



ROUNDTABLE REGULAR MEETING

MEETING No. 285

Wednesday, April 3, 2013 - 7:00 p.m.

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

AGENDA

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

Jeff Gee, Roundtable Chairperson / James A. Castañeda, AICP, Roundtable Coordinator

ACTION

II. Public Comment on Items NOT on the Agenda -

Note: Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item.

INFORMATION

CONSENT AGENDA

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

III. Consent Agenda Items -

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

ACTION

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

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

REGULAR AGENDA

IV. Presentation Items:

- | | |
|--|------------------|
| A. Airport Director's Comments
- John Martin, Director, San Francisco International Airport (Verbal Report) | INFORMATION |
| B. 2011-2012 Jon C Long Fly Quiet Awards (Presentation)
Quietest Overall Airline – All Nippon Airways (ANA)
Most Improved Award – Emirates
Chairperson's Award – Northern California TRACON | ACTION
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| C. Noise 101, PART 2
- Bert Ganoung, Manager, Aircraft Noise Abatement | INFORMATION |

V. 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:
- Jeff Gee, Roundtable Chairperson | INFORMATION |
| C. Update on Crossing Altitude of Oceanic Arrivals Over the Woodside VOR
- Jeff Gee, Roundtable Chairperson | INFORMATION
Pg. 47 |
| D. Follow-up on Optimization of Airspace & Procedures in the Metroplex (OAPM)
Environmental Review
- Jeff Gee, Roundtable Chairperson | INFORMATION |
| E. Recommendations from the Bylaws Ad Hoc committee
- Jeff Gee, Roundtable Chairperson | ACTION
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| F. Noise Exceedance Level Threshold History at SFO
- Cindy Gibbs, Roundtable Aviation Technical Consultant | INFORMATION
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VI. Airport Noise Briefing

- Cindy Gibbs, Roundtable Aviation Technical Consultant
- James Castañeda, Roundtable Coordinator

INFORMATION

VII. Member Communications / Announcements – Roundtable Members

VIII. ADJOURN – Roundtable Chairperson

ACTION

Correspondences

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Glossary of Common Acoustic and Air Traffic Control Terms

A

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

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

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

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

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

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

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

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

Arrival – The act of landing at an airport.

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

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

ARTCC – Air Route Traffic Control Center - A facility providing air traffic control to aircraft on an IFR flight plan

within controlled airspace and principally during the enroute phase of flight.

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

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

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

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

B

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

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

C

Center – See ARTCC.

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

Glossary of Common Acoustic and Air Traffic Control Terms

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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

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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

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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

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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

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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

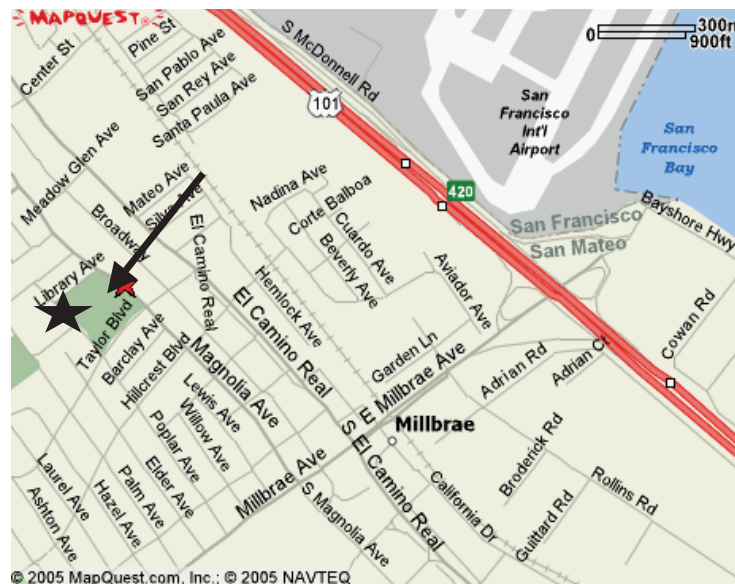
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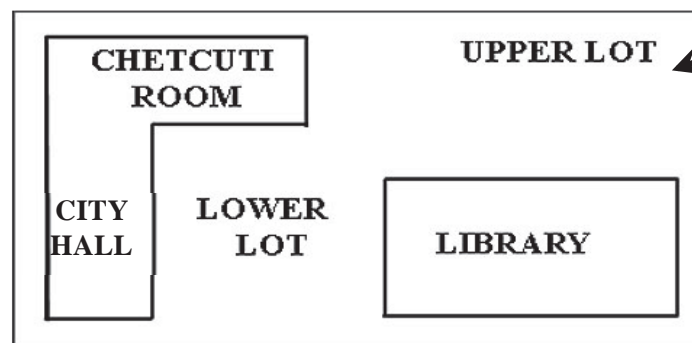
AIRPORT/COMMUNITY ROUNDTABLE REGULAR MEETING PLACE

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

Roundtable Web Site: www.sforoundtable.org



Magnolia Avenue



Parking
entrance

Poplar Avenue

Library Avenue



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

~ April 2013 ~

Chairperson:

JEFFREY GEE

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

Vice-Chairperson:

NAOMI PATRIDGE

Representative, City of Half Moon Bay
(650) 726-8270

Roundtable Coordinator:

JAMES A. CASTAÑEDA, AICP

County of San Mateo
Planning & Building Department
(650) 363-1853 / jcastaneda@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 APRIL 2013 REGULAR MEMBERS

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

Representative: Vacant

Alternate: Vacant

CITY AND COUNTY OF SAN FRANCISCO

MAYOR'S OFFICE

Julian C. L. Chang, (Appointed)

Alternate: Edwin Lee, Mayor

CITY AND COUNTY OF SAN FRANCISCO

AIRPORT COMMISSION REPRESENTATIVE

John L. Martin, Airport Director (Appointed)

Alternate: Doug Yakel, Acting Airport Spokesperson

COUNTY OF SAN MATEO BOARD OF SUPERVISORS

Dave Pine, Supervisor

Alternate: Don Horsley, Supervisor

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG)

AIRPORT LAND USE COMMITTEE (ALUC)

Richard Newman, ALUC Chairperson (Appointed)

Alternate: Carol Ford, Aviation Representative (Appointed)

TOWN OF ATHERTON

Elizabeth Lewis, Council Member

Alternate: Bill Widmer, Council Member

CITY OF BELMONT

Dave Warden, Council Member

Alternate: Coralin Feierbach, Council Member

CITY OF BRISBANE

Cliff Lentz, Council Member

Alternate: Vacant

CITY OF BURLINGAME

Michael Brownrigg, Council Member

Alternate: Jerry Deal, Council Member

MEMBERSHIP ROSTER FEBRUARY 2013

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CITY OF DALY CITY

Raymond Buenaventura, Mayor

Alternate: Carol Klatt, Council Member

CITY OF FOSTER CITY

Steve Okamoto, Council Member

Alternate: Vacant

CITY OF HALF MOON BAY

Naomi Patridge, Council Member

Alternate: Allan Alifano, Council Member

TOWN OF HILLSBOROUGH

Alvin Royse, Council Member

Alternate: Shawn Christianson, Council Member

CITY OF MENLO PARK

Richard Cline, Council Member

Alternate: Kirsten Keith, Council Member

CITY OF MILLBRAE

Robert Gottschalk, Council Member

Alternate: Vacant

CITY OF PACIFICA

Sue Digre, Council Member/**Roundtable Vice-Chairperson**

Alternate: Vacant

TOWN OF PORTOLA VALLEY

Ann Wengert, Council Member

Alternate: Maryann Derwin, Council Member

CITY OF REDWOOD CITY

Jeffrey Gee, Council Member/**Roundtable Chairperson**

Alternate: Vacant

CITY OF SAN BRUNO

Ken Ibarra, Council Member

Alternate: Rico Medina, Council Member

CITY OF SAN CARLOS

Matt Grocott, Council Member

Alternate: Bob Grassilli, Council Member

MEMBERSHIP ROSTER FEBRUARY 2013

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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

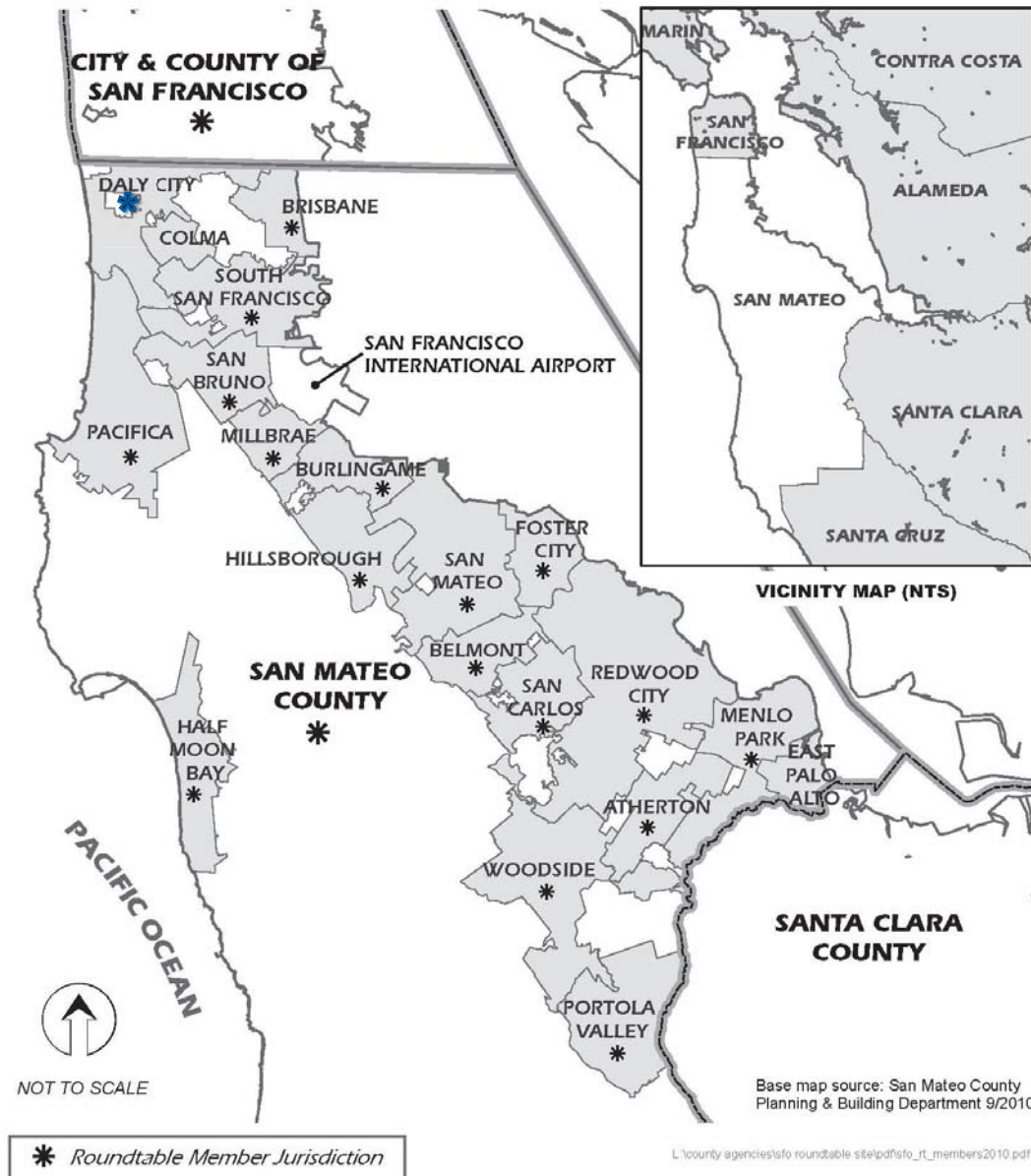
Ara Balian, Noise Abatement Specialist

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*



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CONSENT AGENDA

Regular Meeting # 285
April 3, 2013

Agenda Items III. A – C

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airport director's report

Presented at the April 3, 2013

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

January 2013



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **January 2013**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	18	8511	2	9.99	
ACA	3	369	8	9.96	
VRD	22	2684	8	9.96	
DLH	1	118	8	9.96	
AAL	17	1706	10	9.96	
DAL	13	1268	10	9.96	
AWE	9	821	11	9.95	
FFT	3	216	14	9.94	
SWA	36	2507	14	9.94	
UAE	1	62	16	9.93	
JBU	15	642	23	9.90	
CCA	2	62	32	9.86	
ASA	28	769	36	9.84	
UAL	398	8392	47	9.79	
SWR	5	62	81	9.65	
ANZ	6	64	94	9.59	
BAW	12	124	97	9.58	
ABX	4	41	98	9.57	
TAI	14	103	136	9.40	
HAL	9	62	145	9.36	
GTI	7	43	163	9.29	
AMX	13	62	210	9.08	
FDX	12	45	267	8.83	
EVA	53	122	434	8.10	
KAL	48	106	453	8.02	
CPA	64	131	489	7.86	
AAR	59	97	608	7.34	
SIA	80	123	650	7.15	
CKS	2	2	1,000	5.62	
SOO	31	20	1,550	3.21	
NCA	69	38	1,816	2.05	
PAL	141	62	2,274	0.04	
CAL	233	102	2,284	0.00	
TOTAL	1,428	29,536	13,090		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **January 2013**



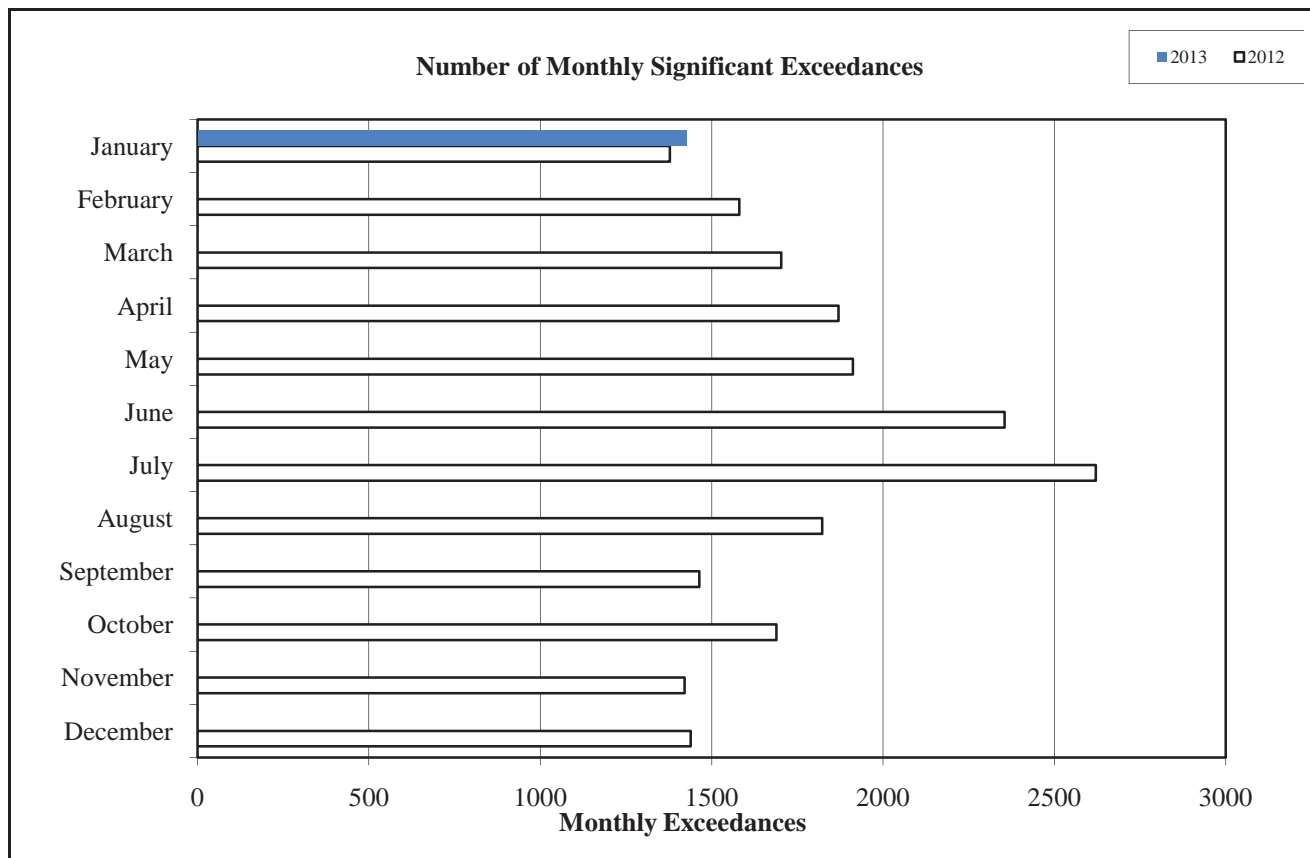
San Francisco International Airport

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

(#) 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

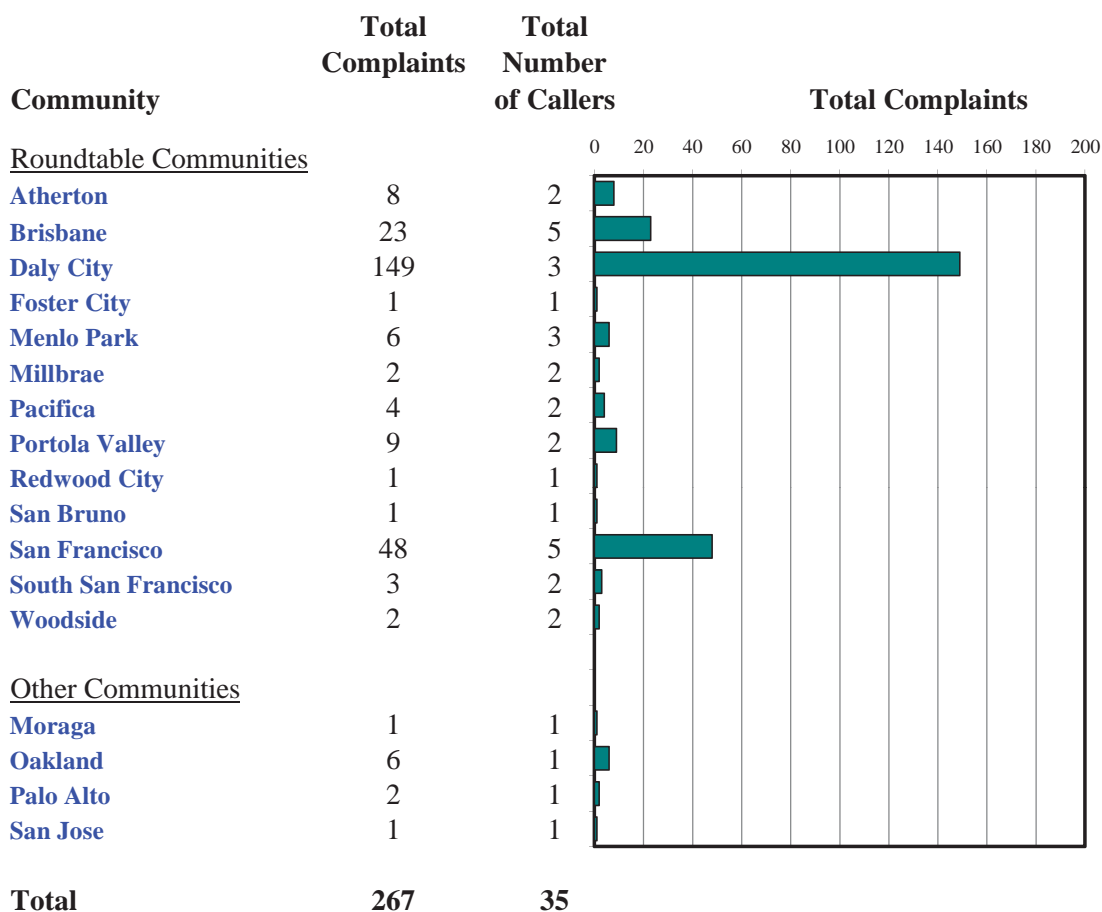
Period: **January 2013**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



Page 4





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

San Francisco International Airport -- Director's Report

Period : **January 2013**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
American Airlines 	AAL	10	11.6	38%	
UNITED 	UAL	16	3.8	62%	
Total		26			

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

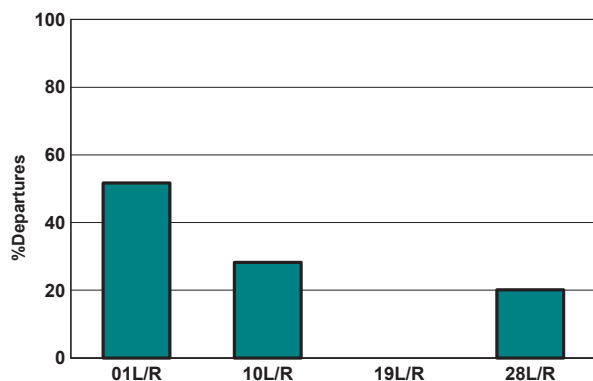
Runway Utilization (1 am to 6 am)

Monthly Jet Departures

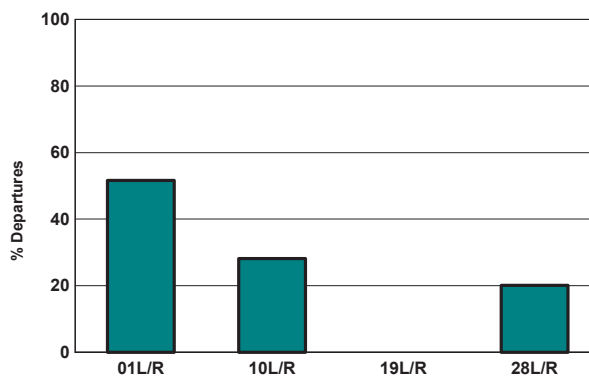
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	77	-	-	-	-	-	-	-	-	-	-	-	77
10L/R	42	-	-	-	-	-	-	-	-	-	-	-	42
19L/R	-	-	-	-	-	-	-	-	-	-	-	-	0
28L/R	30	-	-	-	-	-	-	-	-	-	-	-	30
Total	149	-	-	-	-	-	-	-	-	-	-	-	149

01L/R	52%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	52%
10L/R	28%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	28%
19L/R	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28L/R	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%

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: January 2013

Time of Day : All Hours



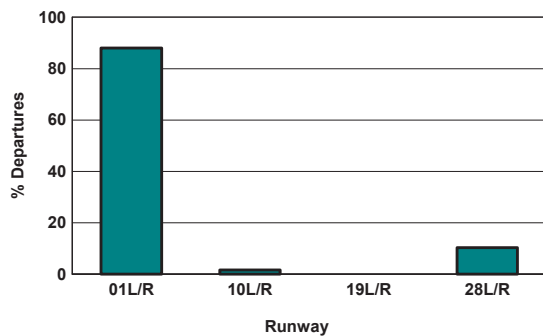
San Francisco International Airport

Runway Utilization (All Hours)

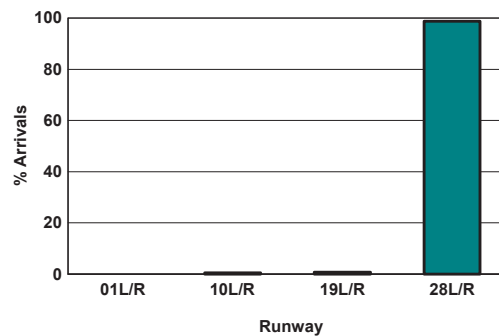
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	13,560	255	0	1,587	15,402
Arrivals	0	78	108	14,946	15,132
Percentage Utilization					
Departures	88.0%	1.7%	0.0%	10.3%	100%
Arrivals	0.0%	0.5%	0.7%	98.8%	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 April 3, 2013

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

February 2013



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: February 2013



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	37	7968	5	9.98	
FFT	1	189	5	9.98	
QXE	1	160	6	9.98	
VRD	15	2390	6	9.98	
AAL	14	1583	9	9.97	
DLH	1	100	10	9.96	
DAL	12	1128	11	9.96	
AWE	9	730	12	9.95	
SWA	31	2230	14	9.95	
ACA	5	357	14	9.95	
JBU	8	560	14	9.94	
LPE	1	32	31	9.88	
ASA	25	686	36	9.86	
BAW	4	103	39	9.85	
UAL	353	7615	46	9.82	
CCA	4	54	74	9.71	
TAI	6	78	77	9.70	
GTI	4	40	100	9.61	
ABX	7	41	171	9.33	
AMX	11	62	177	9.30	
HAL	11	58	190	9.26	
FDX	12	46	261	8.98	
KAL	37	102	363	8.58	
CPA	55	115	478	8.12	
EVA	52	100	520	7.96	
SIA	60	111	541	7.88	
AAR	50	84	595	7.67	
PAL	45	56	804	6.85	
CAL	183	92	1,989	2.20	
NCA	71	35	2,029	2.04	
SOO	51	20	2,550	0.00	
TOTAL	1,176	26,925	11,177		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **February 2013**



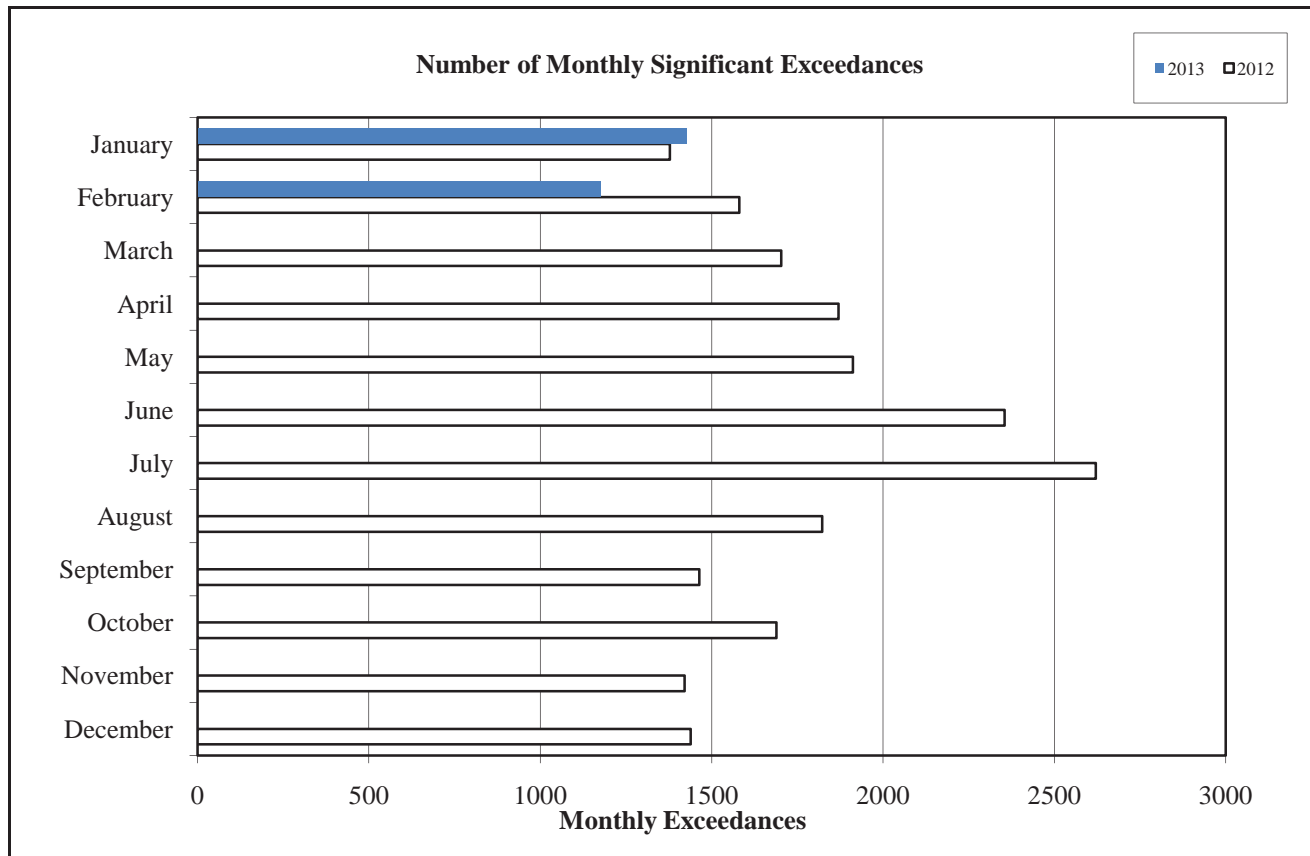
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2009	2010	2011	2012	2013	
January	1459	1312**	1580	1378	1428	50
February	1161 (2)	1297**	1429	1581	1176	-405
March	1991	1778	1681	1703		0
April	2258	1449	1900	1870		0
May	1917	2042	2024	1912		0
June	2428	2177	1947	2355		0
July	2039	1743	2017	2621		0
August	1725	2090	1847	1823		0
September	1554	1636	1609	1464		0
October	1724	1537	1572	1689		0
November	1400**	1599	1575	1421		0
December	1494**	1411	1447	1439		0
Annual Total	21150	20071	20628	21256	2604	
Year to Date Trend	21150	20071	20628	21256	2604	-355

(#) 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

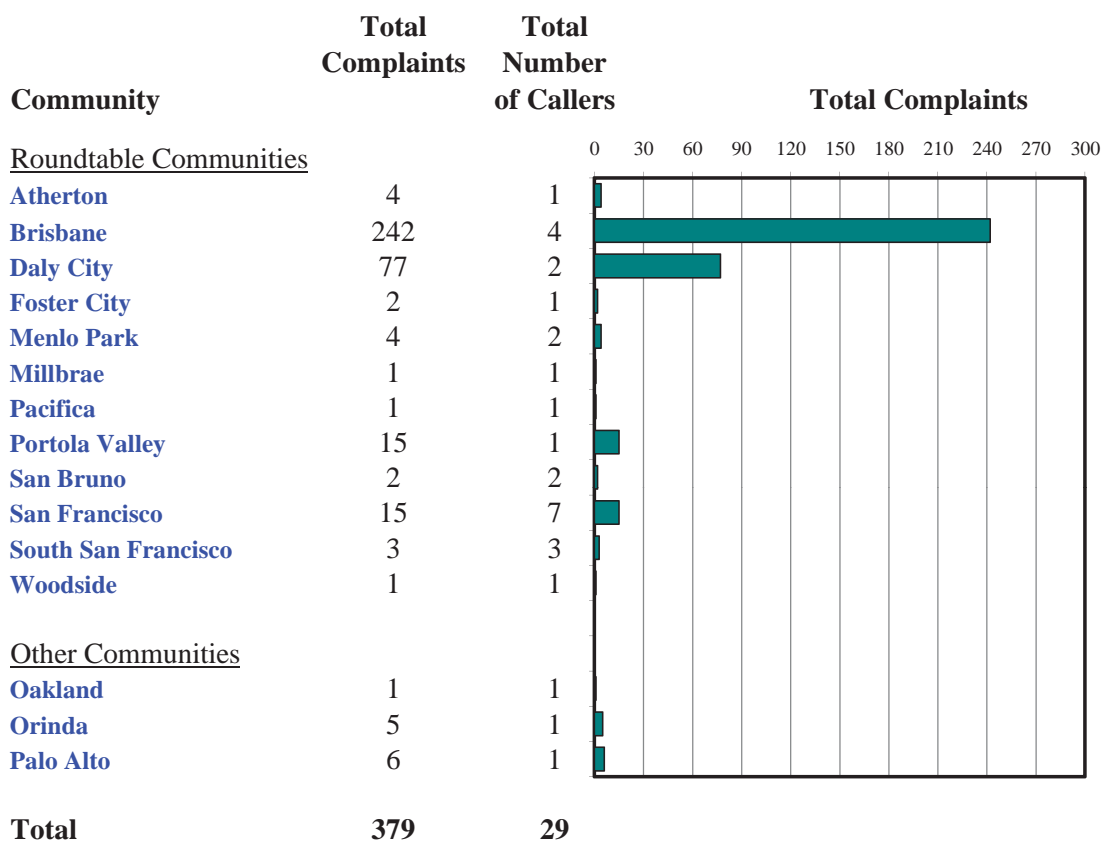
Period: **February 2013**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



This is a detailed map of the San Francisco Bay Area. The map shows the San Francisco Bay, San Francisco, and surrounding areas. Key features include:

- San Francisco:** The city is shown with its major highways (I-80, I-280, I-101) and surrounding areas like San Mateo County and Contra Costa County.
- San Francisco Bay:** The bay is shown with its major waterways and surrounding areas like San Mateo County and Contra Costa County.
- San Francisco Bay Area:** The map shows the surrounding areas, including San Mateo County, Contra Costa County, and Alameda County.
- Major Highways:** The map shows major highways such as I-80, I-580, I-880, I-280, I-101, I-5, I-680, I-805, I-806, I-807, I-808, I-809, I-810, I-811, I-812, I-813, I-814, I-815, I-816, I-817, I-818, I-819, I-820, I-821, I-822, I-823, I-824, I-825, I-826, I-827, I-828, I-829, I-830, I-831, I-832, I-833, I-834, I-835, I-836, I-837, I-838, I-839, I-840, I-841, I-842, I-843, I-844, I-845, I-846, I-847, I-848, I-849, I-850, I-851, I-852, I-853, I-854, I-855, I-856, I-857, I-858, I-859, I-860, I-861, I-862, I-863, I-864, I-865, I-866, I-867, I-868, I-869, I-870, I-871, I-872, I-873, I-874, I-875, I-876, I-877, I-878, I-879, I-880, I-881, I-882, I-883, I-884, I-885, I-886, I-887, I-888, I-889, I-890, I-891, I-892, I-893, I-894, I-895, I-896, I-897, I-898, I-899, I-900, I-901, I-902, I-903, I-904, I-905, I-906, I-907, I-908, I-909, I-910, I-911, I-912, I-913, I-914, I-915, I-916, I-917, I-918, I-919, I-920, I-921, I-922, I-923, I-924, I-925, I-926, I-927, I-928, I-929, I-930, I-931, I-932, I-933, I-934, I-935, I-936, I-937, I-938, I-939, I-940, I-941, I-942, I-943, I-944, I-945, I-946, I-947, I-948, I-949, I-950, I-951, I-952, I-953, I-954, I-955, I-956, I-957, I-958, I-959, I-960, I-961, I-962, I-963, I-964, I-965, I-966, I-967, I-968, I-969, I-970, I-971, I-972, I-973, I-974, I-975, I-976, I-977, I-978, I-979, I-980, I-981, I-982, I-983, I-984, I-985, I-986, I-987, I-988, I-989, I-990, I-991, I-992, I-993, I-994, I-995, I-996, I-997, I-998, I-999, I-1000, I-1001, I-1002, I-1003, I-1004, I-1005, I-1006, I-1007, I-1008, I-1009, I-1010, I-1011, I-1012, I-1013, I-1014, I-1015, I-1016, I-1017, I-1018, I-1019, I-1020, I-1021, I-1022, I-1023, I-1024, I-1025, I-1026, I-1027, I-1028, I-1029, I-1030, I-1031, I-1032, I-1033, I-1034, I-1035, I-1036, I-1037, I-1038, I-1039, I-1040, I-1041, I-1042, I-1043, I-1044, I-1045, I-1046, I-1047, I-1048, I-1049, I-1050, I-1051, I-1052, I-1053, I-1054, I-1055, I-1056, I-1057, I-1058, I-1059, I-1060, I-1061, I-1062, I-1063, I-1064, I-1065, I-1066, I-1067, I-1068, I-1069, I-1070, I-1071, I-1072, I-1073, I-1074, I-1075, I-1076, I-1077, I-1078, I-1079, I-1080, I-1081, I-1082, I-1083, I-1084, I-1085, I-1086, I-1087, I-1088, I-1089, I-1090, I-1091, I-1092, I-1093, I-1094, I-1095, I-1096, I-1097, I-1098, I-1099, I-1100, I-1101, I-1102, I-1103, I-1104, I-1105, I-1106, I-1107, I-1108, I-1109, I-1110, I-1111, I-1112, I-1113, I-1114, I-1115, I-1116, I-1117, I-1118, I-1119, I-1120, I-1121, I-1122, I-1123, I-1124, I-1125, I-1126, I-1127, I-1128, I-1129, I-1130, I-1131, I-1132, I-1133, I-1134, I-1135, I-1136, I-1137, I-1138, I-1139, I-1140, I-1141, I-1142, I-1143, I-1144, I-1145, I-1146, I-1147, I-1148, I-1149, I-1150, I-1151, I-1152, I-1153, I-1154, I-1155, I-1156, I-1157, I-1158, I-1159, I-1160, I-1161, I-1162, I-1163, I-1164, I-1165, I-1166, I-1167, I-1168, I-1169, I-1170, I-1171, I-1172, I-1173, I-1174, I-1175, I-1176, I-1177, I-1178, I-1179, I-1180, I-1181, I-1182, I-1183, I-1184, I-1185, I-1186, I-1187, I-1188, I-1189, I-1190, I-1191, I-1192, I-1193, I-1194, I-1195, I-1196, I-1197, I-1198, I-1199, I-1200, I-1201, I-1202, I-1203, I-1204, I-1205, I-1206, I-1207, I-1208, I-1209, I-1210, I-1211, I-1212, I-1213, I-1214, I-1215, I-1216, I-1217, I-1218, I-1219, I-1220, I-1221, I-1222, I-1223, I-1224, I-1225, I-1226, I-1227, I-1228, I-1229, I-1230, I-1231, I-1232, I-1233, I-1234, I-1235, I-1236, I-1237, I-1238, I-1239, I-1240, I-1241, I-1242, I-1243, I-1244, I-1245, I-1246, I-1247, I-1248, I-1249, I-1250, I-1251, I-1252, I-1253, I-1254, I-1255, I-1256, I-1257, I-1258, I-1259, I-1260, I-1261, I-1262, I-1263, I-1264, I-1265, I-1266, I-1267, I-1268, I-1269, I-1270, I-1271, I-1272, I-1273, I-1274, I-1275, I-1276, I-1277, I-1278, I-1279, I-1280, I-1281, I-1282, I-1283, I-1284, I-1285, I-1286, I-1287, I-1288, I-1289, I-1290, I-1291, I-1292, I-1293, I-1294, I-1295, I-1296, I-1297, I-1298, I-1299, I-1300, I-1301, I-1302, I-1303, I-1304, I-1305, I-1306, I-1307, I-1308, I-1309, I-1310, I-1311, I-1312, I-1313, I-1314, I-1315, I-1316, I-1317, I-1318, I-1319, I-1320, I-1321, I-1322, I-1323, I-1324, I-1325, I-1326, I-1327, I-1328, I-1329, I-1330, I-1331, I-1332, I-1333, I-1334, I-1335, I-1336, I-1337, I-1338, I-1339, I-1340, I-1341, I-1342, I-1343, I-1344, I-1345, I-1346, I-1347, I-1348, I-1349, I-1350, I-1351, I-1352, I-1353, I-1354, I-1355, I-1356, I-1357, I-1358, I-1359, I-1360, I-1361, I-1362, I-1363, I-1364, I-1365, I-1366, I-1367, I-1368, I-1369, I-1370, I-1371, I-1372, I-1373, I-1374

Page 4


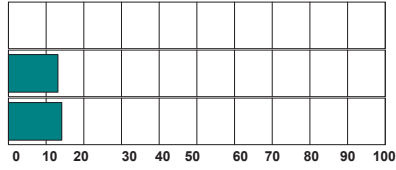


Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **February 2013**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	VRD	1	0.8	3%	
	AAL	14	17.7	47%	
	UAL	15	3.9	50%	
Total		30			

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

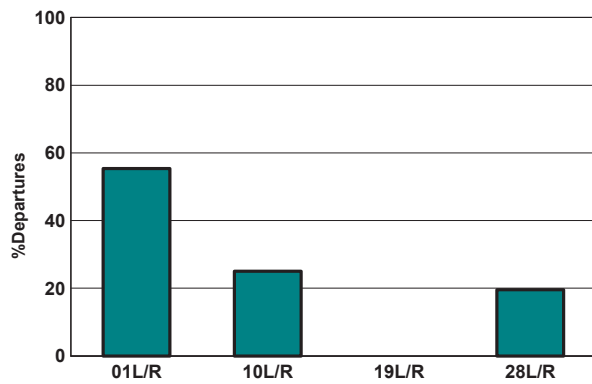
Runway Utilization (1 am to 6 am)

Monthly Jet Departures

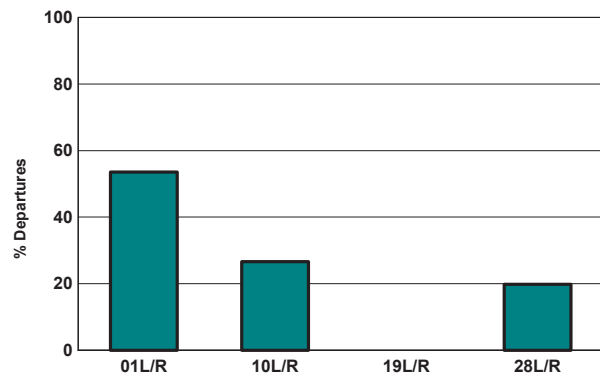
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	77	42	-	-	-	-	-	-	-	-	-	-	198
10L/R	32	57	-	-	-	-	-	-	-	-	-	-	78
18L/R	-	-	-	-	-	-	-	-	-	-	-	-	0
24L/R	50	28	-	-	-	-	-	-	-	-	-	-	98
Total	149	148	-	-	-	-	-	-	-	-	-	-	297

01L/R	92%	99%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	93%
10L/R	24%	29%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	27%
18L/R	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
24L/R	20%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%

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: February 2013

Time of Day : All Hours



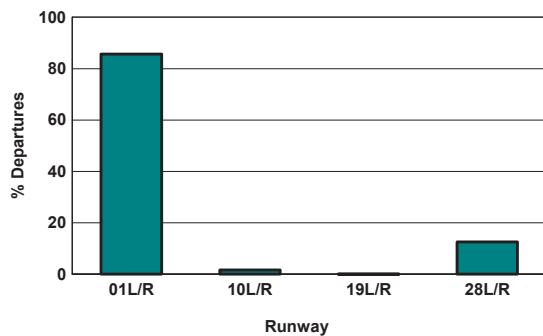
San Francisco International Airport

Runway Utilization (All Hours)

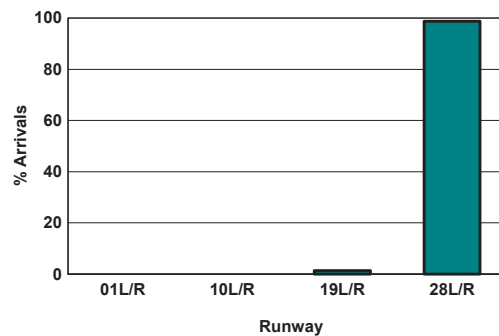
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	12,030	239	2	1,769	14,040
Arrivals	0	0	177	13,632	13,809
Percentage Utilization					
Departures	85.7%	1.7%	0.0%	12.6%	100%
Arrivals	0.0%	0.0%	1.3%	98.7%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

SFO Airport/Community Roundtable

Meeting No. 284 Overview

Wednesday, February 6, 2013

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

Roundtable Chairperson Jeffrey Gee called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:04 PM, in the David Chetcuti Community Room at Millbrae City Hall. James A. Castañeda, AICP, Roundtable Coordinator called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

John L. Martin, City and County of San Francisco Airport Commission

Julian Chang, City and County of San Francisco Mayor's Office

Dave Pine, County of San Mateo Board of Supervisors

Richard Newman, C/CAG Airport Land Use Committee (ALUC)

Elizabeth Lewis, Town of Atherton

Dave Warden, City of Belmont

Cliff Lentz, City of Brisbane

Michael Brownrigg, City of Burlingame

Ray Buenaventura, City of Daly City

Naomi Patridge, Vice-Chair, City of Half Moon Bay

Shawn Christianson, Town of Hillsborough

Robert Gottschalk, City of Millbrae

Sue Digre, City of Pacifica

Ann Wengert, Town of Portola Valley

Jeffrey Gee, Chairperson, City of Redwood City

Pradeep Gupta, City of South San Francisco

David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

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

City of Foster City

City of Menlo Park

City of San Bruno

City of San Carlos

City of San Mateo

ADVISORY MEMBERS PRESENT

Airline/Flight Operations

Michael Jones, United Airlines

Glen Morse, United Airlines

Federal Aviation Administration

David Dodd, Northern California TRACON

Dennis Green, Northern California TRACON

ROUNDTABLE STAFF

James A. Castañeda, AICP, Roundtable Coordinator

Cindy Gibbs, Roundtable Support (Consultant)

Harvey Hartmann, Roundtable Support (Consultant)

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

John Bergener, Planning and Environment

Bert Ganoung, Noise Abatement Manager

Ara Balian, Noise Abatement Specialist

David Ong, Noise Abatement Systems Manager

II. Recognition of Roundtable Representatives and Alternates for 2013

- A.** Welcome to New Roundtable Representatives and Alternates
- B.** Adoption of Resolution 13-01 to Recognize Council Member Sepi Richardson
- C.** Adoption of Resolution 13-02 to Recognize Mayor Ann Keighran
- D.** Adoption of Resolution 13-03 to Recognize Council Member Charlie Bronitsky
- E.** Adoption of Resolution 13-04 to Recognize Council Member Larry May
- F.** Adoption of Resolution 13-05 to Recognize Council Member Wayne Lee
- G.** Adoption of Resolution 13-06 to Recognize Council Member Marie Chuang
- H.** Adoption of Resolution 13-07 to Recognize Council Member Pete DeJarnatt
- I.** Adoption of Resolution 13-08 to Recognize Council Member Kevin Mullin
- J.** Adoption of Resolution 13-09 to Recognize Council Member Dave Tanner

Comments/Concerns/Questions: Chairperson Gee introduced the new representatives to the Roundtable: Dave Warden from the City of Belmont, Cliff Lentz from the City of Brisbane, Jerry Deal from the City of Burlingame, Alvin Royse and Shawn Christianson from the Town of Hillsborough, Maureen Freschet from the City of San Mateo, Pradeep Gupta from the City of South San Francisco, and Thomas Shanahan from the Town of Woodside. Chairperson Gee then express gratitude and best wishes on behalf of the Roundtable for those representatives no longer serving on the Roundtable.

Action: Ann Wengert **MOVED** adoption of resolutions listed in the agenda as items II.B through II.J, omitting II.D. The motion was **SECONDED** by Naomi Patridge and **CARRIED, UNANIMOUSLY.**

III. Election of Roundtable Officers for Calendar Year 2013

A. Election of Roundtable Chairperson

Action: Naomi Patridge nominated Jeff Gee to continue as Roundtable Chairperson. The nomination was seconded by Ann Wengert. Upon acceptance of the nomination, the Roundtable voted **UNANIMOUSLY** in favor of Jeff Gee to serve as Roundtable Chairperson.

B. Election of Roundtable Vice-Chairperson

Action: Sue Digre nominated Naomi Patridge to serve as Roundtable Vice-Chairperson. The nomination was seconded by Elizabeth Lewis. Upon acceptance of the nomination, the Roundtable voted **UNANIMOUSLY** in favor of Naomi Patridge to serve as Roundtable Vice-Chairperson.

IV. Public Comments of Items Not on the Agenda

Comments/Concerns/Questions: None.

V. Consent Agenda Items

- A. Review of Airport Director's Report for November 2012
- B. Review of Airport Director's Report for December 2012
- C. Review of SFO Fly Quiet Report Q4 2012
- D. Review of Roundtable Regular Meeting Overview for December 5, 2012

Comments/Concerns/Questions: Rich Newman provide edits to item V.C "Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR" of the December 5, 2012 Roundtable Regular meeting overview.

Action: Michael Brownrigg **MOVED** the approval of the Consent Agenda Items with edits to item V.D (Roundtable Regular Meeting Overview for December 5, 2012). The motion was **SECONDED** by Julian Chang and **CARRIED, UNANIMOUSLY**.

VI.A. Airport Director's Report

Airport Director John Martin recognized Sepi Richardson for her years of dedicated service and contributions to the Roundtable. Mr. Martin indicated that SFO ended the year with 44.5 million passengers, which accounts for an 8.5% increase from the pervious year. As indicated in December, an expected leveling off of domestic traffic is expected due to Virgin America's aircraft order cancelation. Both Virgin America and Delta announced service from San Jose to Los Angeles, which is possibly good news for the communities of Brisbane and South San Francisco as they could potentially see a shift/reduction in traffic in the future.

VI.B. Airport Year End Noise Summary

Airport Director John Martin walked representatives through a handout provided that gives a brief synopsis explaining the 2012 noise levels from SFO. It also indicates the best and worst airlines in regards to noise, and explains where the focus is on to abate those who exceed noise thresholds.

Comments/Concerns/Questions: Chairperson Gee asked for clarification and explanation of the CNEL contours for the benefit of the new representatives on the Roundtable. Aircraft Noise Abatement Manager Bert Ganoung provide an explanation and pointed out the significant of the 65 dB CNEL contour line that is referenced. Woodside resident Jim Lyons wished to discussed two points on the matter. First was questioning the methods by which measurements are taken from noise monitoring sites and how those measurements are calculated, specifically those measurements below 58 dB that are counted as zero. He indicated that in evaluating the flight tracks that hundreds, if not thousands, of flights have flown over the Woodside VOR with levels greater than 40 dB. Not including values below 58 dB would drive down the CNEL average making such calculations significantly flawed. Secondly, Mr. Lyons brought to attention the 21,256 significant noise exceedance events for 2012 listed in the December 2012 Airport Director's Report. It is understood that "significant noise exceedance" are measurements beyond 100 dB, and indicates these are not flights near the airport but in the communities. Mr. Ganoung explained significant noise exceedances are adjusted for location and time of day. Those closer to the airport during the day hold higher thresholds than those further away and/or in the evening hours.

Further, the exceedance provided in the report are per monitoring station, where a single flight that may exceed a noise monitor's threshold may exceed other stations along the flight path. Therefore, the number is not reflective of flights, but individual monitor exceedance. Chairman Gee asked for clarification on possible 100 dB exceedances, which Mr. Ganoung explained it's an extremely rare situation in the Woodside area. It was indicated that Oakland International Airport would be deploying monitoring equipment in the area to allow side-by-side comparison with SFO's equipment.

VI.C. Noise 101, PART 1

Aircraft Noise Abatement Manager Bert Ganoung presented the first two modules of the Noise 101 program, which introduced members to the Noise Abatement office and operations, and Noise Metrics.

Comments/Concerns/Questions: Vice-chair Naomi Patridge asked how the noise contours changed over the years. Mr. Ganoung explained that they have become smaller over the years, and illustrated a comparison of the 1983 noise contours with today's contours. This is a result of quieter aircraft, better operating procedures, and working with the FAA and airlines. Vice-chair Patridge explained her question was meant to illustrate the role the Roundtable has played in working towards reduction in aircraft noise and seeing those realized reductions over the years.

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

Bert Ganoung indicated the closure updates have been providing to Roundtable staff for distribution on its end. Roundtable Coordinator James Castaneda explained he's still working with several individuals to provide streamlined updates, and is continuing that effort. Acting Spokesperson Doug Yakel indicated the next closure if scheduled for February 15-18.

Comments/Concerns/Questions: None.

VII.B. Update on FAA's PORTE Departure Analysis

Chairman Gee provide a brief background on the drafting process and the intentions of getting that approved and sent out.

Comments/Concerns/Questions: Rich Newman expressed concern that the letter should not impress codifying flying the PORTE FOUR departure and that not flying as prescribed is some sort of a violation. It was requested to reconsider language both in this and the OAMP letter (item V.D) to avoid the impression of demanding requirements. Elizabeth Lewis shared her views on the letter and didn't feel the letter implies such. Chairperson Gee indicated he'll consider tweaking it, but wishes to avoid bring the letter back to the group in order to get it sent out within the next week.

Action: Elizabeth Lewis **MOVED** the approval of the letter, with edits, regarding the PORTE Departure. The motion was **SECONDED** by Sue Digre and **CARRIED, UNANIMOUSLY.**

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

Comments/Concerns/Questions:

Woodside resident Jim Lyons reiterated his concern that Oceanic Tailored Arrivals (OTA) only account for 4% of the flights over the Woodside VOR. The letter should be reflective of all flights, specifically the remaining 96% of flights over the VOR. Mr. Lyons also encouraged the inclusion of CNEL as a supplemental metric to be used in addition to Lmax as stated in the draft.

David Burow expressed concern over not receiving conclusive data regarding the Woodside VOR studies. Chairperson Gee responded that the intention of the letter is to start the conversation to attempt to make perceived noise improvement, and refuses to spend additional time challenging data. Supervisor Pine asked for clarification regarding the Eshoo Letter, and Roundtable Technical Consultant Harvey Hartmann indicated that the letter was never regulatory, and was always voluntary as permitted subject to traffic and conditions. Michael Brownrigg expressed that the focus of the letter should be reflected of the Roundtable's mission to improve noise impacts, not airport or aircraft optimization or green house/pollution reduction. Those should be the focus of other bodies, and will not defer a noise solution to address pollution issues. Elizabeth Lewis followed-up that a noise solution should defer to safety, but reasonable modifications should be pursued when possible. Chairperson Gee indicated the letter would be edited to reflect some of the feedback provided by the Roundtable prior to being sent.

Action: Rich Newman **MOVED** the approval of the letter, with edits, regarding the Oceanic Arrivals Over the Woodside VOR. The motion was **SECONDED** by Elizabeth Lewis and **CARRIED, UNANIMOUSLY**.

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

Comments/Concerns/Questions: None.

Action: Naomi Patridge **MOVED** the approval of the letter, with edits, regarding the OAMP. The motion was **SECONDED** by Michael Brownrigg and **CARRIED, UNANIMOUSLY**.

VII.E. Committee Assignments

Chairperson Gee asked for volunteers for an ad hoc subcommittee to evaluate and make recommendations modifying the bylaws, specifically the requirement of Chairperson and Vice-chair attending all subcommittee meetings. Sue Digre, Naomi Patridge, Elizabeth Lewis, David Burow, and Carol Klatt agreed to be part of the ad hoc committee. Chairperson Gee also asked staff to follow-up with members to ask for volunteers to fill the standing subcommittees.

Comments/Concerns/Questions: None.

VIII. Airport Noise News Briefing

Roundtable Technical Consultant Cindy Gibbs provided updates relevant to aircraft noise, including announcement of the new House Subcommittee chairman, proposed rule making on unmanned aircrafts, final ruling on tilt rotor aircrafts, new FAQ page for changes in the FAA noise insulation Program Guidance Letter, an upcoming Noise Symposium in Costa Mesa, and the Bay Area OAMP Environmental Assessment being released later this year.

Comments/Concerns/Questions: None

VI. Member Communications /Announcements

Comments/Concerns/Questions: None.

VII. Adjourn

The meeting was adjourned at approximately 9:32 PM.

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

REGULAR AGENDA

Regular Meeting # 285
April 3, 2013

Agenda Items IV - VII

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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

March 18, 2013

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

Dear Mr. Green:

I am pleased to inform you that the Northern California TRACON has been selected to receive the annual San Francisco International Airport/Community Roundtable Jon C. Long Fly Quiet "Chairperson's Award" for 2011-2012. This annual award is presented in recognition of exceptional commitment to all aspects of the Fly Quiet Program. The Chairperson's Award recognizes efforts that go above and beyond mere participation in the program, and is intended to commend the extraordinary efforts demonstrated towards reducing aircraft noise impacts in the communities surrounding San Francisco International Airport. It should be further noted that this is the first time in the history of the Fly Quiet Program that an entity other than an airline is the recipient of this honor.

The Northern California (NorCal) TRACON facility was chosen for their extensive work with the Noise Abatement Office, the Roundtable, and with airlines in order to assist in looking for possible solutions to the noise issues in Brisbane and in southern San Mateo County. NorCal TRACON has also shown ongoing commitment in attending and participating in Roundtable meetings, as well as allowed tours for Roundtable members and some citizens to help give a better understanding of the TRACON's operations. Without the assistance of NorCal TRACON, many of the improvements that have been made in the past year would not have occurred.

The Roundtable will present the Jon C. Long Fly Quiet Awards at its Regular Meeting on April 3, 2013. The meeting will be held at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California and will begin at 7:00 pm. I invite you to attend this event to accept the "Most Improved Airline" award on behalf of NorCal TRACON. Please contact James Castañeda, Roundtable Coordinator at (650) 363-1853 by March 26, 2013 to confirm your attendance.

The San Francisco International Airport and the Airport/Community Roundtable appreciate the efforts of the NorCal TRACON to help airlines fly as quietly as possible at San Francisco International Airport. Congratulations on receiving this award.

Best regards,

Jeffrey Gee
Roundtable Chairperson

cc: Roundtable Representatives and Alternates
Doug Yakel, SFO Director, Bureau of Community Affairs

Working together for quieter skies





San Francisco International
Airport/Community Roundtable

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Redwood City, CA 94063
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www.sforoundtable.org

March 18, 2013

Herman J. Wai, Station Manager
Emirates
P.O. Box 282129
5th Floor, Room 1.5.047
San Francisco International Airport
San Francisco, CA 94125-1957

Dear Mr. Wai:

I am pleased to announce that Emirates has been selected to receive the San Francisco International Airport/Community Roundtable Jon C. Long Fly Quiet "Most Improved Airline Award" for 2011-2012. This award is presented to an airline that exhibited the most improvement when the summary scores were computed for the year.. Over the course of the 2011-2012 rating period, Emirates has made an overall improvement of 2.31 points.

SFO's Fly Quiet Program is an Airport/Community Roundtable initiative implemented by the Aircraft Noise Abatement Office. The purpose of the program is to encourage individual airlines to operate as quietly as possible at SFO. The Fly Quiet Program rates an airline's operation at San Francisco International Airport in six categories: (1) the overall noise quality of each airline's fleet operating at SFO, (2) an evaluation of single overflight noise level exceedances, (3) a measure of how well each airline complies with the nighttime preferred noise abatement runways, (4 & 5) an assessment of how well each airline adheres to the Gap Departure as well as the Shoreline Departure and (6) a measure of how well each airline flies the Foster City arrival procedures.

The Roundtable will present the Jon C. Long Fly Quiet Awards at its Regular Meeting on April 3, 2013. The meeting will be held at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California and will begin at 7:00 pm. I invite you to attend this event to accept the "Most Improved Airline" award on behalf of Emirates. Please contact James Castañeda, Roundtable Coordinator at (650) 363-1853 by March 26, 2013 to confirm your attendance

The San Francisco International Airport and the Airport/Community Roundtable appreciate the efforts of Emirates to be a good neighbor and fly as quietly as possible at San Francisco International Airport. Congratulations on receiving this award.

Best regards,

Jeffrey Gee
Roundtable Chairperson

cc: Roundtable Representatives and Alternates
Doug Yakel, SFO Director, Bureau of Community Affairs

Working together for quieter skies





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

March 18, 2013

Yuji Furukawa, Station Manager
All Nippon Airways
P.O. Box 251957
San Francisco International Airport
San Francisco, CA 94125-1957

Dear Mr. Furukawa:

I am pleased to announce that All Nippon Airways (ANA) has been selected to receive the San Francisco International Airport/Community Roundtable Jon C. Long Fly Quiet Award for the "Quietest Overall Airline". This award is presented to an airline that holds the highest average summary score for the previous four quarters. For 2011– 2012, ANA had an overall Fly Quiet score of 7.87.

SFO's Fly Quiet Program is an Airport/Community Roundtable initiative implemented by the Aircraft Noise Abatement Office. The purpose of the program is to encourage individual airlines to operate as quietly as possible at SFO. The Fly Quiet Program rates an airline's operation at San Francisco International Airport in six categories: (1) the overall noise quality of each airline's fleet operating at SFO, (2) an evaluation of single overflight noise level exceedances, (3) a measure of how well each airline complies with the nighttime preferred noise abatement runways, (4 & 5) an assessment of how well each airline adheres to the Gap Departure as well as the Shoreline Departure and (6) a measure of how well each airline flies the Foster City arrival procedures.

The Roundtable will present the Jon C. Long Fly Quiet Awards at its Regular Meeting on April 3, 2013. The meeting will be held at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California and will begin at 7:00 pm. I invite you to attend this event to accept the "Quietest Overall Airline" award on behalf of ANA. Please contact James Castañeda, Roundtable Coordinator at (650) 363-1853 by March 26, 2013 to confirm your attendance

The San Francisco International Airport and the Airport/Community Roundtable appreciate the efforts of ANA to be a good neighbor and fly as quietly as possible at San Francisco International Airport. Congratulations on receiving this award.

Best regards,

Jeffrey Gee
Roundtable Chairperson

cc: Roundtable Representatives and Alternates
Doug Yakel, SFO Director, Bureau of Community Affairs

Working together for quieter skies



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

Western-Pacific Region
Office of the Regional Administrator

P. O Box 92007
Los Angeles, CA 90009-2007

MAR 13 2013

Mr. Jeffrey Gee
Chairperson
San Francisco International Airport/Community Roundtable
455 County Center, 2nd Floor
Redwood City, CA 94063

RECEIVED
2013 MAR 25 P 3:38
SAN MATEO COUNTY
PLANNING AND BUILDING
DEPARTMENT

Dear Mr. Gee:

Thank you for your letter dated February 13, 2013, regarding “mitigations for aircraft noise over the communities adjacent and near the Woodside VOR.”

As acknowledged in your letter, the Federal Aviation Administration (FAA) has worked diligently to train controllers to follow the noise abatement procedures unless other action is needed for safety or separation. These procedures include ensuring that oceanic arrivals on the conventional arrival procedure to the San Francisco International Airport (SFO) cross the Woodside VOR at or above 8,000 feet Mean Sea Level (MSL) whenever possible as described in the “Eshoo Letter.”

Oceanic Tailored Arrivals (OTAs) were developed, tested and implemented in cooperation with the SFO Roundtable and the SFO airport, and are an exception to the crossing altitude of 8,000 feet MSL or higher. Extensive studies have proven that procedures with optimized profile descents, like the OTAs, reduce noise, fuel consumption, and emissions. During the testing of the OTA procedures, noise monitoring confirmed that the OTA procedures did not create a significant increase in noise in the vicinity of the Woodside VOR. Therefore, suspending OTAs or taking aircraft off of an OTA will not result in a significant decrease in noise. Since OTAs provide substantial environmental benefits without a significant noise impact, we do not concur with suspending OTAs during the night.

We appreciate the concerns about FedEx Flight 1800, which is an oceanic arrival to the Oakland Airport. The FAA is reminding controllers to keep conventional arrivals, including FedEx Flight 1800, at or above 8000 feet MSL over the Woodside VOR whenever weather and traffic permit.

In regard to Optimization of Airspace and Procedures in the Metroplex (OAPM), which is a NextGen initiative, the FAA's primary mission is to promote the safe and efficient use of the nation's airspace. The Northern California (NorCal) OAPM project will further this mission by improving the efficient use of navigable airspace through the implementation of optimized flight procedures serving major airports in the Northern California region. Within this context, the NorCal OAPM project does not seek to implement procedures which may result in a significant noise impact. The FAA is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts of the implementation of the NorCal OAPM project. Please be assured that the potential for any noise impacts resulting from the implementation of the NorCal OAPM project will be fully evaluated and disclosed as part of the environmental process.

We appreciate your comments on the use of supplemental metrics for the evaluation of noise exposure on the proposed procedures in the NorCal OAPM project. The decision to use supplemental metrics is at the discretion of the agency and the FAA has not made a decision yet regarding supplemental metrics. According to FAA Order 1050.1E, Appendix A, Section 14, all detailed noise analyses must be performed using the most current version of the Integrated Noise Model, Heliport Noise Model, or Noise Integrated Routing System (NIRS). The FAA plans to use the NIRS noise model for the OAPM project EA.

We will continue to work with the Roundtable to address noise concerns resulting from operations at SFO. Additionally, the NorCal OAPM Team will continue to provide information as appropriate.

Thank you for this opportunity to respond to your letter. If you have any questions, please contact Mr. Dale Bouffiou, Acting Deputy Regional Administrator at (310) 725-3550, or Mr. Clark Desing, Manager, Operations Support Group, Western Service Center at (425) 203-4500.

Sincerely,



David C. Suomi
Acting Regional Administrator

cc: Senator Boxer
Congresswoman Eshoo
Congresswoman Speier
State Senator Hill
Assemblyman Gordon
Mayor and Councils of Atherton, Portola Valley, and Woodside
Mr. Martin, Airport Director, SFO



DATE: April 3, 2013

TO: San Francisco International Airport/Community Roundtable

FROM: James A. Castañeda, AICP
Program Coordinator, SFO Airport/Community Roundtable

SUBJECT: Agenda Item V.E. re: Consideration/Approval of Proposed Amendments to the Roundtable Bylaws

Recommendation

The Roundtable consider and approve amendments to the Roundtable Bylaws that will: (1) add the City of Daly City as a member and (2) amend language to allow the Roundtable Chairperson to assign a member of the Roundtable as a Subcommittee Chairperson.

Background/Discussion

There are two amendments of the Roundtable Bylaws.

The first amendment is to add the City of Daly City to the Roundtable Roster as shown on Page 4 of the Bylaws in Article III.

The second amendment is to Article VII, Section 3.b. to change the requirement that the Roundtable Chairperson and Vice-Chairperson must be present at each Subcommittee meeting; this requirement would no longer be in place, and the Chair would be able to appoint a Subcommittee Chair and/or Vice-Chair. As with previous Subcommittee meetings, detailed meeting notes will be taken and made public, ensuring information from the Subcommittees is distributed to all Roundtable members and interested public. All standing Subcommittees will be noticed and open to the public.

Alternative language to consider includes the following:

Article VII. Section 3.b. draft revised language:

The Roundtable Chairperson and Vice-Chairperson ~~shall~~ **may** serve on a ~~each~~ Sub-committee **or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson.** The Roundtable Chairperson shall serve **as or appoint a** ~~as the~~ Chair of the Subcommittee, **and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.** ~~When the Roundtable Chairperson cannot attend a Subcommittee meeting, the Roundtable Vice-Chairperson may serve as the Chair for that meeting.~~

Article VII. Section 3.b. draft revised language with changes implemented:

The Roundtable Chairperson and Vice-Chairperson may serve on a Subcommittee or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson. The Roundtable Chairperson shall serve as or appoint a Chair of the Subcommittee, and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.

Attachment – Proposed Revisions Bylaws

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE PURPOSE AND BYLAWS

Adopted on June 5, 2005 (Ver. 1)

Amended on December 2, 2009 (Ver. 2)

Amended on December 1, 2010 (Ver. 3)

[Amended on April 3, 2013 \(Ver. 4\)](#)

A. PURPOSE

B. BYLAWS

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SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE PURPOSE AND BYLAWS

A. PURPOSE

The San Francisco International Airport/Community Roundtable was established in 1981 to address community concerns related to noise from aircraft operating to and from San Francisco International Airport (SFO). This voluntary committee of local elected and appointed officials provides a forum for public officials, airport management, FAA staff, and airline representatives to address issues regarding aircraft noise, with public input. The Roundtable monitors a performance-based aircraft noise mitigation program, as implemented by airport staff, considers community concerns regarding relevant aircraft noise issues, 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 elected officials.

B. BYLAWS

Article I. Organization Name

The name of the independent public body established by a 1981 Memorandum of Understanding (MOU), as amended, to carry out the purpose stated above, is the "San Francisco International Airport/Community Roundtable" and may be commonly referred to as the "Roundtable."

Article II. Current Roundtable Memorandum of Understanding (MOU)

The purpose and objectives of the Roundtable are stated in an adopted document entitled, "Memorandum of Understanding (MOU) Providing for the Continuing Operation of the San Francisco International Airport/Community Roundtable," as amended. The MOU is the Roundtable creation document and provides the foundation for its focus and activities.

Article III. Membership/Representation

1. As of the adoption date of this version of the Bylaws, the following agencies/bodies are Roundtable Regular Members:

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor's Office
City and County of San Francisco Airport Commission
County of San Mateo Board of Supervisors
C/CAG Airport Land Use Committee (ALUC)
Town of Atherton
City of Belmont
City of Brisbane
City of Burlingame
[City of Daly City](#)
City of Foster City
City of Half Moon Bay
Town of Hillsborough
City of Menlo Park
City of Millbrae
City of Pacifica
Town of Portola Valley
City of Redwood City
City of San Bruno
City of San Carlos
City of San Mateo
City of South San Francisco
Town of Woodside

2. Roundtable Representatives and their Alternates are voting members who serve on the Roundtable and are designated by each of the members listed in Article III. Section 1 above.
3. All Representatives and their Alternates shall be elected officials from the agencies/bodies they represent, except those from the following:

City and County of San Francisco Mayor's Office
City and County of San Francisco Airport Commission
City/County Association of Governments of San Mateo County (C/CAG) Airport Land Use Committee (ALUC)

4. Roundtable Advisory Members are non-voting members that provide technical expertise and information to the Roundtable and may consist of representatives from the following:

City/County Association of Governments of San Mateo County

Chief pilots of airlines operating at San Francisco International Airport
Federal Aviation Administration (FAA) Staff

5. All Representatives and Alternates who serve on the Roundtable shall serve at the pleasure of their parent bodies.
6. All appointed and elected officials who serve on the Roundtable can be removed/replaced from the Roundtable at any time by their parent bodies. However, the Roundtable encourages and recommends at least two years of service for Representatives and Alternates who serve on the Roundtable.
7. The Alternates of all Roundtable member agency/bodies shall represent their parent body at all Roundtable meetings when the designated Representative is absent.
8. If both the Representative and his/her Alternate will be absent for a Roundtable meeting, the Chair/Mayor of the member agency/body may designate a voting representative of that agency/body as a substitute for that meeting only and shall notify the Roundtable, preferably in writing, at least two days before the meeting, of that designation.
9. Any city or town in San Mateo County that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.
10. Any member may withdraw from the Roundtable by filing a written notice of *Intent to Withdraw from the Roundtable* with the Roundtable Chairperson at least thirty (30) days in advance of the effective date of the withdrawal.
11. No Representative or Alternate shall receive compensation or reimbursement from the Roundtable for expenses incurred for attending any Roundtable meeting or other Roundtable functions.
12. A former member that has withdrawn its Roundtable membership must follow the same process that a new city or town in San Mateo County must follow to request membership in the Roundtable as described in Article III. Section 9 above.

Article IV. Officers/Elections

1. The officers of the Roundtable shall consist of a Chairperson and a Vice-Chairperson.
2. The Chairperson and Vice-Chairperson shall be elected by a majority of the members present at the February Meeting or the first Regular Meeting held thereafter. The term of the Chairperson and Vice-Chairperson shall not exceed twelve (12) months from the date of the election.
3. Nominations for officers of the Roundtable shall be made from the floor.

4. The Chairperson shall preside at all Regular and Special Roundtable Meetings and may call Special Meetings when necessary.
5. The Vice-Chairperson shall perform the duties of the Chairperson in the absence of the Chairperson.
6. A special election shall be called if the Chairperson and/or Vice-Chairperson are unable to serve a full term of office.
7. The Chairperson or Vice-Chairperson may be removed from office at any time by a majority vote of the members present at the meeting that such action is to be taken.

Article V. Staff Support

1. Roundtable staff support shall be provided by the County of San Mateo and by the San Francisco Airport Commission. Staff support provided by the County of San Mateo may include County staff and consultants.
2. The duties of the Roundtable Staff and consultants provided by the County of San Mateo shall be specified and approved as part of the Roundtable's annual budget process.

Article VI. Meetings

1. The Roundtable membership shall establish, by adopted resolution, the date, time and place for Regular Roundtable Meetings. Such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter.
2. A majority of the voting members of the Roundtable must be present to constitute a quorum for holding a Regular or Special Roundtable Meeting. Regular or Special Meetings cannot be held if a quorum is not present.
3. If a quorum is not present at a Regular or Special Roundtable Meeting as determined by the roll call, the Chairperson may decide to:
 - a. terminate the proceedings by declaring a quorum has not been achieved and therefore an official meeting cannot be convened,
 - or
 - b. delay the start of the official meeting as a means to achieve a quorum, if possible,
 - and

- c. if the Chairperson chooses to delay the meeting the Chair may ask for a consensus from the Representatives/Alternates present to hear the informational items only as noted on the meeting agenda.
4. All agendas and meeting notices for each Regular Meeting, Special Meeting, and certain Subcommittee Meetings, as defined in Article VII, shall be posted, as prescribed by law (Brown Act, California Government Code Section 5490 et seq.).
5. Each Roundtable Meeting Agenda packet shall be posted on the Roundtable Web site as soon as possible before a meeting.
6. A paper copy of the Meeting Agenda packet shall be provided at no charge to anyone who requests a copy.

Article VII. Subcommittees

1. Subcommittees shall either be a Standing Subcommittee or an Ad Hoc Subcommittee. The number of members appointed to a subcommittee of the Roundtable shall consist of less than a quorum of its total membership (see Article VI. Section 2, re: quorum).
 - a. Standing Subcommittees shall include, but not be limited to the following:
 1. Work Program Subcommittee
 2. Operations and Efficiency Subcommittee
 3. Legislative Subcommittee
 - b. Ad Hoc Subcommittee(s) may be created, as needed, to address specific issues.
2. Creation of a Standing Subcommittee or an Ad Hoc Subcommittee may be created by a majority vote of the Representative/Alternates present at a Regular Meeting. The Chairperson shall have the discretion to propose the formation of a subcommittee.
3. Standing Subcommittee or Ad Hoc Subcommittee membership and number of meetings shall be based on the following:
 - a. The Chairperson, at his or her discretion, may appoint any Roundtable Representative or Alternate to serve on a Standing Subcommittee or on an Ad Hoc Subcommittee.
 - b. The Roundtable Chairperson and Vice-Chairperson ~~shall~~ **may** serve on **a each** Sub-committee **or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson.** The Roundtable Chairperson shall serve **or appoint a** ~~as the~~ Chair of the Subcommittee, **and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.**

~~When the Roundtable Chairperson cannot attend a Subcommittee meeting, the Roundtable Vice-Chairperson may serve as the Chair for that meeting.~~

- c. Each Subcommittee shall meet as many times as necessary to study the issues identified by the Roundtable as a whole and develop and submit final recommendations regarding such issues to the full Roundtable for review/action.
 - d. After the date on which the Roundtable has heard and taken action on an Ad Hoc Subcommittee's final recommendation(s), the Ad Hoc Subcommittee shall cease to exist, unless the Roundtable determines that the Subcommittee must reconvene for the purposes described in this paragraph. In its action on the Ad Hoc Subcommittee recommendation(s), the Roundtable may direct the Subcommittee to reconvene, as necessary to review, refine, and/or revise all or a portion of its recommendation(s). If such action occurs, the Ad Hoc Subcommittee shall be charged with preparing and submitting a subsequent recommendation(s) to the full Roundtable for review/action. After the date on which the Roundtable has received the subsequent Ad Hoc Subcommittee recommendation(s), the Subcommittee shall cease to exist.
4. The duties of a chairperson of a Roundtable Subcommittee may include, but are not limited to, presiding over Subcommittee meetings and submitting recommendations to the full Roundtable, regarding the topics/issues addressed by the Subcommittee.

Article VIII. Funding/Budget

1. The Roundtable shall be funded by its voting member agencies. The County of San Mateo shall establish a Roundtable Trust Fund that contains the funds from the member agencies and shall be the keeper of the Trust Fund. All Roundtable expenses shall be paid from the Roundtable Trust Fund.
2. The amount of the annual funding contribution for the various categories of membership may be revised by the Roundtable at a Regular or Special Meeting by a majority vote of those members present at that meeting.
3. The Roundtable fiscal year shall be from July 1st to June 30th.
4. Roundtable Staff, in consultation with the Roundtable Chairperson, will recommend an annual funding amount for each Roundtable member at least 60 days prior to the anticipated date of adoption of the annual Roundtable Budget.
5. The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting held between May 31 and October 31 of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.

6. The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.
7. The City and County of San Francisco shall provide an annual funding contribution for representation on the Roundtable by the representatives from the San Francisco Board of Supervisors, the San Francisco Mayor's Office, and the San Francisco Airport Commission. The Airport Commission, being a department of the City and County of San Francisco, shall provide one funding source for all three of these representatives. The amount of the annual contribution may be determined at the discretion of the Airport Director, with approval by the Airport Commission and shall be the subject of an agreement between the City and County of San Francisco and the County of San Mateo.
8. If a member withdraws from the Roundtable, per the provisions of Article III. Section 9, the remainder of that member's annual Roundtable funding contribution shall be forfeited, since the annual Roundtable Budget and Work Program are based on revenue provided by all Roundtable members.

Article IX. Conduct of Business/Voting

1. All Roundtable Regular Meetings and Special Meetings shall be conducted per the relevant provisions in the Brown Act, California Government Code Section 54950 et seq.
2. All Roundtable Standing Subcommittees, as identified in Article VII., are considered legislative bodies, per Government Code Section 54952 (b) (Brown Act) and therefore, the conduct of Standing Subcommittee meetings shall be guided by the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
3. All Ad Hoc Subcommittees are not legislative bodies, as defined by law, and therefore the conduct of those Subcommittee meetings are not subject to the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
4. All action items listed on the Meeting Agenda shall be acted on by a motion and a second, followed by discussion/comments from Roundtable Representatives and the public, in accordance with *Robert's Rules of Order*. Approval of an action item shall require a majority of the membership present.
5. Except as described in Section 6 below, each agency/body represented on the Roundtable shall have one vote on all voting matters that come before the Roundtable.
6. The City and County of San Francisco has three (3) representatives on the Roundtable (Board of Supervisor's Representative, Mayor's Office Representative, and Airport Commission Representative). In the event all three are present at a Roundtable Regular or Special Meeting, only two of the three may vote on any action item on the meeting agenda.

7. To ensure efficient communications and the appropriate use of Roundtable Staff and Airport Noise Abatement Office Staff resources outside of noticed Roundtable meetings, other than those requests deemed to be minor by the Chairperson, Roundtable Members shall submit all requests for assistance/information/analysis to the Chairperson. The Chairperson will determine the appropriate course of action to respond to the request and shall, if necessary, forward the request to Roundtable and/or Airport staff for action. The Chairperson shall inform the Roundtable Member of the disposition of the request in a timely manner. For requests that are outside of the Roundtable's purview or approved Work Program, the Chairperson shall notify the Member that the request cannot be fulfilled at that time. The Vice Chairperson shall have similar authority in the Chairperson's absence.

Article X. Amendments/Effective Date

1. The Bylaws shall be adopted at a Regular or Special Roundtable Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
2. The adopted Bylaws may be amended at any Roundtable Regular or Special Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

* * * * *

Signed By:

Jeff Gee
Roundtable Chairperson
Vice Mayor
City of Redwood City

Date: _____

Naomi Patridge
Roundtable Vice-Chairperson
Councilmember
City of Half Moon Bay

Date: _____

February 25, 2013

**Noise Exceedance Level Threshold History
At the
San Francisco International Airport**

Prepared for
Jeff Gee
Chairman
San Francisco International Airport/Community Roundtable

Prepared by
Cynthia Gibbs



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Suite 250

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CindyG@AirportNetwork.com

1.0 Background

At the February 6, 2013 San Francisco International Airport/Community Roundtable (SFO RT) meeting, the SFO Noise Abatement Office presented the first chapter of its Noise 101 curriculum to the SFO RT membership. In this presentation, noise exceedance levels were discussed. Subsequent to the meeting, BridgeNet was tasked to prepare a report detailing the origin of the exceedance threshold levels at the noise monitoring sites (NMS's) located in the communities around San Francisco International Airport.

2.0 Noise Exceedance History

The noise abatement office established a noise exceedance policy in 1988, which defined a noise exceedance as a noise event outside of the 65 CNEL that was over 100 SEL. The purpose of establishing noise exceedance levels outside of the 65 CNEL was to represent that while the 65 CNEL was the only state and federally accepted measure to determine the impacts of aircraft noise, there were still loud noise events that occurred outside of the 65 CNEL. The 65 CNEL was much larger when this policy was established; the 65 CNEL contour has shrunk considerably, causing the need to revisit the exceedance policy in 2002. This exceedance criterion was used until 2002 when the airport established the Fly Quiet Program.

In the spring of 2002, SFO implemented an SFO RT initiative, the Fly Quiet Program. The premise of the Fly Quiet Program is to encourage airlines to fly published procedures as quietly as possible. The airlines are evaluated on five elements, including noise exceedance. The following is excerpted from the Fly Quiet Program documentation published in April 2002 that describes the Noise Exceedance Rating category:

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 noise level higher than the maximum allowable 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.

Instead of using the 100 SEL level at every monitor, specific Lmax levels were established at each monitor that reflected its proximity to the airport and the historic noise levels of aircraft passing over the individual monitors. The exceedance levels used for the Fly Quiet Program are also used for the monthly exceedance report published by the airport.

During the initial years that the airport reported noise exceedances, there was an average of 70 exceedances per month from the years 1988-2001. Once the Fly Quiet Program was established and the new exceedance levels were reported, the average number of exceedances per month was 1,766 from the years 2002-2012. This increase in the number of exceedances reflects the change in policy.

3.0 Noise Exceedance Rating Methodology

The Noise Exceedance Rating element of the Fly Quiet Program is based on historic data collected from SFO's airport noise monitoring system. The airport installed its first noise monitoring system in 1975 which consisted of 12 noise monitors. It expanded to 22 noise monitors in 1983, and five more sites were added 1987. A monitor was installed in Redwood City in 2000 and the latest site in San Mateo, which came online in 2008. This system had a network of 29 NMS throughout San Mateo County and the City of San Francisco. In 2005 the airport upgraded its system to a state of the art ANOMS system, maintaining the original 29 noise monitoring locations and four portable noise monitors; this system continues to collect information seven days a week, 24 hours a day. The systems are designed to last 20 years with regular maintenance.

The Fly Quiet Program noise exceedance data is based on information from the original noise monitoring system, as that was the data collection method when the Fly Quiet Program was implemented. The data collected was intended to determine how loud aircraft are at the point of closest approach to the monitor as well as the time of day. Because ambient noise levels are lower at night, it was determined there should be two exceedance ratings, one for daytime and one for nighttime. Traditional cumulative noise calculations (Day Night Noise Level) were used to determine daytime and a nighttime hour as follows - daytime is 7:00 am – 10:00 pm and nighttime is 10:00 pm – 7:00 am. The noise metric Lmax was used to determine the exceedance level; Lmax represents the raw data recorded at the NMS; there is no post-processing involved in calculating the metric as there is with SEL or SENEL. Lmax is the maximum noise level achieved during one noise event. For purposes of this report, a noise event is an aircraft departure, arrival, or ground roll before takeoff.

Historical data from 1989 through 2001 were used to determine the noise exceedance levels at each of the 29 noise monitors. Once the exceedance level was determined, each NMS was placed into one of five groups based upon the Lmax noise value. Exceedance levels are highest closest to the airport; the exceedance level decreases as the NMS sites are further away from the airport.

Table 1 shows the same information by NMS site in tabular form. Exhibit 1 shows the NMS sites with the corresponding exceedance level for daytime and nighttime.

Table 1 Exceedance Levels by NMS

	Group Number	NMS	Site Location	Criteria - A-weighted dB	
				Daytime 7 am – 10 pm	Nighttime 10 pm – 7 am
High Lmax	1	1	San Bruno	>=105	>=95
	1	4	South San Francisco	>=105	>=95
	2	6	South San Francisco	>=95	>=85
	2	8	Millbrae	>=95	>=85
	2	10	Burlingame	>=95	>=85
	3	2	San Bruno	>=90	>=80
	3	3	South San Francisco	>=90	>=80
	3	5	San Bruno	>=90	>=80
	3	9	Millbrae	>=90	>=80
	3	11	Burlingame	>=90	>=80
	3	15	South San Francisco	>=90	>=80
	3	16	South San Francisco	>=90	>=80
	3	18	Daly City	>=90	>=80
	3	19	Pacifica	>=90	>=80
	3	22	San Bruno	>=90	>=80
	3	25	San Francisco	>=90	>=80
	3	14	South San Francisco	>=90	>=80
	4	7	Brisbane	>=85	>=75
	4	13	Hillsborough	>=85	>=75
	4	17	South San Francisco	>=85	>=75
	4	26	San Francisco	>=85	>=75
	4	29	San Mateo	>=85	>=75
	5	12	Foster City	>=80	>=70
	5	20	Daly City	>=80	>=70
	5	21	San Francisco	>=80	>=70
	5	23	San Francisco	>=80	>=70
	5	24	San Francisco	>=80	>=70
	5	27	San Francisco	>=80	>=70
Low Lmax	5	28	Redwood City	>=80	>=70

4.0 Summary

The SFO noise abatement office currently uses exceedance noise levels that were established during the launch of the Fly Quiet Program. These noise exceedance levels at each of the 29 noise monitors show that the average number of exceedances between 2002 – 2012 is 1,766 and has remained consistent. It is our recommendation that the current exceedance levels are an appropriate measure of the loudness of aircraft events.

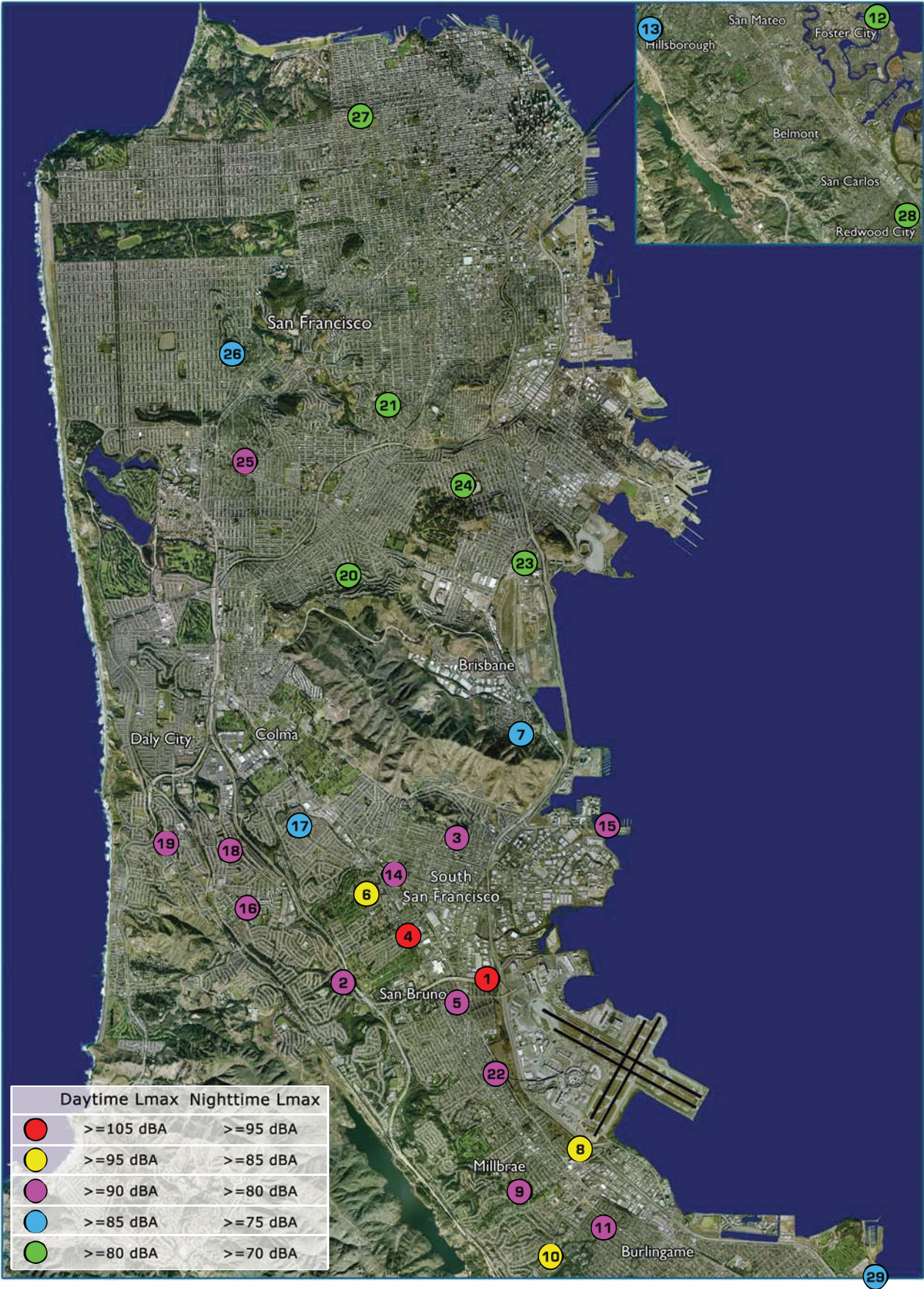


Exhibit 1

CORRESPONDENCE

Regular Meeting # 285
April 3, 2013

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February 13, 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 1,900 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, including the FAA, airlines, airport & Roundtable to continue an open dialogue on best practices for mitigating aircraft noise over Brisbane.

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
Congresswoman Speier
State Senator Hill
Assemblyman Mullins
San Francisco Airport Roundtable

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February 13, 2013

David Soumi
Acting Western Pacific Regional Administrator
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. Soumi 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 into SFO, adherence to the "Eshoo Letter" (attached) to fly over the Woodside VOR at 8,000 feet MSL or higher when possible to adhere with the noise abatement procedures at Northern California TRACON (FAA TRACON). The FAA management and staff of the FAA 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 flying the Oceanic Tailored Arrival (OTA), such as considering not flying 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 descent 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 the airport investigate the noise consequences of aircraft not flying the procedure between the hours of 10:00 PM and 6:00 AM, and consider the airlines not utilize the OTA arrival procedure for flights arriving at SFO during these nighttime and early morning hours.

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; two metrics to consider would be Lmax or SEL 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. 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
Congresswoman Eshoo
State Senator Hill
Assemblyman Gordon
San Francisco Airport/Community Roundtable
Mayor and Councils of Atherton, Portola Valley and Woodside

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February 13, 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 locals 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

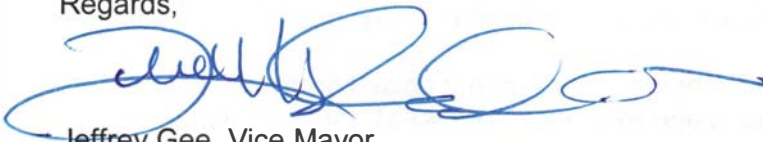
When new procedures are developed as part of OAPM, mitigation of noise impacts to the communities around SFO should be a consideration and the new procedures should aim to reduce noise impacts on communities. The FAA's Modernization and Reform Act of 2012 Section 213 (c) (2) calls for the expedited review 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; two metrics to consider would be Lmax or SEL 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. 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 Soumi, acting
SFO Airport Director Martin
San Francisco Airport Roundtable

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