

## **REGULAR MEETING ANNOUNCEMENT**

### **MEETING No. 273**

**Wednesday, May 4, 2011 - 7:00 p.m.**

**David Chetcuti Community Room at Millbrae City Hall  
450 Poplar Avenue - Millbrae, CA 94030  
(Access from Millbrae Library parking lot on Poplar Avenue)  
(See attached map)**

### **AGENDA**

- |  |                    |
|--|--------------------|
| <p><b>I. <u>Call to Order / Roll Call / Declaration of a Quorum Present</u> -</b><br/>Richard Newman, Roundtable Chairperson / Steve Alverson, Roundtable Coordinator</p>  | <b>ACTION</b>      |
| <p><b>II. <u>Public Comment on Relevant Items <i>NOT</i> on the Agenda</u> – Richard Newman</b><br/><b>Note:</b> Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item.</p> | <b>INFORMATION</b> |

### **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.

- |  |   |
|--|---|
| <p><b>III. <u>Consent Agenda Items</u> – Richard Newman</b></p> <ul style="list-style-type: none"> <li><b>A. Review of Airport Director's Report for January 2011</b></li> <li><b>B. Review of Airport Director's Report for February 2011</b></li> <li><b>C. Review of Airport Director's Report for March 2011</b></li> <li><b>D. Review of Roundtable Regular Meeting Overview for February 2011</b></li> <li><b>E. Review/Approval of Correspondence/Information Items for May 2011</b></li> </ul> | <p><b>INFORMATION / ACTION</b></p> <ul style="list-style-type: none"> <li><b>Pg. 21 – 30</b></li> <li><b>Pg. 31 – 40</b></li> <li><b>Pg. 41 – 50</b></li> <li><b>Pg. 51 – 56</b></li> <li><b>Pg. 57 – 92</b></li> </ul> |
|--|---|

**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 Roundtable Administration Office, at 1828 El Camino Real, Suite 705, Burlingame, California 94010, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: [www.SFORoundtable.org](http://www.SFORoundtable.org).

**Note:** To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call 650/ 363-4417 or 650/ 692-6597 during normal business hours (8 a.m. – 4 p.m.) at least 2 days before the meeting date.



**REGULAR AGENDA**

- |       |   |                              |
|-------|---|------------------------------|
| IV.   | <b><u>Airport Director's Comments</u></b> - John Martin, Director,<br>San Francisco International Airport ( <i>Verbal Report</i> )  | INFORMATION                  |
| V.    | <b><u>Recognition of the Honorable Leslie Daigle, Council Member<br/>and Chair of the City of Newport Beach Aviation Committee</u></b> –<br>Richard Newman ( <i>Verbal Report</i> ) | INFORMATION                  |
| VI.   | <b><u>Review of Roundtable Letter Opposing Categorical Exclusions<br/>for RNAV and RNP Procedures</u></b> – Richard Newman  | INFORMATION<br>Pg. 93 – 98   |
| VII.  | <b><u>Update on the Pending Brisbane Aircraft Noise Workshop</u></b> –<br>Steve Alverson ( <i>Verbal Report</i> )   | INFORMATION                  |
| VIII. | <b><u>FY 2010 – 2011 Roundtable Work Program Items</u></b>  |                              |
| A.    | Roundtable Letter to Congressional Delegation Regarding<br>60 CNEL Standard – ( <i>Continued to September 2011 Meeting</i> )  |                              |
| B.    | Report on the Caltrans Airport Land Use Handbook Update Effort<br>- David F. Carbone, Roundtable Program Manager ( <i>Verbal Report</i> )   | INFORMATION                  |
| C.    | Update on Federal Research on Airport Noise<br>- David F. Carbone   | INFORMATION<br>Pg. 99 – 122  |
| D.    | Fly Quiet Program Quarterly Report – Bert Ganoung, SFO Noise<br>Abatement Manager   | INFORMATION<br>Pg. 123 – 136 |
| IX.   | <b><u>Consideration / Approval of a Recommendation from the<br/>Roundtable Work Program Subcommittee, re: Recommended<br/>Work Program for FY 2011/2012</u></b> – Steve Alverson    | ACTION<br>Pg. 137 – 142      |
| X.    | <b><u>Update on the Roundtable's 30<sup>th</sup> Anniversary Event</u></b><br>– David F. Carbone ( <i>Verbal Report</i> )   | INFORMATION                  |
| XI.   | <b><u>Aviation Noise News Update</u></b> - Steve Alverson ( <i>Verbal Report</i> )  | INFORMATION                  |
| XII.  | <b><u>Member Communications / Announcements</u></b> – Richard Newman  | INFORMATION                  |
| XIII. | <b><u>ADJOURN</u></b> – Richard Newman  | ACTION                       |

**NOTE: Next Regular Roundtable Meeting Date: Wednesday, September 7, 2011**

## 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 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 of differing aircraft types operated at a particular airport or by an airline.

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

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

## G

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

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

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

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

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

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

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

### H

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

### I

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

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

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

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

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

### J

### K

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

### L

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

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

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

received in unequal intensity are displayed as an “off-course” indication.

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

### M

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

**Missed Approach Procedure** – A procedure used to redirect a landing aircraft back around to attempt another landing. This may be due to visual contact not established at authorized minimums or instructions from air traffic control, or for other reasons.

### N

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

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

**Navaid** – Navigational Aid.

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

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

**NEM – Noise Exposure Map** – A FAR Part 150 requirement prepared by airports to depict noise contours. NEMs also take into account potential land use changes around airports.

**NextGen** – The Next Generation of the national air transportation system. NextGen represents the movement from ground-based navigation aids to satellite-based navigation.

**NMS** – See **RMS**

**Noise Contour** – See **CNEL** and **DNL Contour**.

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

## O

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

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

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

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

## P

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

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

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

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

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

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

## Q

## R

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

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

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

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

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

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

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

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

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

## S

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

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

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

**Single Event** – Noise generated by a single aircraft overflight.

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

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

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

## T

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

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

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

**Threshold** – Specified boundary.

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

## U

## V

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

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

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

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

**VMC – Visual Meteorological Conditions** - weather conditions equal to or greater than those specified for aircraft operations under Visual Flight Rules (VFR).

**VOR - Very High Frequency Omni-directional Range** – A ground based electronic navigation aid transmitting navigation signals for 360 degrees oriented from magnetic north. VOR is the historic basis for navigation in the national airspace system.

## W

## X

## Y

## Z

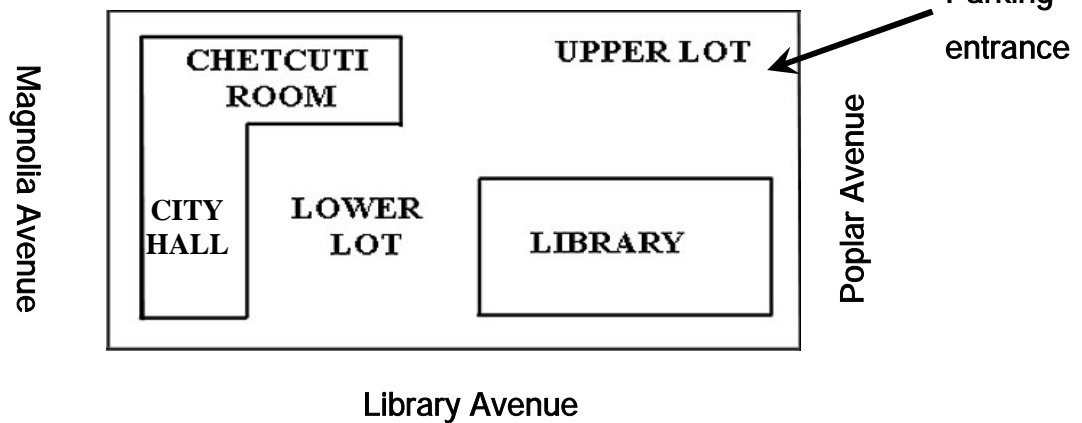
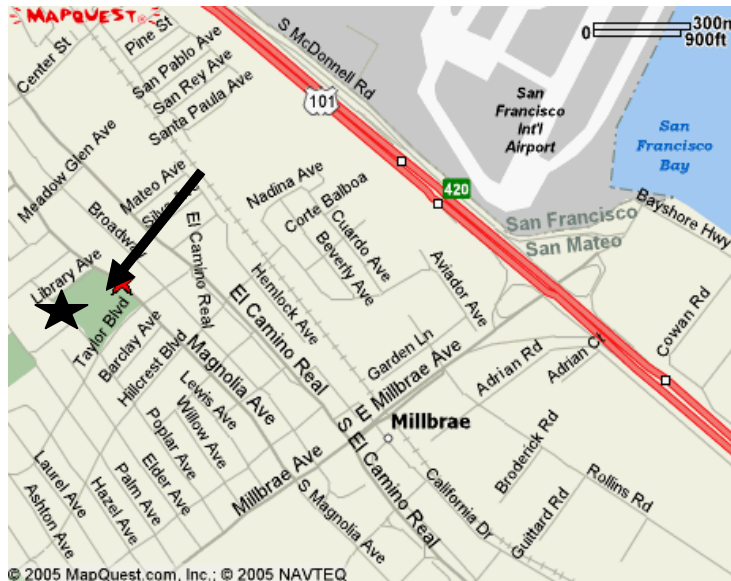
This page is intentionally blank.



## **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](http://www.SFOroundtable.org)



This page is intentionally blank.



## **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 meeting tapes can be made available to the public upon request. Please contact the Roundtable office if you would like a copy of the meeting tapes.

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 Connie Shields at least two (2) working days before the meeting at the phone, fax, 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/ CONSULTANTS**

**~ February 2011 ~**

**Chairperson:**

**RICHARD NEWMAN**

Chairperson, C/CAG\* Airport Land Use Committee (ALUC)  
Phone: (650) 692-6597 (Roundtable Office (Mon. – Wed.))

**Vice-Chairperson:**

**SEPI RICHARDSON**

Representative, City of Brisbane  
Phone: (415) 467-6409

**Roundtable Program Manager:**

**DAVID F. CARBONE**

Transportation Systems Coordinator  
County of San Mateo  
Phone: (650) 363-4417

**Roundtable Coordinator (Consultant):**

**STEVEN R. ALVERSON**

Roundtable Office, Burlingame  
Phone: (877) 372-7901 (Toll free)

**Roundtable Administrative Staff:**

**CONNIE M. SHIELDS**, Administrative Assistant  
Roundtable Office, Burlingame  
Phone: (650) 692-6597 (Mon. – Wed.)

**Roundtable Media Program (Consultant):**

**CARLA DeLUCA**, Principal  
LUCA LLC  
Phone: (415) 281-7165

**ROUNDTABLE WEB SITE ADDRESS: [www.SFOroundtable.org](http://www.SFOroundtable.org)**

\* City/County Association of Governments of San Mateo County





## **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, May, 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) 363-4417 or (650) 692-6597.**

### **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)).

Attachment





## **MEMBERSHIP ROSTER FEBRUARY 2011**

### **REGULAR MEMBERS**

(See attached map of Roundtable Member Jurisdictions)

#### **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:** Mike McCarron, Director, Bureau of Community Affairs

#### **COUNTY OF SAN MATEO BOARD OF SUPERVISORS**

**Representative:** Vacant

**Alternate:** Carole Groom, Supervisor

#### **C/CAG\* AIRPORT LAND USE COMMITTEE (ALUC)**

**Richard Newman**, (Appointed) ALUC Chairperson/Roundtable Chairperson

**Alternate:** Carol Ford, (Appointed) Aviation Representative

#### **TOWN OF ATHERTON**

**Elizabeth Lewis**, Council Member

**Alternate:** Jim Dobbie, Council Member

#### **CITY OF BELMONT**

**Coralin Feierbach**, Council Member

**Alternate:** David Braunstein, Council Member

#### **CITY OF BRISBANE**

**Sepi Richardson**, Council Member/ Roundtable Vice-Chairperson

**Alternate:** Cy Bologoff, Council Member

#### **CITY OF BURLINGAME**

**Michael Brownrigg** Council Member

**Alternate:** Ann Keighran, Council Member

\* City/County Association of Governments of San Mateo County



## **MEMBERSHIP ROSTER FEBRUARY 2011 (Continued)**

Page 2 of 3

### **CITY OF FOSTER CITY**

**Art Kiesel**, Council Member

Alternate: Charlie Bronitsky, Council Member

### **CITY OF HALF MOON BAY**

**Naomi Patridge**, Council Member

Alternate: Allan Alifano, Council Member

### **TOWN OF HILLSBOROUGH**

**Larry May**, Council Member

Alternate: Marie Chuang, Council Member

### **CITY OF MENLO PARK**

**Richard Cline**, Council Member

Alternate: Andrew Cohen, Council Member

### **CITY OF MILLBRAE**

**Marge Colapietro**, Council Member

Alternate: Nadia Holober, Council Member

### **CITY OF PACIFICA**

**Sue Digre**, Council Member

Alternate: Pete DeJarnatt, Council Member

### **TOWN OF PORTOLA VALLEY**

**Steve Toben**, Council Member

Alternate: Ann Wengert, Council Member

### **CITY OF REDWOOD CITY**

**Jeffrey Gee**, Council Member

Alternate: Vacant

### **CITY OF SAN BRUNO**

**Ken Ibarra**, Council Member

Alternate: Rico Medina, Council Member

### **CITY OF SAN CARLOS**

**Omar Ahmad**, Council Member

Alternate: Matt Grocotti, Council Member

### **CITY OF SAN MATEO**

**John Lee**, Council Member

Alternate: Vacant

## **MEMBERSHIP ROSTER FEBRUARY 2011 (Continued)**

Page 3 of 3

### **CITY OF SOUTH SAN FRANCISCO**

**Kevin Mullin**, Council Member

Alternate: Richard Garbarino, Council Member

### **TOWN OF WOODSIDE**

**David Burow**, Council Member

Alternate: Dave Tanner, Council Member

## **ROUNDTABLE ADVISORY MEMBERS**

### **AIRLINES/FLIGHT OPERATIONS**

Captain Michael Jones, United Airlines

### **FEDERAL AVIATION ADMINISTRATION**

**Airports District Office, Burlingame**

Elisha Novak

**SFO Air Traffic Control Tower**

Greg Kingery

Sean Cullinane

**Northern California Terminal Radar Approach Control (NORCAL TRACON)**

Patty Daniel

---

## **ROUNDTABLE STAFF/CONSULTANTS**

David F. Carbone, Roundtable Program Manager/ County of San Mateo Staff

Steven R. Alverson, Roundtable Coordinator (Consultant)

Connie Shields, Administrative Assistant/County of San Mateo Staff

Carla DeLuca, Roundtable Media Program (Consultant)

---

## **SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT STAFF**

Bert Ganoung, Noise Abatement Manager

David Ong, Noise Abatement Systems Manager

Ara Balian, Noise Abatement Specialist

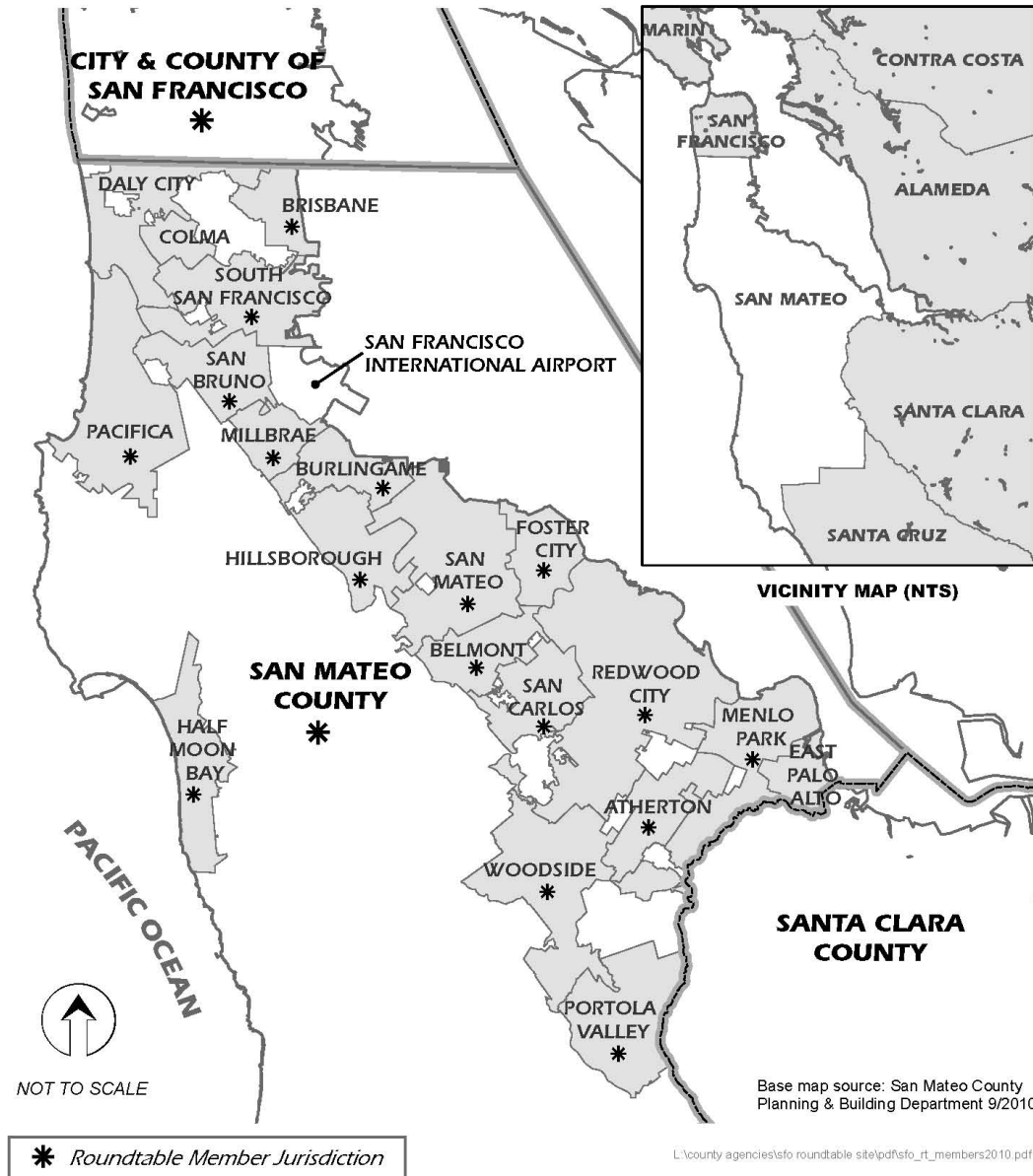
Joyce Satow, Noise Abatement Office Administration Secretary

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

This page is intentionally blank.



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



(This page is left intentionally blank)



San Francisco International  
Airport/Community Roundtable

1828 El Camino Real, Suite 705  
Burlingame, CA 94010  
T (650) 692-6597  
F (650) 692-6152  
[www.sforoundtable.org](http://www.sforoundtable.org)

## **CONSENT AGENDA**

**Regular Meeting # 273**  
**~ May 4, 2011 ~**

**Agenda Items III. A - E**



(This page is left intentionally blank)