	6.25	6.96	6.57				
	JAL	5.64	10.00	-	2.50	8.10	-	6.56				
								6.40				
	NCA	4.50	4.44	10.00	-	5.84	7.03	6.36				
	FDX	4.08	8.92	3.33	10.00	5.00	6.53	6.31				
	CCA	3.47	9.76	-	-	5.47	-	6.23				
	VIR	3.87	9.94	-	-	4.45	-	6.09				
	LPE	3.84	10.00	-	-	4.35	-	6.06				
	AFR	4.96	9.97	-	5.00	4.02	-	5.99				
	CPA	5.14	7.11	2.81	10.00	5.22	5.25	5.92				
	BER	4.05	10.00	0.00	-	9.06	-	5.78				
	KAL	7.60	7.80	5.63	2.50	5.50	5.37	5.73				
	ANZ	3.64	9.27	-	-	3.80	-	5.57				
	AAR	4.95	6.19	4.29	-	5.16	6.05	5.33				
	HAL	4.04	9.18	-	-	2.94	5.00	5.29				
	GTI	4.87	9.01	-	1.67	-	5.00	5.14				
	SIA	7.21	6.97	0.00	-	5.84	-	5.01				




















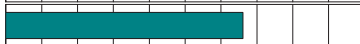























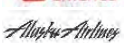






















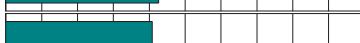






Airline Fly Quiet Summary Report - 4th Quarter 2012
















October 1 to December 31, 2012

Airline		<div><div><div>Fleet Noise Quality</div><div>Noise Exceedance</div><div>Nighttime Runway Use</div><div><div><div><u>Departures</u></div><div>Shoreline Gap</div></div><div><u>Arrivals</u></div><div>Foster City</div></div></div></div>						Final Score	Airline Fly Quiet Rating									
 BAW	3.43	9.33	-	-	1.61	-	4.79	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>										
 EVA	6.25	6.05	0.24	-	5.69	5.00	4.65	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>										
 CAL	3.43	0.28	1.35	-	4.80	10.00	3.97	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>										
 SOO	3.43	0.00	4.30	0.00	4.31	6.35	3.06	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>										
 PAL	4.26	0.59	0.50	-	3.40	-	2.19	<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div>										
SFO Average	5.48	8.60	4.55	7.59	5.36	6.93	6.40											

Fleet Noise Quality - 4th Quarter 2012



















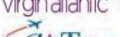























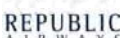










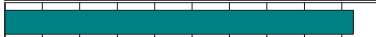




















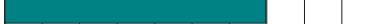


October 1 to December 31, 2012

Airline	Nationwide		San Francisco		Fleet Noise Quality Rating
	Fleet Noise	Quality Rating	Average Daily Jet Operations	Score	
 RPA	10.00	0	10.00		
 SKW	10.00	90	10.00		
 DLH	6.09	2	9.06		
 SWR	5.17	1	8.17		
 KAL	4.05	2	7.60		
 ACA	6.75	7	7.40		
 SIA	5.93	2	7.21		
 ANA	5.43	1	7.15		
 UAE	7.89	1	7.15		
 DAL	4.92	24	6.61		
 EVA	5.05	2	6.25		
 FFT	6.41	4	6.19		
 UAL	5.83	144	5.99		
 AMX	5.54	1	5.82		
 SCX	5.82	1	5.82		
 TRS	6.97	3	5.82		
 WJA	5.82	1	5.82		
 SWA	5.70	41	5.76		
 AAL	3.94	28	5.72		
 JAL	4.20	1	5.64		
				5.48	
 VRD	5.31	47	5.26		
 ASA	5.10	13	5.17		
 CPA	4.18	2	5.14		
 TAI	5.18	2	5.10		
 AFR	5.49	1	4.96		
 AAR	3.93	1	4.95		
 GTI	0.93	1	4.87		
 ABX	1.52	1	4.86		
 JBU	6.13	11	4.85		
 AWE	5.67	14	4.80		
 KLM	4.67	1	4.67		
 NCA	3.90	1	4.50		
 PAL	5.09	1	4.26		
 FDX	2.80	1	4.08		
 BER	5.92	0	4.05		
 HAL	6.21	1	4.04		

Airline	Nationwide		San Francisco		Fleet Noise Quality Rating
	Fleet Noise Quality Rating		Average Daily Jet Operations	Score	
 VIR		5.84	1	3.87	
 LPE		4.38	1	3.84	
 ANZ		4.00	1	3.64	
 CCA		3.46	1	3.47	
 BAW		4.34	2	3.43	
 CAL		3.62	2	3.43	
 SOO		0.60	0	3.43	
 CKS		0.60	0	1.30	
AVERAGE		5.01	10	5.48	


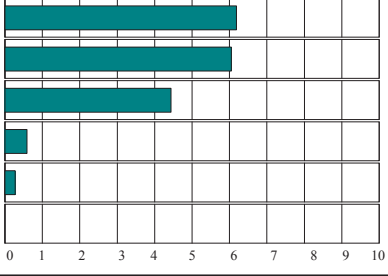





Noise Exceedance Rating Report - 4th Quarter 2012

October 1 to December 31, 2012

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 BER	0	18	0	10.00	
 JAL	0	185	0	10.00	
 LPE	0	103	0	10.00	
 UAE	0	184	0	10.00	
 WJA	0	109	0	10.00	
 AFR	1	175	6	9.97	
 SWR	1	172	6	9.97	
 SKW	100	16,539	6	9.97	
 SCX	2	212	9	9.95	
 VIR	2	194	10	9.94	
 TRS	7	561	12	9.93	
 FFT	10	760	13	9.93	
 KLM	2	148	14	9.92	
 VRD	123	8,640	14	9.92	
 DAL	64	4,445	14	9.92	
 ANA	4	184	22	9.88	
 ACA	30	1,236	24	9.86	
 AWE	64	2,632	24	9.86	
 SWA	186	7,522	25	9.86	
 AAL	139	5,217	27	9.85	
 JBU	54	1,943	28	9.84	
 ASA	78	2,365	33	9.81	
 RPA	2	56	36	9.80	
 CCA	8	187	43	9.76	
 UAL	1,326	26,550	50	9.72	
 DLH	20	332	60	9.66	
 BAW	38	321	118	9.33	
 TAI	35	287	122	9.31	
 CKS	1	8	125	9.29	
 ANZ	21	163	129	9.27	
 HAL	27	185	146	9.18	
 AMX	30	184	163	9.08	
 GTI	22	126	175	9.01	
 FDX	33	173	191	8.92	
				8.60	
 ABX	41	128	320	8.19	
 KAL	135	346	390	7.80	
 CPA	211	412	512	7.11	
 SIA	198	369	537	6.97	




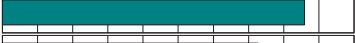




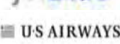


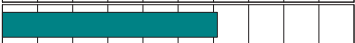






























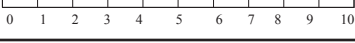






Noise Exceedance Rating Report - 4th Quarter 2012

October 1 to December 31, 2012

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 ASIANA AIRLINES AAR	181	268	675	6.19	
 EVA AIR EVA	230	329	699	6.05	
 NCA	133	135	985	4.44	
 Philippines PAL	305	183	1667	0.59	
 CHINA AIRLINES CAL	515	299	1722	0.28	
 SOUTHERN AIR SOO	124	70	1771	0.00	
TOTAL	4,503	84,655			
SFO AVERAGE			248	8.60	


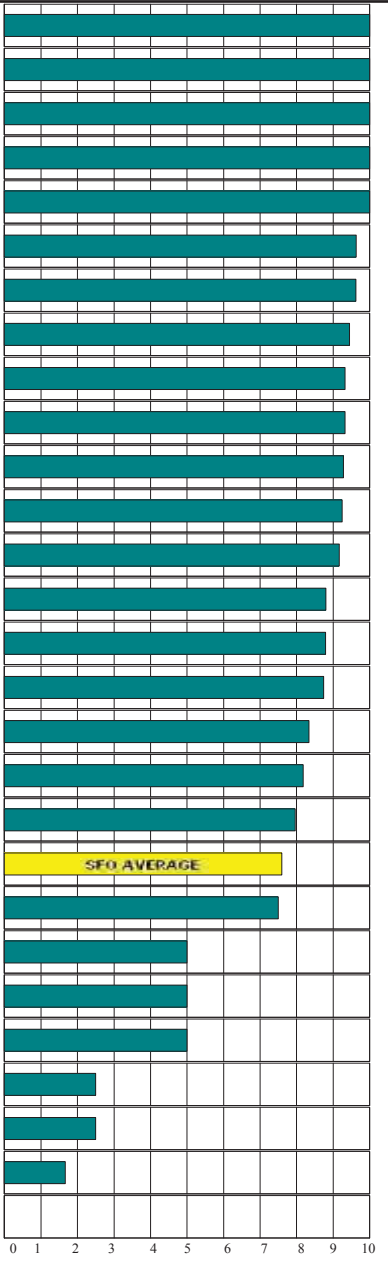
















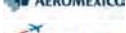









Nighttime Preferential Runway Use - 4th Quarter 2012

October 1 to December 31, 2012

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	
 NCA	2	100%	0%	0%	0%	10.00	
 VRD	19	79%	0%	21%	0%	8.60	
 SWA	22	59%	0%	41%	0%	7.27	
 TRS	7	57%	0%	43%	0%	7.14	
 JBU	18	44%	6%	50%	0%	6.48	
 AWE	13	38%	15%	46%	0%	6.41	
 DAL	36	39%	8%	50%	3%	6.11	
 KAL	74	55%	1%	0%	43%	5.63	
 ASA	3	33%	0%	67%	0%	5.56	
 SKW	9	33%	11%	44%	11%	5.56	
 AAL	51	31%	2%	67%	0%	5.49	
 UAL	157	27%	8%	60%	4%	5.29	
 TAI	62	27%	3%	66%	3%	5.16	
						4.55	
 AMX	90	16%	3%	79%	2%	4.41	
 SOO	31	39%	6%	0%	55%	4.30	
 AAR	42	43%	0%	0%	57%	4.29	
 FDX	1	0%	0%	100%	0%	3.33	
 SCX	2	0%	0%	100%	0%	3.33	
 CPA	45	27%	2%	0%	71%	2.81	
 CAL	37	14%	0%	0%	86%	1.35	
 PAL	20	5%	0%	0%	95%	0.50	
 EVA	42	2%	0%	0%	98%	0.24	
 BER	1	0%	0%	0%	100%	0.00	
 SIA	27	0%	0%	0%	100%	0.00	
TOTAL	811						
SFO AVERAGE		32%	3%	35%	30%	4.55	































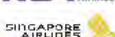







































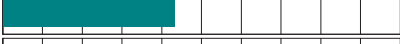
Shoreline Departure Rating - 4th Quarter 2012

October 1 to December 31, 2012

Airline	Shoreline Departures					Shoreline Departure Rating
	Total	Successful	Marginal	Poor	Score	
 CPA	1	100%	0%	0%	10.00	
 FDX	5	100%	0%	0%	10.00	
 RPA	1	100%	0%	0%	10.00	
 SCX	7	100%	0%	0%	10.00	
 TAI	2	100%	0%	0%	10.00	
 ACA	27	93%	7%	0%	9.63	
 AWE	40	93%	8%	0%	9.63	
 SWA	45	93%	2%	4%	9.44	
 DAL	82	90%	6%	4%	9.33	
 SKW	297	88%	11%	1%	9.33	
 ASA	49	88%	10%	2%	9.29	
 FFT	20	85%	15%	0%	9.25	
 WJA	6	83%	17%	0%	9.17	
 VRD	121	80%	16%	4%	8.80	
 UAL	497	80%	16%	4%	8.79	
 AAL	99	78%	19%	3%	8.74	
 AMX	3	67%	33%	0%	8.33	
 TRS	11	64%	36%	0%	8.18	
 JBU	27	67%	26%	7%	7.96	
					7.59	
					SFO AVERAGE	
 KLM	2	50%	50%	0%	7.50	
 AFR	3	33%	33%	33%	5.00	
 DLH	3	33%	33%	33%	5.00	
 ANA	2	0%	100%	0%	5.00	
 JAL	2	0%	50%	50%	2.50	
 KAL	2	0%	50%	50%	2.50	
 GTI	3	0%	33%	67%	1.67	
 SOO	2	0%	0%	100%	0.00	
TOTAL						1,359
SFO AVERAGE		65%	21%	13%	7.59	


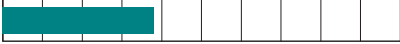

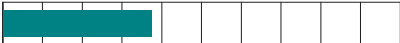

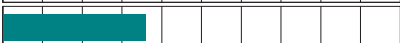










Gap Departure Climb Rating - 4th Quarter 2012

October 1 to December 31, 2012

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 BER	4	9.06	
 CKS	3	8.33	
 JBU	42	8.18	
 JAL	62	8.10	
 ANA	80	7.95	
 AWE	61	7.87	
 KLM	22	7.67	
 AMX	2	6.88	
 SKW	397	6.80	
 VRD	246	6.72	
 SWA	267	6.52	
 ABX	2	6.25	
 DAL	155	5.96	
 NCA	55	5.84	
 SIA	165	5.84	
 EVA	144	5.69	
 KAL	116	5.50	
 CCA	83	5.47	
 ACA	17	5.44	
		5.36	
 TRS	9	5.28	
 CPA	172	5.22	
 AAR	107	5.16	
 ASA	59	5.04	
 UAE	80	5.03	
 FDX	3	5.00	
 FFT	5	5.00	
 CAL	111	4.80	
 DLH	145	4.70	
 SCX	3	4.58	
 VIR	77	4.45	
 LPE	31	4.35	
 SOO	20	4.31	
 AAL	110	4.16	
 TAI	4	4.06	
 AFR	61	4.02	



































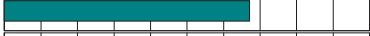

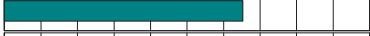

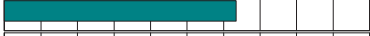

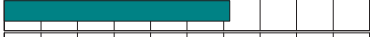
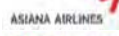
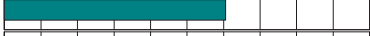










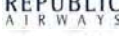



Gap Departure Climb Rating - 4th Quarter 2012

October 1 to December 31, 2012

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 ANZ	72	3.80	
 RPA	1	3.75	
 SWR	75	3.58	
 PAL	82	3.40	
 UAL	2075	3.37	
 WJA	5	3.00	
 HAL	20	2.94	
 BAW	133	1.61	
0 1 2 3 4 5 6 7 8 9 10			
TOTAL 5383			
SFO Average 5.36			

Foster City Arrival Rating - 4th Quarter 2012

October 1 to December 31, 2012

Airline	Foster City Arrivals					Foster City Arrival Rating
	Total	Successful	Marginal	Poor	Score	
 CAL	1	100%	0%	0%	10.00	
 TRS	12	92%	8%	0%	9.58	
 FFT	32	81%	19%	0%	9.06	
 DAL	158	73%	26%	1%	8.64	
 CKS	3	67%	33%	0%	8.33	
 AAL	207	67%	32%	0%	8.33	
 AWE	121	65%	35%	0%	8.26	
 JBU	103	56%	44%	0%	7.82	
 SCX	4	50%	50%	0%	7.50	
 VRD	136	49%	51%	0%	7.43	
 UAL	777	46%	52%	2%	7.18	
 ACA	24	46%	50%	4%	7.08	
 NCA	37	43%	54%	3%	7.03	
 AMX	71	41%	58%	1%	6.97	
 ABX	56	39%	61%	0%	6.96	
					6.93	
 SWA	112	37%	62%	2%	6.74	
 TAI	79	34%	66%	0%	6.71	
 FDX	49	31%	69%	0%	6.53	
 SOO	26	31%	65%	4%	6.35	
 SKW	137	26%	72%	2%	6.17	
 AAR	38	21%	79%	0%	6.05	
 KAL	68	7%	93%	0%	5.37	
 CPA	20	10%	85%	5%	5.25	
 EVA	1	0%	100%	0%	5.00	
 GTI	1	0%	100%	0%	5.00	
 HAL	3	0%	100%	0%	5.00	
 RPA	2	0%	100%	0%	5.00	
 ASA	26	0%	96%	4%	4.81	
TOTAL	2,304					
SFO AVERAGE		40%	59%	1%	6.93	

**SFO Airport/Community Roundtable
Meeting No. 283 Overview
Wednesday, December 5, 2012**

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 7:00 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
Richard Newman, C/CAG Airport Land Use Committee (ALUC)
Elizabeth Lewis, Town of Atherton
Sepi Richardson, Vice Chairperson, City of Brisbane
Ray Buenaventura, City of Daly City
Naomi Patridge, City of Half Moon Bay
Larry May, Town of Hillsborough
Sue Digre, City of Pacifica
Ann Wengert, Town of Portola Valley
Jeffrey Gee, Chairperson, City of Redwood City
Pedro Gonzalez, City of South San Francisco
David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)
Town of Atherton
City of Belmont
City of Burlingame
City of Foster City
City of Menlo Park
City of Millbrae
City of San Bruno
City of San Carlos
City of San Mateo (Vacant)

ADVISORY MEMBERS PRESENT

- Airline/Flight Operations

Michael Jones, United Airlines
Glen Morse, United Airlines

- Federal Aviation Administration

David Dodd, Manager – 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

John Hampel, Noise Abatement 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 September 2012

B. Review of Airport Director's Report for October 2012

C. Review of SFO Fly Quiet Report Q3 2012

D. Review of Roundtable Regular Meeting Overview for October 3, 2012

Comments/Concerns/Questions: None

Action: Julian Chang **MOVED** the approval of the Consent Agenda Items. The motion was **SECONDED** by Richard Newman and **CARRIED** with twelve in favor, one abstention by City of South San Francisco.

IV.A. Adoption of Resolution 12-07 to Recognize Mike McCarron for His Service as Director for the Bureau of Community Affairs for San Francisco International Airport

Comments/Concerns/Questions: Chairman Gee presented Mike McCarron with a Resolution commending him on his work with SFO and involvement with the Roundtable. Mike McCarron thanked the Roundtable, as well as John Martin and the staff of the Noise Abatement Office. Mr. McCarron expressed that it had been a pleasure working with and being involved with the Roundtable. Airport Director John Martin took a moment to further thank Mr. McCarron for his outstanding work.

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

IV.B. Airport Director's Report

Airport Director John Martin introduced Doug Yakel as acting Public Information officer for SFO. Mr. Martin indicated that a meeting was held recently with the Chief pilots for United Airlines, Virgin America, and Southwest Airlines which also included the FAA and Roundtable Chairman Gee to discuss and brainstorm on ways to reduce significant noise issues. It's anticipated that this group will meet three times a year to continue to discuss ideas on noise issues.

Mr. Martin discussed how the SFO Noise Abatement Office is working with the Port of Oakland's Noise Abatement Office in addressing the FedEx flight that utilizes the Oceanic arrival over Woodside late in the evening. Mr. Martin indicated that the Noise Abatement Office is continuing to follow-up with every flight that does not comply with the Shoreline departure procedure. He

provided an update on the portable noise monitoring equipment: quarterly updates were completed with the equipment deployed in Belmont and San Carlos; monitoring equipment will soon be deployed in Millbrae and Woodside.

Comments/Concerns/Questions: Roundtable Vice-chairperson Sepi Richardson requested that future meetings with chief pilots and FAA regarding noise issues include the Vice-chair of the Roundtable. Vice-chair Richardson also inquired of the follow-up procedure with pilots who don't fly the appropriate departure procedures. Mr. Martin briefly explained that the Noise Abatement Office contacts the chief pilot of the airline, who then discusses the situation with the actual pilot of the flight.

Mr. Martin also stated that the Virgin America has canceled future orders for aircrafts. It's expected that intense fare and service competition between the airlines to subside, and should result in reduced domestic traffic growth.

IV.C. Introduction of Technical Consultants to the Roundtable

Chairman Gee introduced Cindy Gibbs and Harvey Hartman as the Roundtable's new aviation technical consultants. Cindy Gibbs provided an overview of her current work with BridgeNet International. Mr. Hartman's background and expertise is in air traffic control. Mr. Hartman took a moment to introduce himself, and expressed two goals to achieve with the Roundtable; first to facilitate coordination between the Roundtable and Oakland Noise Forum to discuss similar noise issues, and second to answer technical questions regarding the FAA and air traffic control.

Comments/Concerns/Questions: None.

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

Bert Ganoung provided an overview of the runway construction website set up to provide details and upcoming construction notices. Chairman Gee discussed the need to provide the Noise Abatement Office with the contact information for individual city's notifications systems, and asked staff to look into this effort.

Comments/Concerns/Questions: None.

V.B. Update on FAA's PORTE THREE Departure Analysis

Chairman Gee provide a brief background on the drafting process and the intentions of soliciting input to incorporate in a future draft to be considered at the February meeting. Member Julian Chang thanked Chairman Gee for taking the lead on the letters and praised the thoughtful approach. Several members pointed out that letter was not included in the packet. Roundtable Coordinator James Castañeda explained that the letter was accidentally omitted from the packet due to an oversight during the packet's production.

Comments/Concerns/Questions: Member Rich Newman expressed concern in referencing Senator Eshoo's letter as the "Eshoo Agreement" to avoid codifying the letter, and cautioning proposing use of alternative noise measuring matrices and applying different standards to current established noise matrices. Chairman Gee reviewed the themes included in the letter, which were to 1) encourage use of the PORTE departure procedure in its entirety, 2) ask the Noise Abatement Office staff to continue working with the airlines to program cockpits with the correct

procedure, 3) continue to educate controllers to be sensitive of noise concerns, 4) advocate coordination between SFO and OAK departures, when feasible, to avoid shortening the PORTE departure, and 5) acknowledge Metroplex as possibly providing relief in the long term due to the use of efficient airspace utilization, which in turn could result in less congestion.

V.C. Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR

Comments/Concerns/Questions: John Martin indicated he would be providing edits to the draft letter acknowledge the work the FAA and airlines have done thus far, and to encourage them to continue engaging the Roundtable. It was also suggested to change the use of "Eshoo Agreement" to "Eshoo Letter" and include a copy of said letter to avoid confusion. Member Elizabeth Lewis commended Chairman Gee for taking the initiative to summarize the issues in the letters. She pointed out the Woodside noise issue had been recently featured recently in the town almanac and various blogs.

Woodside resident Jim Lyons expressed concern over the letter's discussion of Oceanic Tailored Arrivals (OTA) which account for 4% of the flights over the Woodside VOR. While the letter makes effort to address the OTAs, the other 96% of flights are not addressed. He urged that the letter address those flights as well, and in a way that does not compromise the position he and his colleagues have argued in maintaining Senator Eshoo's 2005 agreement of flights no lower than 8,000 feet at the Woodside VOR, regardless of OTA or otherwise. Mr. Lyons reiterated that the letter needs to be drafted to consider 100% of the flights. Woodside resident Victor Schachter stated that he's still waiting for a response from the FAA in regards to hearing the noise issue of the community and take into consideration. He requested that the letter be crafted in the most persuasive manner to request specific environmental review regarding noise. Mr. Schachter then read excerpts from the article mentioned by Member Lewis, highlighting comments from retired pilots. Woodside resident Tina Nguyen asked how many flights will be routed through the Woodside VOR as a result of NextGEN. Roundtable technical consultant Harvey Hartmann explained that nothing has been developed regarding revised procedures as a result of NextGEN. Bert Ganoung added that the NextGEN will initially be an overlay of current procedures.

Chairman Gee encouraged members to provide additional comments and send those to staff.

V.D. Follow-up on Optimization of Airspace & Procedures in Metroplex (OAMP)

Comments/Concerns/Questions: Vice-chair Sepi Richardson commended the good work of those involved, and expressed that while she supports the airlines in being successful, she has been patient in regards to having the community's needs heard. She expressed that Roundtable has had a legacy of accomplishments, and should return to such. Concern was raised regarding the reference of the Roundtable's MOU in the letters, specifically regarding the avoidance of noise shift issues Vice-chair Richardson urged that the MOU be revisited to discuss this statement, as it's agreed that no noise shifting should occur in San Mateo County, but to start talking about shifting noise to San Francisco. Julian Chang voiced appreciation for Vice-chair's passion, but did not find her suggestions acceptable. Mr. Chang expressed that this is not a zero-sum situation and as seen in the FAA's presentation in October, the routing of aircraft is a complex situation. Mr. Chang added that the Roundtable needs to take an advocacy role that needs to be both effective and creditable given the group's limited jurisdiction and influence. Vice-chair Richardson followed-up by indicating that San Mateo County can only take so much, and if the excessive noise cannot be address for the reason that airspace is limited, then maybe San Francisco needs to have noise placed over it as it has been placed over San Mateo County's cities. It was suggested by the Vice-chair to remove the last paragraph regarding the Roundtable's MOU.

Woodside resident Jim Lyons briefly commented that intent of the letter should follow that of Senator Boxer's letter included in the October 2012 Roundtable packet. Pacifica resident Molly Muller reported on the increased low and loud aircrafts she has witnessed since September. She provided photographs to illustrate how low they've been flying.

V.E. Adoption of 2013 Roundtable Meeting Dates

Comments/Concerns/Questions: Roundtable Coordinator James Castañeda provided a brief overview of the meeting dates. Vice-chair Richardson and member Elizabeth Lewis corrected dates indicated on the memo in the packet.

Action: Vice-chair Richardson **MOVED** adoption of the 2013 Roundtable Meeting Dates. The motion was **SECONDED** by Naomi Patridge and **CARRIED, UNANIMOUSLY**.

VI. Member Communications /Announcements

Comments/Concerns/Questions: None.

VII. Adjourn

The meeting was adjourned in memory of former San Mateo County Board of Supervisor Mike Neven at approximately 8:39 PM.

Roundtable meeting overviews are considered "draft" until approved by the Roundtable.

(This page is left intentionally blank)

REGULAR AGENDA

Regular Meeting # 284
February 6, 2013

Agenda Items VI - VII

(This page is left intentionally blank)



February 7, 2013

Mr. John L. Martin
Airport Director
San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94128-8097

Mr. Dennis Green
Air Traffic Staff Manager
Northern California TRACON
11375 Douglas Road
Mather, CA 95655

Re: City of Brisbane Aircraft Noise Issues

Dear Messrs. Martin and Green:

On behalf of the San Francisco Airport Community Roundtable (SFORT), I want to thank you, the San Francisco Airport Commission and the FAA, for the on-going support and efforts to manage aircraft noise over the communities in San Mateo County.

As we know, the aircraft noise issues over the community of Brisbane are present and persistent. Based on numerous meetings with residents, FAA staff, SFO staff, and others, it appears that there are a number of reasons for the increase in aircraft noise over Brisbane, and unfortunately, no one person or organization is accountable for change. I believe that the latter situation adds significantly to the on-going frustration of residents of Brisbane seeking relief from aircraft noise.

It is my belief that there are additional steps that can be taken to further mitigate aircraft noise over Brisbane. Significant reduction of noise will take time, but we must put in place a plan and continue to make progress. As such, I ask for your assistance and advocacy in advancing the following initiatives.

Programming of Flight Routes and Departure Paths for Aircraft

As evidenced in the summer of 2012 with two China Airlines flights, programming of flight paths and departure routes from SFO may be programmed into on-board computers by corporate headquarters, which have limited knowledge of local operations or noise abatement procedures. On two consecutive nights, departing China Airlines flights were programmed to depart utilizing the Quiet 4 (formerly Quiet 3) departure instead of the GAP departure. The consequence of this programming resulted in the aircraft flying over Brisbane during late night hours. Airport staff immediately responded to this situation and a third overflight of Brisbane was avoided by local

China Airlines staff taking proactive measures.

Action: SFO Noise Office Abatement Staff to continue educating airlines on preferred departure paths from SFO on an individual basis as needed and through publishing the quarterly Fly Quiet Report.

Coordination of Departing Aircraft between SFO and OAK

One of the major causes of aircraft noise over Brisbane is due to the conflict of departing aircraft from OAK (Runway 29) headed to Southern California, and flights from SFO (Runway 1L). The result of ensuring aircraft safety with this conflict is that departing SFO flights utilizing the Porte 4 departure routes are vectored over Brisbane before reaching 4 DME from SFO. (as is charted in the published Porte 4 procedures). The Porte 4 departure requires aircraft to be 4 DME from the on-airport navigational aid, abbreviated as DME, and at an altitude of at least 1,600 feet mean sea level (MSL); we would like to ensure aircraft are not turning early. Aircraft are typically vectored at approximately 2,000 feet MSL to the left.

While OAPM and Metroplex may lessen these types of conflicts in the future, SFORT requests that SFO engage OAK and the airlines to seek cooperation and coordination of departing aircraft to reduce the number of vectored aircraft over Brisbane.

Short-term Action: SFO Noise Abatement working with the FAA tower and NorCal TRACON for optimal use of the Porte 4 in both noise and safe/efficient movement of aircraft.

Long-term: OAPM and Metroplex to coordinate departing aircraft from San Francisco Regional airports

Continuing Education of FAA Flight Controllers

NorCal TRACON is responsible for aircraft safety. Dennis Green initiated on-going training and awareness for staff on the sensitivity and consequent noise impacts of aircraft over Brisbane. Recently, it was reported that one staff member that did not adhere to the training was cited for performance issues. This on-going training and monitoring of FAA staff performance must continue. While the SFORT understands limitations of NorCal TRACON staff traveling to and attending Roundtable meetings, we encourage and welcome NorCal TRACON to attend Roundtable meetings as often as possible to keep the lines of communication open, and keeping the Roundtable educated on procedures. In 2013, the Roundtable plans on meeting every other month, starting in February.

Action 1: FAA NorCal TRACON continue to monitor implementation of appropriate departure procedures by ATAC staff.

Action 2: Roundtable Chairperson visit the NorCal TRACON facility once a year to thank the staff and observe.

Continue to Search for Procedures and Opportunities to Route Departing Aircraft away from Brisbane

Earlier this year, FAA staff shared with Congresswoman Speier several strategies to reduce night flights over Brisbane. One of these strategies has since been revised due to a "near-miss" incident on the East Coast (arriving and departing aircraft utilizing the same runway in head-to-head operations). SFORT requests that all stakeholders involved continue to explore and implement strategies to mitigate aircraft noise impacts over Brisbane.

Action: All Stakeholders

Changed Flight Departure and Arrivals Due to Airport Runway Construction

On occasion, major runway construction or maintenance results in closing runways or limiting their use during construction operations. When this occurs, arriving and departing aircraft may be required to depart or arrive in a different procedure than normal, resulting in aircraft and aircraft noise temporarily over communities that don't typically receive overflights. When runway construction causes aircraft to arrive or depart in different configurations than normal, SFORT request that additional communication and outreach be made to communities through the County and individual cities.

Action 1: SFO Community Affairs Office to explore use of SMC 511 system, and push press releases and information to the County and Cities in the SFORT membership.

Action 2: Roundtable members will maintain current point of contact with the Roundtable staff for this information.

Action 3: SM County and Cities to consider adding a link from their City website to the SFO Website (www.flyquietsfo.com) where the above information is typically posted on a banner), and if information is pushed out to residents by their City through e-newsletters, to include SFO Press Releases in their respective City newsletters/mode of notifying residents.

The residents of San Mateo County appreciate that the San Francisco Airport is one of the region's most significant economic engines. Jobs, business travelers, and tourism have enabled our region to sustain our economic barometer over the past few years. Airline passenger volume at SFO has grown steadily, has now surpassed 9/11 levels, and is forecasted to continue to grow.

These recommendations were reviewed and endorsed by the SFORT at its meeting of February 6, 2013.

On behalf of the SFORT, I look forward to your assistance in moving these recommendations forward and reducing the impacts of aircraft noise on our communities. If you have any questions, please do not hesitate to let me know.

Regards,

Jeffrey Gee, Vice Mayor
City of Redwood City
Chair, San Francisco Airport Community Roundtable

Cc: Senator Boxer
Congress Woman Speier
State Senator Hill
Assemblyman Mullins
San Francisco Airport Roundtable

(This page is left intentionally blank)



February 7, 2013

Mr. William Withycomb
Western-Pacific Regional Administrator
Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009

Mr. John L. Martin, Airport Director
San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94128-8097

Re: Woodside VOR Aircraft Noise Issues

Dear Messrs. Withycomb and Martin:

For the past several months, residents of the communities of Woodside, Portola Valley, Atherton, and other adjoining communities have raised the issue of aircraft noise over the Woodside VOR at the San Francisco Airport/Community Roundtable (SFORT). Due to the impacts of aircraft noise on these communities, an ad hoc subcommittee of the SFORT was convened to focus efforts in identifying noise impacts, work with the San Francisco Airport Noise Abatement Office to better understand the sources and causes, and to develop proposed mitigations if possible.

In addition, San Mateo County residents and the ad hoc subcommittee have solicited the input and assistance of Congresswoman Eshoo and her staff and FAA staff.

Based on several months of meetings, review of aircraft flight data, and other metrics, the SFORT requests your assistance in the following mitigations for aircraft noise over the communities adjacent and near the Woodside VOR. These mitigations include:

- For aircraft flying the Oceanic Arrival into SFO, adherence to the "Eshoo Letter" (attached) to fly over the Woodside VOR at 8,000 feet MSL or higher. The FAA management and staff of the Northern California TRACON have been exceptionally helpful in retraining controllers and implementing the procedure described in the Eshoo Letter at night;
- To further investigate the impact of aircraft that elect to fly the Oceanic Tailored Arrival (OTA) and direct aircraft to not fly this arrival procedure into SFO between the hours of 10:00 PM (2200) and 6:00 AM (0600);

- That SFO investigate with the Oakland Airport, the FAA, and FedEx the possibility of having FedEx Flight 1800 (scheduled arrival is 11:01 p.m.) fly over the Woodside VOR at an elevation of 8,000 feet MSL or higher, and
- That with the implementation of NextGen, it is our hope that the number of delayed flights vectored over southern San Mateo County will be reduced.

In a meeting held on July 13, 2012 in Congresswoman Eshoo's office, it was noted that there is a clear understanding between her office and the FAA TRACON that a procedure is in place for aircraft that fly the Oceanic Arrival into SFO, traffic permitting, will fly over the Woodside VOR at an altitude of 8,000 feet MSL or higher. SFORT requests that the FAA and the airlines adhere to this procedure. Terrain in this area rises; many neighborhoods are at elevations over 2,000 feet MSL, which means aircraft are less than 8,000 feet above homes.

Eshoo Letter

Since the Eshoo Letter, an additional arrival procedure has been developed – the OTA. This arrival procedure allows aircraft to fly on a constant decent approach that is near idle thrust into SFO, resulting in less fuel consumption and less aircraft engine emissions/pollution. The tradeoff for this procedure is that aircraft flying the OTA procedure are not required to adhere to the 8,000 foot MSL altitude over the Woodside VOR, and are allowed to fly over the Woodside VOR at significantly lower altitudes.

Oceanic Tailored Arrivals

While the residents of the affected communities recognize that fuel efficiency and lower pollution emissions are a goal of OTA, the consequences of aircraft flying at a significantly lower altitude and the resulting lack of significant noise reduction are not an equitable trade-off, especially when most OTA arrivals occur in the early-morning hours when ambient noise levels are low. In order to maintain the quality of life in these rural, low-density communities, SFORT requests that airlines do not utilize the OTA arrival procedure for flights arriving at SFO between the hours of 10:00 PM (2200) and 6:00 AM (0600).

OAK and FedEx

The San Francisco Airport Abatement Noise Office regularly posts flight data on its website for aircraft that fly over the Woodside VOR. Based on this data, it appears that FedEx Flight 1800 is a regular flight into Oakland at approximately 11:00 PM (2300) every weeknight. The lowest of these flights are at an altitude of slightly more than 4,000 feet - significantly lower than the 8,000 foot MSL "Eshoo Letter." In 2012, the average altitude for this flight was approximately 7,600 feet MSL, a vast improvement from prior years. We are encouraged by this progress, and would like to see this upward trend continue. The SFORT requests that the SFO Administration work with the leadership of the Oakland Airport, the FAA and FedEx to have FedEx Flight 1800, fly over the Woodside VOR at a minimum altitude of 8,000 feet MSL or seek an equitable alternative.

NextGen and SFO Arrivals/Delays

Finally, when procedures are developed as part of OAPM and NextGen, mitigation of noise impacts to the communities around SFO should be a consideration. New procedures should aim to reduce noise impacts on communities. SFO's Noise Exposure Map Update is currently underway, nearing completion for acceptance by the FAA regional office in Los Angeles later this year. This report will contain the most recently-accepted 65 CNEL noise contour for the San Francisco Airport. New OAPM and NextGen procedures should take into consideration the reduction of aircraft noise on communities by optimizing air space and reducing aircraft delays, including those that are vectored out toward the

Pacific Ocean when there are delays at SFO. New OAPM and NextGen procedures should not increase the 65 CNEL noise contour by more than 1.5 dB over existing noise levels in communities in San Mateo County.

The FAA's Modernization and Reform Act of 2012 Section 213 (c) (2) calls for the expedited review of procedures; it must be remembered that while these procedures show marginal changes to the 65 CNEL, there are large areas of residential land use beyond the 65 CNEL that may be impacted by these new procedures. New procedures have had more of an impact on communities beyond the 65 CNEL; this is due in part to the procedures being more concentrated further away from the airport. In the past, the areas beyond the 65 and even 60 CNEL, there was a greater dispersion of air traffic using ground-based navigation and being vectored. NextGen flights, using satellite-based navigation, are on a more precise and repeatable path further out, as well potentially at lower altitudes on approach.

At the locations beyond the 65 CNEL, the SFORT urges the FAA to utilize supplemental metrics to measure the change of exposure; an excellent metric would be Lmax to show the change between existing and future conditions. These supplemental metrics are more appropriate to depict the exposure change in areas beyond the 60 CNEL, and Lmax is a standard metric that is used in environmental reports to supplement CNEL. In evaluating new OAPM procedures, NEPA analysis, using supplemental (also referred to as single event) metrics, should take into consideration any increases or shifts of noise.

A key part of the SFORT mission is to continually abide by Article II Section 5 of its Memorandum of Understanding, "that the Roundtable members, as a group, will not take an action(s) that would result in the "shifting" of noise from one community to another, related to aircraft operations at San Francisco International Airport."

These recommendations were developed by the SFORT Ad Hoc Subcommittee and reviewed and endorsed by the SFORT at its meeting of February 6, 2013.

On behalf of the SFORT, I look forward to your assistance in moving these recommendations forward and reducing the impacts of aircraft noise on our communities. If you have any questions, please do not hesitate to let me know.

Regards,

Jeffrey Gee, Vice Mayor
City of Redwood City
Chair, San Francisco Airport/Community Roundtable

Cc: Senator Boxer
Congress Woman Eshoo
State Senator Hill
Assemblyman Gordon
San Francisco Airport/Community Roundtable
Mayor and Councils of Atherton, Portola Valley and Woodside

Item IV.G.1



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Fourteenth District
California*

December 15, 2005

Mr. William C. Withycombe, Regional Administrator
Federal Aviation Administration, Western-Pacific Region
Post Office Box 92007
Los Angeles, California 90009

Dear Mr. Withycombe,

I'm writing on behalf of my constituent, Nathaniel McKitterick, who has contacted me regarding increased aircraft noise and his concern that aircraft flying over the Peninsula are not observing the minimum altitude requirements.

As you know, between 1998 and 2001 the Federal Aviation Administration approved the requirement that aircraft approaching San Francisco International Airport fly at a higher altitude over several communities on the Peninsula. We agreed then that the minimum altitude for aircraft flying over Skyline would be 8,000 feet, that the minimum altitude for aircraft flying over Menlo Interchange would be 5,000 feet, and that air traffic controllers would enforce these regulations for approaching flights into San Francisco and Oakland Airports.

Because of the impact this issue has on my constituents residing on the Peninsula, I respectfully request that you respond to the concerns raised by Mr. McKitterick in the enclosed correspondence. Please direct your response to Amanda Vaughn in my Palo Alto District Office.

Thank you for your attention to this matter and I look forward to your timely response.

Sincerely,

Anna G. Eshoo
Member of Congress

Enclosure

l



February 7, 2013

Ms. Patty Daniel
Federal Aviation Administration
Project Manager
Northern California OAPM Design & Implementation

Re: OAPM and NextGen Aircraft Noise Issues

Dear Ms. Daniel:

On behalf of the San Francisco Airport/Community Roundtable (SFORT), I want to thank you and your Team for the overview of OAPM at our October 3, 2012 meeting.

As new procedures are being developed and tested to optimize the airspace in the Northern California Region, and specifically, the San Francisco Bay Region, SFORT requests that mitigation and reduction of aircraft noise over San Mateo County communities be included as a goal of any new procedures.

The residents of San Mateo County appreciate that the San Francisco Airport is one of the region's more significant economic engines. Jobs, business travelers, and tourism have enabled our region to sustain our economic barometer over the past few years. Airline passenger volume at SFO has grown steadily and has now surpassed 9/11 levels, and is forecasted to continue to grow.

At the same time, the noise impacts to communities and the consequent noise complaints have also increased. Based on your presentation of the goals and aspirations of OAPM, there exists the opportunity to mitigate and reduce aircraft noise impacts to local communities by:

Optimizing and coordinating aircraft departures from SFO and OAK

One of the on-going aircraft noise issues are departing flights from SFO on the Porte 4 (formerly Porte 3) departure. Aircraft on this departure are many times vectored by Air Traffic Control, which results in aircraft turning to the west before reaching four nautical miles from SFO as they do when flown as charted. The charted Porte 4 departure requires aircraft to fly approximately four miles from SFO *and* be at least 1,600 feet in altitude before starting a turn to the west. A large percentage of the early vectoring of flights is due to concurrent flights departing from OAK headed to Southern California and departing flights from SFO as well as the ability of newer aircraft to reach 1,600 MSL sooner. The consequences of the early vectoring of SFO departures are that aircraft fly over Brisbane. SFORT hopes that if one of the goals of OAPM/Metroplex is to optimize air space that coordination of departing aircraft from our regional airports can result in fewer conflicts, and less vectoring of aircraft over residential areas.

NEPA and Aircraft Noise

When new procedures are developed as part of OAPM, mitigation of noise impacts to the communities around SFO should be a consideration and the new procedures should aim to reduce noise impacts on communities. The FAA's Modernization and Reform Act of 2012 Section 213 (c) (2) calls for the expedited review of procedures; it must be remembered that while these procedures show marginal changes to the 65 CNEL, there are large areas of residential areas beyond the 65 CNEL that may be impacted by these new procedures.

New procedures have had more of an impact on communities beyond the 65 CNEL; this is due in part to the procedures being more concentrated further away from the airport. In the past, the areas beyond the 65 and even 60 CNEL, there was a greater dispersion of air traffic using ground-based navigation and being vectored. NextGen flights, using satellite-based navigation, are on a more precise and repeatable path further out, as well potentially at lower altitudes on approach. At the locations beyond the 65 CNEL, the SFORT urges the FAA to utilize supplemental metrics to measure the change of exposure; an excellent metric would be Lmax to show the change between existing and future conditions. These supplemental metrics are more appropriate to depict the exposure change in areas beyond the 60 CNEL, and Lmax is a standard metric that is used in environmental reports to supplement CNEL. In evaluating new OAPM procedures, NEPA analysis, using supplemental (also referred to as single event) metrics, should take into consideration any increases or shifts of noise.

A key part of the SFORT mission is to continually abide by Article II Section 5 of its Memorandum of Understanding, "that the Roundtable members, as a group, will not take an action(s) that would result in the "shifting" of noise from one community to another, related to aircraft operations at San Francisco International Airport."

These recommendations were reviewed and endorsed by the SFORT at its meeting of February 6, 2013. On behalf of the SFORT, I look forward to your assistance in moving these recommendations forward and reducing the impacts of aircraft noise on our communities. If you have any questions, please do not hesitate to let me know.

Regards,

Jeffrey Gee, Vice Mayor
City of Redwood City
Chair, San Francisco Airport Community Roundtable

Cc: Senator Boxer
Congresswoman Speier
State Senator Hill
Assemblyman Mullins
FAA Regional Administrator Withycomb
SFO Airport Director Martin
San Francisco Airport Roundtable

CORRESPONDENCE & NEWS

Regular Meeting # 284
February 6, 2013

(This page is left intentionally blank)

JACKIE SPEIER
12TH DISTRICT, CALIFORNIA

211 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0512
(202) 225-3531
FAX: (202) 226-4183

400 S. EL CAMINO REAL, SUITE 410
SAN MATEO, CA 94402
(650) 342-0300
FAX: (650) 375-8270
WWW.SPEIER.HOUSE.GOV

Congress of the United States
House of Representatives
Washington, DC 20515-0512



December 14, 2012

Mr. John Warner
Manager, Operations Support Group
Western Service Center
Federal Aviation Administration
1601 Lind Ave. SW
Renton, WA 98057

Dear Mr. Warner:

Thank you for your letter of December 4, 2012. I appreciate the opportunity to offer early comments on the possible environmental impacts related to the Optimization of Airspace and Procedures in the Metroplex (OAPM).

Effective January 1, 2013, my Congressional District will have the distinction of including within its boundaries nearly every community on the San Francisco Peninsula that has regular concerns about noise from aircraft. The district's southern boundary is basically the Woodside VOR. The northern boundary is essentially St. Francis Wood in San Francisco, a neighborhood that occasionally reports excessive noise from overflights. Brisbane and Pacifica report noise problems with some frequency. San Bruno and South San Francisco and Daly City are all heavily impacted by airport operations. In between these locations are many other fine communities with residents who are also impacted by airport noise. All of my constituents wish to live comfortably inside and outside of their homes.

Congress has mandated the redesign of the airspace and it is in the nation's interest that efficient use of this scarce resource be optimized. While traditionally fuel use, safety and environmental consequences of operations have been primary concerns of the FAA, these must not be the only significant concerns. I want to state for the record that noise is just as significant a concern.

The overwhelming majority of my constituents use SFO at some point and many, like me, use the facility weekly. Tens of thousands are employed directly or indirectly by SFO. Oakland remains an important link in the transportation chain that serves my district. This is why I have, both before and during my terms of office in Congress, strongly supported SFO's operations and joined with the airport in seeking tens of millions in federal funding. As part of a project team, I

COMMITTEE ON ARMED SERVICES

SUBCOMMITTEES:
READINESS

TACTICAL AIR AND LAND FORCES

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

SUBCOMMITTEES:
REGULATORY AFFAIRS, STIMULUS OVERSIGHT AND
GOVERNMENT SPENDING

TARP, FINANCIAL SERVICES AND
BAILOUTS OF PUBLIC AND PRIVATE PROGRAMS
TECHNOLOGY, INFORMATION POLICY, AND
PROCUREMENT REFORM

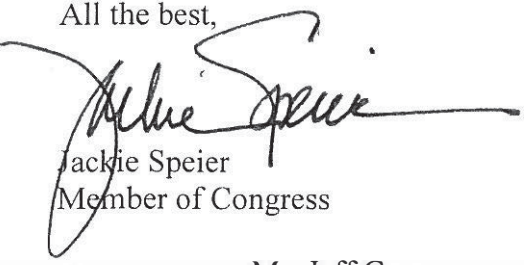
helped recruit the headquarters of Virgin America airlines to San Mateo County. In short, I get it.

What concerns me about the OAPM project are statements by an FAA representative made in public to my constituents during a San Francisco Airport Community Roundtable meeting earlier this year. Everyone in the room left with the message that noise would not be a significant concern in the redesign of the airspace. In a later telephone conversation that my staff had with Mr. Mike Barnhardt, a different FAA representative, Mr. Barnhardt assured my staff that this was the wrong impression. Noise from additional flights and from existing flights would be considered.

The San Francisco Airport Community Roundtable has before it a proposed letter by the Chair of the Roundtable, Mr. Jeff Gee. In brief, Mr. Gee is asking the Roundtable to send a very strong message to the FAA that we all need efficient airline travel, but we also need to be able to live in comfort in our communities. Whatever the final wording of the letter, I want to make it clear that I expect the FAA to examine the existing complaints and to try to resolve them, and to avoid establishing paths that will create new complaints. I want San Francisco International Airport to thrive, and it will do so if the airport's operations do not cause additional degradation of the quality of life of surrounding communities. I note for the record the efforts of the FAA to decrease noise impacts in Brisbane and Woodside and Portola Valley. Your staff has worked hard, and produced some benefits to residents. I am confident that the FAA will work hard to further improve the quality of life of residents impacted by noise.

Thank you for the invitation to comment on the OAPM. Thank you for trying to increase the overall level of air travel safety and benefits, including the quality of life on the ground, via this new project.

All the best,



Jackie Speier
Member of Congress

cc: Mr. Jeff Gee
San Francisco Airport Community Roundtable
c/o Redwood City Hall
1017 Middlefield Road
Redwood City, CA 94063

Mr. John Martin
Director, San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94123

KJS/bp



U.S. Department
of Transportation
**Federal Aviation
Administration**

Air Traffic Organization
Western Service Center

1601 Lind Ave SW.
Renton, WA 98057

December 4, 2012

The Hon. Jackie Speier
Congresswoman
District 12
U.S. House of Representatives
400 S. El Camino Real, Suite 410
San Mateo, CA 94402

Reference: **Environmental Assessment
Northern California Optimization of Airspace and Procedures in the Metroplex
Early Notification Letter**

Dear Congresswoman Speier:

This notification letter is to inform you that the Federal Aviation Administration (FAA) intends to prepare an Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the Optimization of Airspace and Procedures in the Metroplex (OAPM) in the Northern California area (NorCal OAPM). Attachment 1 is a copy of the Notice that will be published in major newspapers in the Northern California area (Sacramento, Oakland, San Francisco, and San Jose) that notifies the general public of the FAA's intent to prepare an EA.

A "Metroplex" is multiple airports in and around a busy metropolitan area. The NorCal OAPM would improve the efficiency of the NorCal Metroplex airspace by optimizing aircraft arrival and departure procedures at a number of airports, including San Francisco International Airport (SFO), Oakland International Airport (OAK), Sacramento International Airport (SMF), and San Jose Mineta International Airport (SJC). The project may involve changes in aircraft flight paths and/or altitudes in certain areas, but would not require any ground disturbance or increase the number of aircraft operations within the Northern California Metroplex airspace area.

To evaluate potential environmental impacts of the NorCal OAPM project, the FAA will establish a General Study Area (GSA) to evaluate potential impacts of changes in aircraft routing that are proposed to occur below 10,000 feet above ground level (AGL). The GSA is subject to change and would be finalized during the environmental review process.

The FAA has begun preparation of the EA and intends to issue the Draft in late 2013. We welcome your input as we prepare the EA and we are sending this early notification letter for the following reasons:

1. To advise you of the initiation of the EA study;
2. To provide you an opportunity to provide any background information that you may have regarding the study area established for this EA; and
3. To provide you an opportunity to advise the FAA of any issues, concerns, policies or regulations that you may have regarding the environmental analysis that will be undertaken in the EA.

Public participation will also be incorporated in the EA process and will be announced in the future. Public workshops will be conducted to provide an opportunity for the public to learn about the project and to submit comments. The FAA plans to hold separate consultations with the appropriate Tribal Governments and their designated Tribal Historic Preservation Office in accordance with Executive Order 13175, if applicable. The appropriate Tribal Governments and their designated Tribal Historic Preservation Office will be determined after the GSA is finalized.

FAA is currently working on additional details related to this project, and will be coordinating with the appropriate agencies and tribes in the near future. If you desire to provide comments and/or have any questions about the information provided, please provide them by letter or email, before January 18, 2013, at the following address:

Attn: Ryan Weller
Western Service Center, Operations Support Group
1601 Lind Ave SW
Renton, WA 98057
Telephone: (425) 203-4544
Email: 7-ANM-NorCalOAPM@faa.gov

Sincerely,



John Warner
Manager, Operations Support Group
Western Service Center

Attachment -- Public Notice

**U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

Notice of the Federal Aviation Administration's (FAA) intention to prepare a Draft Environmental Assessment for the Optimization of Airspace and Procedures in the Northern California Metroplex (NorCal OAPM).

SUMMARY: The FAA is issuing this notice to advise the public it intends to prepare a Draft Environmental Assessment (EA) for the NorCal OAPM Metroplex, which involves flight procedure optimization for Oakland International Airport (OAK), Sacramento International Airport (SMF), San Francisco International Airport (SFO), and San Jose Mineta International Airport (SJC). The EA will be conducted pursuant to the National Environmental Policy Act of 1969 and its implementing Regulations found at Title 40, Code of Federal Regulations, Sections 1500-1508.

The purpose of the proposed NorCal OAPM is to improve the efficiency of the controlled airspace (a generic term referring to airspace where air traffic control service is provided) using more current navigation technology called Area Navigation (RNAV). The FAA has not made any decisions about the final content of the EA.

SUPPLEMENTARY INFORMATION:

Air traffic procedures operating in the airspace near Oakland International Airport (OAK), Sacramento International Airport (SMF), San Francisco International Airport (SFO), and San Jose Mineta International Airport (SJC) (the major EA Airports), will be evaluated in the draft EA. The current procedures, which are intended to provide an orderly flow of traffic in and out of a busy metropolitan area, are dependent upon navigational aids on the ground and/or air traffic controller issued radar vectors. Ground-based navigational aids have limited capabilities, which dictate the location of a route in/out of the airspace. Radar vectors involve multiple communication transmissions between an air traffic controller and a pilot. RNAV technology is not limited to ground-based navigational aids and not subject to the same limitations. Therefore, RNAV-based procedures can direct pilots along more direct routes with predictable location and altitude information. A predictable procedure would involve less communication between an air traffic controller and a pilot; therefore reducing workload for both individuals. The application of RNAV technology for the NorCal Metroplex would enhance efficient use of the airspace.

Proposed Action

The EA is expected to evaluate at least two alternatives, the No Action and the proposed NorCal OAPM alternative (the Proposed Action). The FAA has not finalized the proposed NorCal OAPM at this time. The proposed NorCal OAPM as it is currently being configured consists of optimizing aircraft routes within the controlled airspace into and out of the NorCal Metroplex. The primary components of the proposed NorCal OAPM would include:

- **ESTABLISHING UPDATED DEPARTURE ROUTES AND/OR FIXES FROM THE EA AIRPORTS.** Aircraft departing from the EA Airports would transition to the high altitude routes using optimized routes based on RNAV technology.

- **ESTABLISHING UPDATED ARRIVAL ROUTES AND/OR FIXES INTO THE EA AIRPORTS.** Aircraft bound for the EA Airports would use optimized procedures to transition from a high altitude route to an existing approach route.

Implementation of the proposed NorCal OAPM is not anticipated to increase the number of aircraft operations at OAK, SMF, SFO, or SJC or involve physical construction of any facilities.

General Study Area

Using radar data for the EA study airports and the initial proposed design changes, the FAA will identify a general study area in which changes to aircraft routing would occur as a result of the Proposed Action.

The general study area will be used to evaluate and compare the potential impacts of the Proposed Action and reasonable alternatives. This evaluation will occur where departing aircraft are anticipated to be at altitudes below 10,000 feet above ground level (AGL) and arriving aircraft at altitudes below 7,000 feet AGL under the Proposed or the No Action alternative. The FAA may also consider traffic flying over tribal lands, national parks or national wildlife refuges below 18,000 feet AGL to evaluate and compare the potential impacts of the Proposed Action and the No Action alternative.

PUBLIC WORKSHOPS

FAA intends to hold public workshops following publication of the Draft EA. FAA will provide public notice of the public workshops and the availability of the Draft EA at a future date.

FOR FURTHER INFORMATION CONTACT: Federal Aviation Administration, Air Traffic Organization (ATO) Western Service Center Attn: NorCal OAPM Environmental, 1601 Lind Avenue, SW, Renton, WA 98057; email at 7-ANM-NorCalOAPM@faa.gov; or facsimile at 425-203-4505.



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

RESOLUTION NO. 12-07

**A Resolution to Express Sincere Thanks from the Members of the
San Francisco International Airport/Community Roundtable to**

Mike McCarron

Upon His Departure from San Francisco International Airport

WHEREAS, the San Francisco International Airport/Community Roundtable (Roundtable) was established in 1981 to provide a forum for the public, local elected officials, Airport management, FAA, and airline representatives to address community noise issues related to aircraft operations at San Francisco International Airport (SFO); and


WHEREAS, Mike McCarron has provided 22 years of service to San Francisco International Airport, during which he served as Assistant Emergency Planning Coordinator, Airport Operations Supervisors, Airport Duty Manager, Superintendent of Operations, Assistant Deputy Airport Director of Aircraft Noise Abatement, and Director of Community Affairs; and

WHEREAS, Mike McCarron was the primary force in shaping the San Francisco International Airport's Aircraft Noise Abatement Office to what it is today with open door policies and streamlined customer response for rapid response; and

WHEREAS, Mike McCarron is leaving his position as Director of Community Affairs for San Francisco International Airport;

NOW, THEREFORE BE IT RESOLVED, that the members of the Roundtable do hereby express their sincere thanks to **Mike McCarron** for his many years of dedicated service and support to the Roundtable and wish him great success in his future endeavors.

**UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN
FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON DECEMBER 5, 2012**



Jeffrey Gee, Roundtable Chairperson

Working together for quieter skies 

(This page is left intentionally blank)

Congressman Schiff says he will reintroduce helicopter noise bill

Erika Aguilar | December 7th, 2012, 3:42pm



Erika Aguilar/KPCC

Members of the Sherman Oaks Homeowners Association had yellow stickers printed to show their opposition to helicopters flying over neighborhoods.

Congressman Adam Schiff says he plans next month to reintroduce a bill on regulating helicopter noise after initial attempts to pass a bill last year in Congress **stalled out** (<http://latimesblogs.latimes.com/lanow/2012/05/new-push-to-deal-with-la-helicopter-noise.html>) .

After a meeting on Wednesday with Federal Aviation Administration officials and several homeowners associations, Congressman Schiff (D-Burbank) said he would reintroduce the **Los Angeles Helicopter Noise Relief Act** (<http://www.govtrack.us/congress/bills/112/hr2677>) , a bill Congressman Howard Berman proposed before he **lost a tough reelection** ([blogs/politics/2012/11/07/10953/historic-loss-howard-berman-falls-brad-sherman/](http://blogs.politics/2012/11/07/10953/historic-loss-howard-berman-falls-brad-sherman/)) campaign in November.

The bill would require the FAA to regulate helicopter flight paths, minimum altitudes and other helicopter operations in Los Angeles within a year after the president signs it into law. Helicopters are generally unregulated. Law enforcement, emergency, and military helicopters would be exempt from any new rules.

"I think it's important to have the legislation in the process in case we run into a logjam in terms of the FAA's action," Schiff said. "Hopefully they can act without the necessity of legislation but if it is necessary we will be prepared to go forward."

People concerned about 'copter noise **gave FAA officials an earful** (news/2012/08/07/33691/residents-vent-frustrations-public-hearing-over-no/) at an August meeting in Sherman Oaks. They talked about the way low-flying helicopters - including news and traffic craft and sightseeing excursions over celebrity homes - shook windows multiple times a day and hovered above for long periods of time.

The FAA said agency representatives would continue to meet with stakeholders to hear their recommendations for proposed regulations.

Congressman Schiff said FAA officials explained it would be a tough task to regulate helicopter altitude minimums because of the airspace above Los Angeles is already pretty crowded.

Without a bill, some helicopter users have already adopted some recommendations; news **media pooled helicopter coverage** (blogs/news/2012/09/26/10182/say-goodbye-almost-all-those-pesky-helicopters-dur/) of major events like Carmageddon Two and the 12-mile NASA Shuttle Endeavor trip through L.A.

After years of complaints from **Long Island residents** (http://www.nytimes.com/2012/02/20/nyregion/faa-rules-would-restrict-helicopter-flights-over-long-island.html?_r=0) in New York about helicopters buzzing to the Hamptons, the FAA introduced voluntary regulations in 2008 asking helicopters to fly along the coast of the North Shore. They also suggested that helicopters take off at different times - but eventually the FAA established rules for helicopters that fly over Long Island.

"I do think it's going to require some mandatory standards of regulations on what the helicopters can do," Schiff said. "But I do appreciate all the FAA has been doing thus far."

Wednesday's FAA meeting was the third and final Los Angeles stakeholder event before officials plan to release a report in May summarizing the testimony collected and the FAA's proposed actions on any type of helicopter management or regulation.

HOME NEWS

[print](#) [email](#)

Schiff Tackling Airport Curfew, Helicopter Noise

By **MARK MADLER**

Monday, January 21, 2013

Rep. Adam Schiff (D-Burbank) plans to re-introduce two aviation bills affecting the San Fernando Valley – one on helicopter noise and the second on a mandatory curfew at Van Nuys Airport and Bob Hope Airport.

The curfew measure was brought to the House in 2011 as an amendment to the Federal Aviation Administration re-authorization bill but did not receive enough votes. The helicopter noise bill was first introduced in 2011 by former Rep. Howard Berman who lost re-election in November.

Schiff is currently talking with stakeholders and officials in Southern California about the mandatory curfew, which he plans to bring back to Congress in the next two months, said spokesman Patrick Boland.

The mandatory curfew covers the hours between 10 p.m. and 7 a.m. Both Bob Hope in Burbank and Van Nuys, one of the busiest general aviation airports in the world, currently have voluntary nighttime curfews during those hours.

The helicopter noise relief act requests the FAA set guidelines for a minimum altitude at which helicopters can fly in Los Angeles County. The restrictions would not apply to police, emergency or military helicopters.

The issue of helicopter noise attracted the attention of Berman in July 2011 following resident complaints about hovering aircraft during the closure of the Santa Monica (405) Freeway for repairs. There also have been complaints from homeowner groups in the Hollywood Hills near the Hollywood sign and audience members at the Hollywood Bowl.

“Both these pieces of legislation are part of a broader agenda to provide real relief to residents who are bombarded with noise from helicopters,” Boland said.

ARCHIVE



**HEALTH CARE REFORM
AND EMPLOYEE
BENEFITS:**
What You Need to Know

MOSS ADAMS^{LLP}
Certified Public Accountants
Business Consultants

YOU MAY ALSO LIKE

[Congressmen Go for Second Try on Curfew for Airports](#)

[Congressmen Pursuing Airport Curfew Legislation](#)

[Lawmakers: FAA Should Take Lead in Helicopter Noise Issue](#)

[Maguire Moving Ahead With Hangars at Van Nuys](#)

[Updated: Airport Curfew Study Going to the FAA](#)

[Airport Curfew Battle Shifts to Lawmaker's Hands](#)

[Van Nuys Council Urges Cooperation on Airport Noise](#)

[FAA Officials Get Earful on Helicopter Noise](#)

Podcast

