



REGULAR MEETING ANNOUNCEMENT

MEETING No. 275

Wednesday, November 2, 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

- | | |
|--|--------------------|
| I. <u>Call to Order / Roll Call / Declaration of a Quorum Present</u> -
Richard Newman, Roundtable Chairperson / Steve Alverson, Roundtable Coordinator | ACTION |
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| II. <u>Public Comment on Relevant Items NOT on the Agenda</u> – Richard Newman
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.

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|---|-------------------------------|
| III. <u>Consent Agenda Items</u> – Richard Newman | INFORMATION / ACTION |
| A. Review of Airport Director's Report for August 2011 | Pg. 21 |
| B. Review of Airport Director's Report for September 2011 | Pg. 29 |
| C. Review of Roundtable Regular Meeting Overview for September 2011 | Pg. 37 |
| D. Review/Approval of Correspondence/Information Items for November 2011 | Pg. 47 |

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.

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (877) 372-7901 or (650) 692-6597 during normal business hours (8 a.m. – 4 p.m.) at least 2 days before the meeting date.



REGULAR AGENDA

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|-------|--|---------------------------------|
| IV. | <u>Airport Director's Comments</u> – John Martin, Director,
San Francisco International Airport (<i>Verbal Report</i>) | INFORMATION |
| V. | <u>Set the Date for a Special Meeting to Prepare an Official Response to the Grand Jury Report</u> – Richard Newman | INFORMATION / ACTION
Pg. 99 |
| VI. | <u>Authorize Chairperson Newman to Prepare a Formal Request of the FAA re: The Analysis of the PORTE THREE Departure Procedure</u> – Richard Newman | INFORMATION / ACTION
Pg. 101 |
| VII. | <u>SFO Runway Safety Area Improvement Program Environmental Assessment</u>
– (<i>Continued to a Time TBD</i>) | CONTINUED |
| VIII. | FY 2010 – 2011 Roundtable Work Program Items | |
| A. | <u>Report Back on the Brisbane Aircraft Noise Workshop - Steve Alverson</u> | INFORMATION
Pg. 107 |
| B. | <u>Fly Quiet Program Quarterly Report – Bert Ganoung, SFO Aircraft Noise Abatement Manager</u> | INFORMATION
Pg. 171 |
| C. | Update on the Status of the FY 2011-2012 Roundtable Budget
– Richard Newman (<i>Verbal Report</i>) | INFORMATION |
| D. | SFO Update on Air Traffic, Noise, and Work Program Items
– Bert Ganoung (<i>Verbal Report</i>) | INFORMATION |
| E. | Report on the Caltrans Airport Land Use Handbook Update Effort
– Steve Alverson (<i>Verbal Report</i>) | INFORMATION |
| F. | Roundtable Letter to Congressional Delegation Regarding
60 CNEL Standard – (<i>Continued to February 2011 Meeting</i>) | CONTINUED |
| G. | Update on Federal Research on Airport Noise
– (<i>Continued to February 2011 Meeting</i>) | CONTINUED |
| IX. | <u>Aviation Noise News Update</u> - Steve Alverson (<i>Verbal Report</i>) | INFORMATION |
| X. | <u>Member Communications / Announcements</u> – Richard Newman | INFORMATION |
| XI. | <u>ADJOURN</u> – Richard Newman | ACTION |

NOTE: Next Regular Roundtable Meeting Date: Wednesday, February 1, 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 or differing aircraft types operated at a particular airport or by an airline.

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

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

G

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

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

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

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

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

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

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

H

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

I

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

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

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

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

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

J

K

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

L

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

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

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

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

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

M

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

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

N

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

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

Navaid – Navigational Aid.

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

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

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

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

NMS – See RMS

Noise Contour – See CNEL and DNL Contour.

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

O

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

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

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

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

P

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

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

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

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

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

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

Q

R

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

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

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

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

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

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

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

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

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

S

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

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

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

Single Event – Noise generated by a single aircraft overflight.

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

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

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

T

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

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

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

Threshold – Specified boundary.

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

U

V

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

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

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

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

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

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

W

X

Y

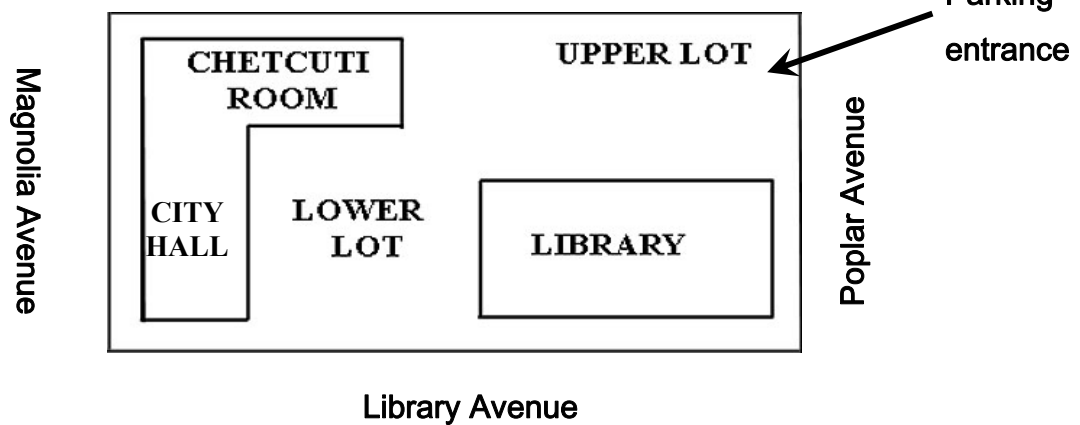
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AIRPORT/COMMUNITY ROUNDTABLE **REGULAR MEETING PLACE**

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





San Francisco International
Airport/Community Roundtable

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WELCOME

1828 El Camino Real, Suite 705
Burlingame, CA 94010
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www.sforoundtable.org

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

~ November 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 Coordinator (Consultant):

STEVEN R. ALVERSON

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

Roundtable Administrative Staff:

CONNIE M. SHIELDS

Roundtable Office, Burlingame
Phone: (650) 692-6597 (Mon. – Wed.)

ROUNDTABLE WEB SITE ADDRESS: 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 NOVEMBER 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

Dave Pine, Supervisor

Alternate: Don Horsley, 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 NOVEMBER 2011 (Continued)

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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

Representative: Vacant

Alternate: Matt Grocotti, Council Member

CITY OF SAN MATEO

John Lee, Council Member

Alternate: Vacant

MEMBERSHIP ROSTER NOVEMBER 2011 (Continued)

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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

Northwest Airlines

American 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

Steven R. Alverson, Roundtable Coordinator (Consultant)

Phil Wade, Roundtable Support (Consultant)

Connie Shields, Administrative Assistant/County of San Mateo Staff

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

John Hampel, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

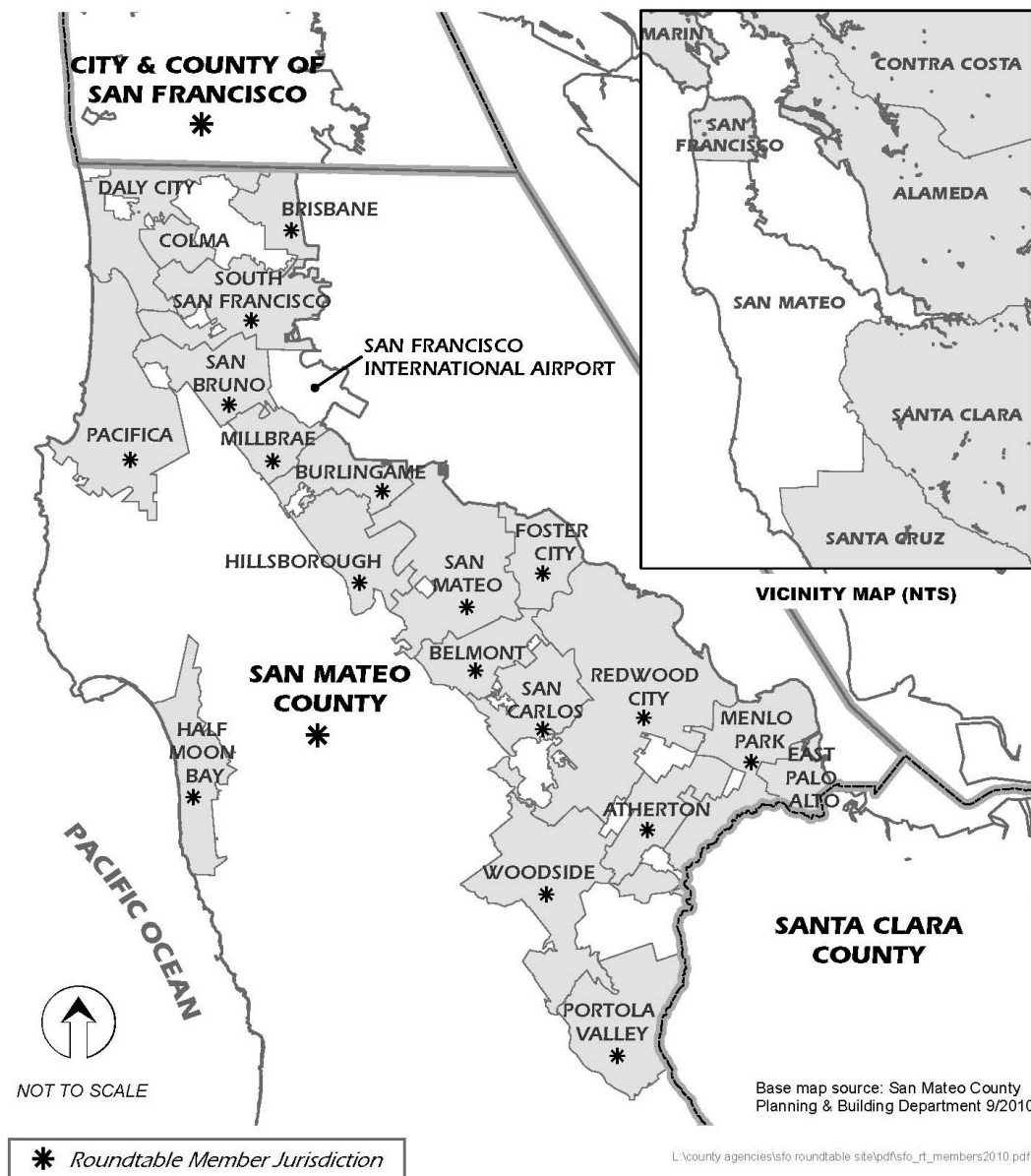
Akashni Bhan, Summer Noise Abatement Intern

William Brown, Summer Noise Abatement Intern

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



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San Francisco International
Airport/Community Roundtable

1828 El Camino Real, Suite 705
Burlingame, CA 94010
T (650) 692-6597
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www.sforoundtable.org

CONSENT AGENDA

**Regular Meeting # 275
~ November 2, 2011 ~**

Agenda Items III. A - E



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airport director's report

Presented at the November 2, 2011

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

August 2011



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: August 2011



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	25	9087	3	9.99	
QXE	1	180	6	9.97	
DLH	1	122	8	9.96	
MES	1	82	12	9.94	
VRD	32	2453	13	9.94	
JAL	1	66	15	9.93	
CCA	1	62	16	9.92	
KLM	1	62	16	9.92	
FFT	6	301	20	9.90	
JBU	13	595	22	9.89	
SCX	2	86	23	9.89	
ASA	19	782	24	9.88	
SWA	63	2560	25	9.88	
ACA	18	664	27	9.87	
DAL	52	1720	30	9.85	
HAL	2	66	30	9.85	
TRS	13	415	31	9.85	
AAL	63	1868	34	9.84	
AWE	35	1028	34	9.84	
COA	50	1172	43	9.79	
BAW	6	123	49	9.76	
UAL	397	7863	50	9.76	
TAI	7	114	61	9.70	
AMX	7	86	81	9.61	
ABX	36	131	275	8.67	
NCA	17	48	354	8.29	
EVA	48	125	384	8.14	
FDX	18	45	400	8.07	
SIA	53	122	434	7.90	
AAR	89	111	802	6.13	
KAL	180	123	1,463	2.93	
PAL	88	54	1,630	2.13	
CPA	234	142	1,648	2.04	
CAL	179	104	1,721	1.68	
ANZ	89	43	2,070	0.00	
TOTAL	1,847	32,605	11,856		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **August 2011**



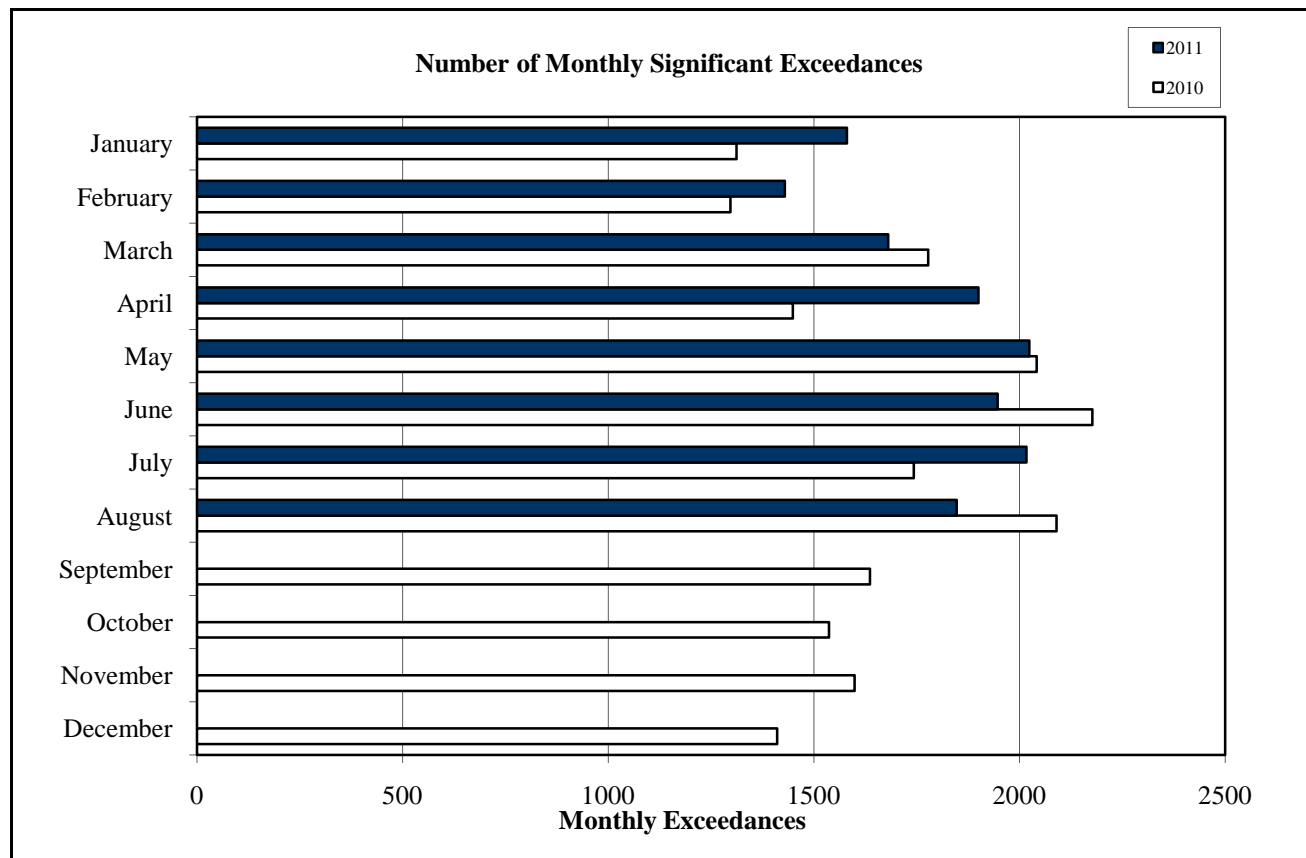
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2007	2008	2009	2010	2011	
January	1235	1321 (1)	1459	1312**	1580	268
February	1196	1366	1161 (2)	1297**	1429	132
March	1416	1757	1991	1778	1681	-97
April	1387	1694 (3)	2258	1449	1900	451
May	1650	2039 (1)	1917	2042	2024	-18
June	1721	2154 (1)*	2428	2177	1947	-230
July	1740	1974*	2039	1743	2017	274
August	1492	2067*	1725	2090	1847	-243
September	1142	1470	1554	1636		-
October	1556	1474	1724	1537		-
November	1304	1635	1400**	1599		-
December	1251	1821	1494**	1411		-
Annual Total	17090	20772	21150	20071	14425	
Year to Date Trend	17090	20772	21150	20071	14425	537

(#) 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

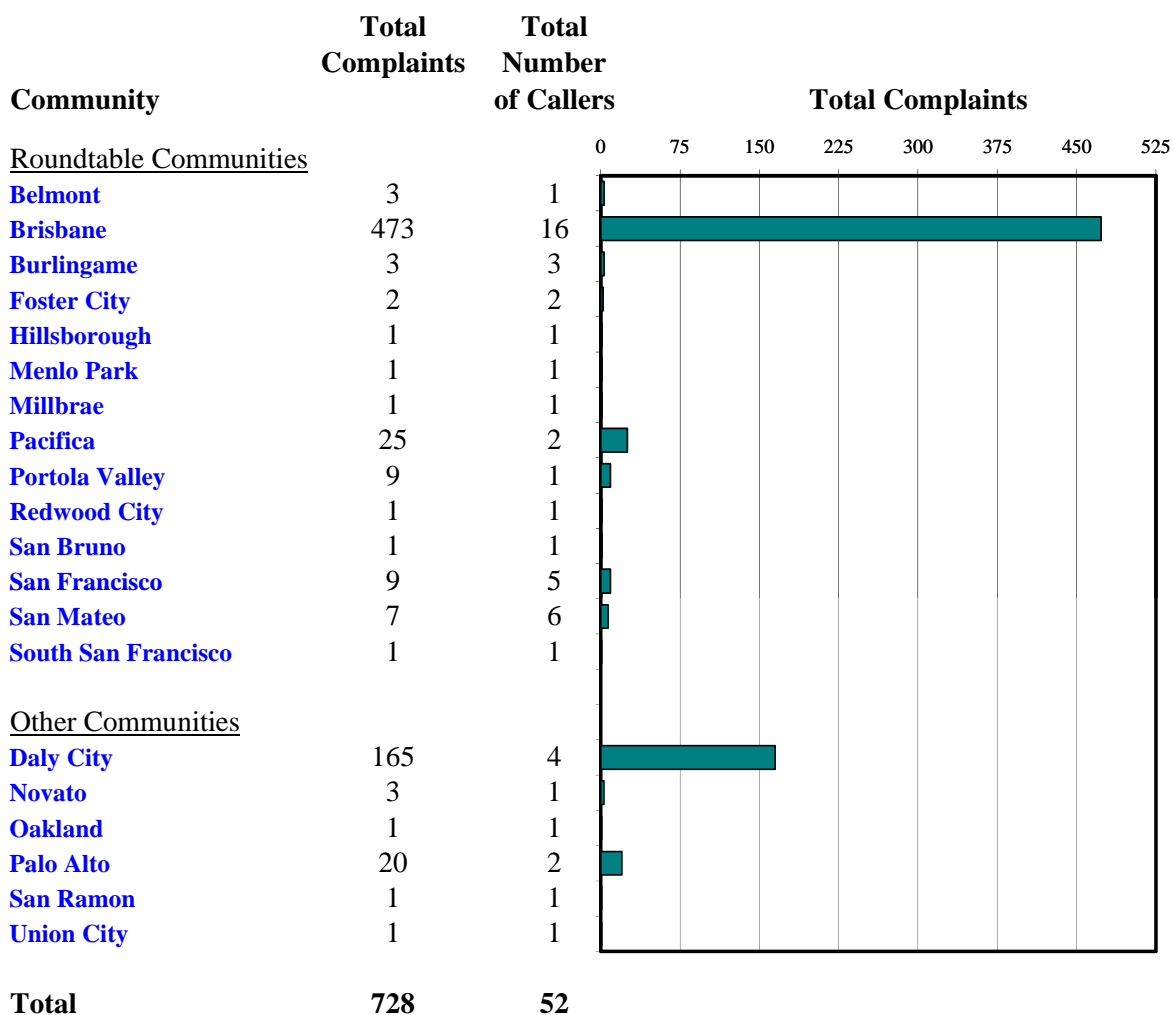
Period: **August 2011**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



Monthly Noise Complaint Summary Map August 2011



● Caller Locations and Amount of Complaints

Page 4


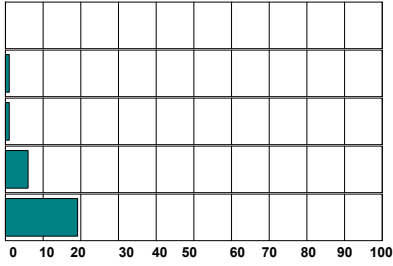




Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **August 2011**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	HAL	1	30.3	3%	
	DAL	2	2.4	6%	
	JBU	2	6.7	6%	
	AAL	7	7.6	22%	
	UAL	20	5.1	63%	
Total		32			

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.



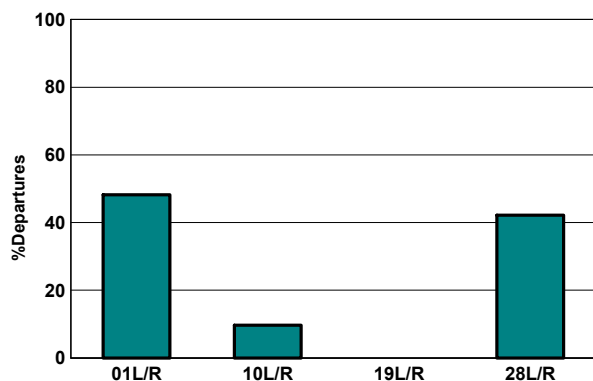
San Francisco International Airport

Runway Utilization (1 am to 6 am)

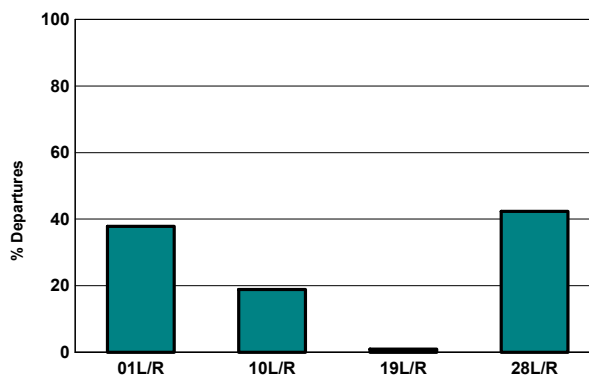
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	76	57	59	95	85	168	249	200	-	-	-	-	989
10L/R	78	73	141	32	52	53	24	40	-	-	-	-	493
19L/R	-	7	17	-	-	-	-	-	-	-	-	-	24
28L/R	27	60	96	169	180	203	198	175	-	-	-	-	1,108
Total	181	197	313	296	317	424	471	415	-	-	-	-	2,614
01L/R	42%	29%	19%	32%	27%	40%	53%	48%	0%	0%	0%	0%	38%
10L/R	43%	37%	45%	11%	16%	13%	5%	10%	0%	0%	0%	0%	19%
19L/R	0%	4%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
28L/R	15%	30%	31%	57%	57%	48%	42%	42%	0%	0%	0%	0%	42%

Current Month (1 am to 6 am)



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

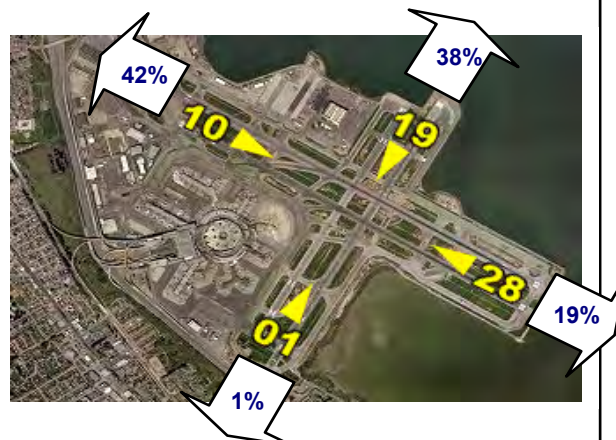


Current Month (1 am to 6 am)



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: August 2011

Time of Day : All Hours



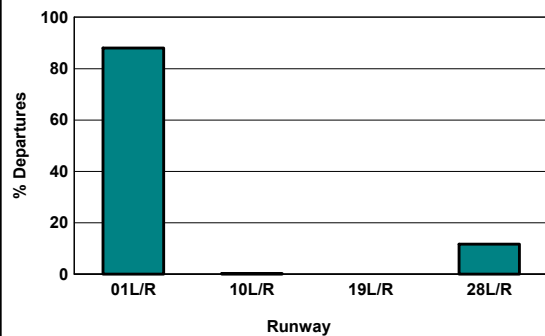
San Francisco International Airport

Runway Utilization (All Hours)

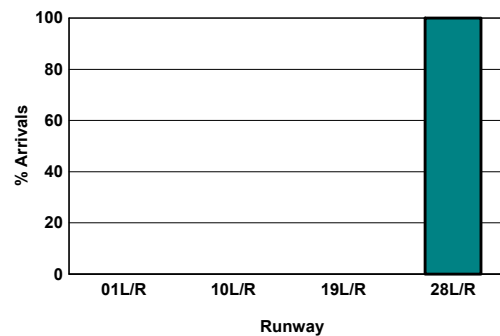
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	14,850	43	0	1,973	16,866
Arrivals	0	0	0	17,043	17,043
Percentage Utilization					
Departures	88.0%	0.3%	0.0%	11.7%	100%
Arrivals	0.0%	0.0%	0.0%	100.0%	100%

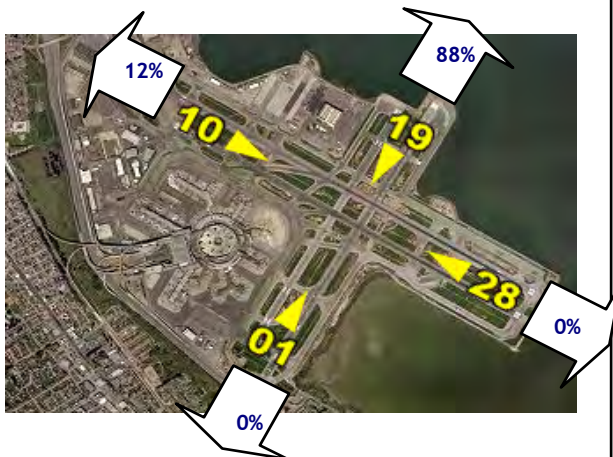
Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

airport director's report

Presented at the November 2, 2011

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

September 2011



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: September 2011



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	22	9044	2	9.99	
FFT	1	281	4	9.99	
EJA	2	447	4	9.99	
AMF	1	130	8	9.98	
VRD	18	2319	8	9.98	
AWE	8	973	8	9.98	
DLH	1	120	8	9.98	
AAL	18	1833	10	9.98	
ASA	8	747	11	9.98	
TRS	3	253	12	9.97	
JBU	8	635	13	9.97	
ATN	1	74	14	9.97	
SWA	36	2448	15	9.97	
ANA	1	60	17	9.96	
CCA	1	60	17	9.96	
KLM	1	60	17	9.96	
DAL	37	1654	22	9.95	
ACA	12	481	25	9.94	
COA	29	1105	26	9.94	
HAL	2	62	32	9.93	
UAL	368	7578	49	9.89	
TAI	6	88	68	9.85	
AMX	6	84	71	9.84	
BAW	9	120	75	9.83	
ABX	23	126	183	9.59	
FDX	9	42	214	9.52	
AAY	1	4	250	9.44	
NCA	17	50	340	9.24	
EVA	39	93	419	9.07	
AAR	34	80	425	9.06	
SIA	51	120	425	9.06	
CKS	1	2	500	8.89	
KAL	147	126	1,167	7.41	
ANZ	75	44	1,705	6.21	
CPA	239	136	1,757	6.09	
CAL	193	100	1,930	5.71	
WOA	51	26	1,962	5.64	
PAL	121	59	2,051	5.44	
SOO	9	2	4,500	0.00	
TOTAL	1,609	31,666	18,362		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **September 2011**



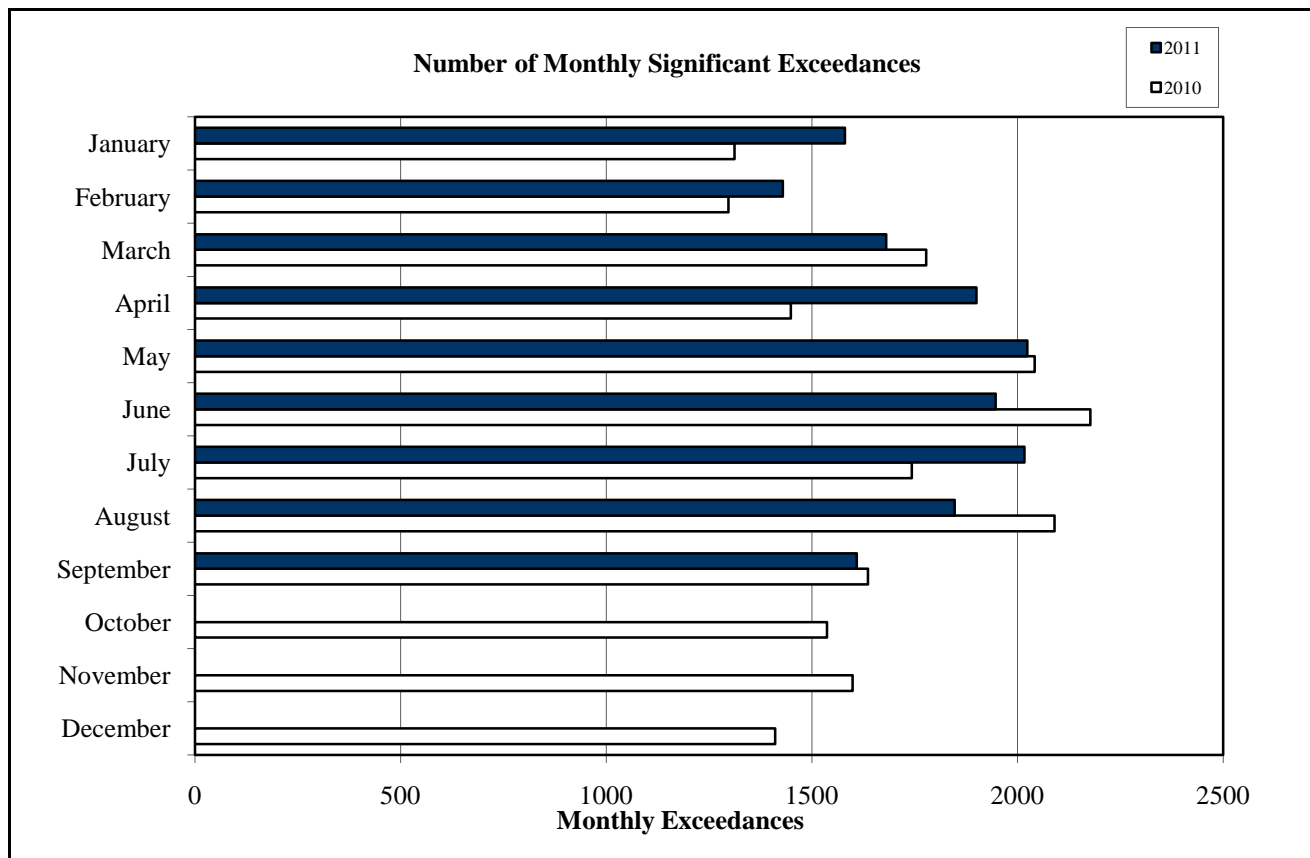
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2007	2008	2009	2010	2011	
January	1235	1321 (1)	1459	1312**	1580	268
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March	1416	1757	1991	1778	1681	-97
April	1387	1694 (3)	2258	1449	1900	451
May	1650	2039 (1)	1917	2042	2024	-18
June	1721	2154 (1)*	2428	2177	1947	-230
July	1740	1974*	2039	1743	2017	274
August	1492	2067*	1725	2090	1847	-243
September	1142	1470	1554	1636	1609	-27
October	1556	1474	1724	1537		-
November	1304	1635	1400**	1599		-
December	1251	1821	1494**	1411		-
Annual Total	17090	20772	21150	20071	16034	
Year to Date Trend	17090	20772	21150	20071	16034	510

(#) 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

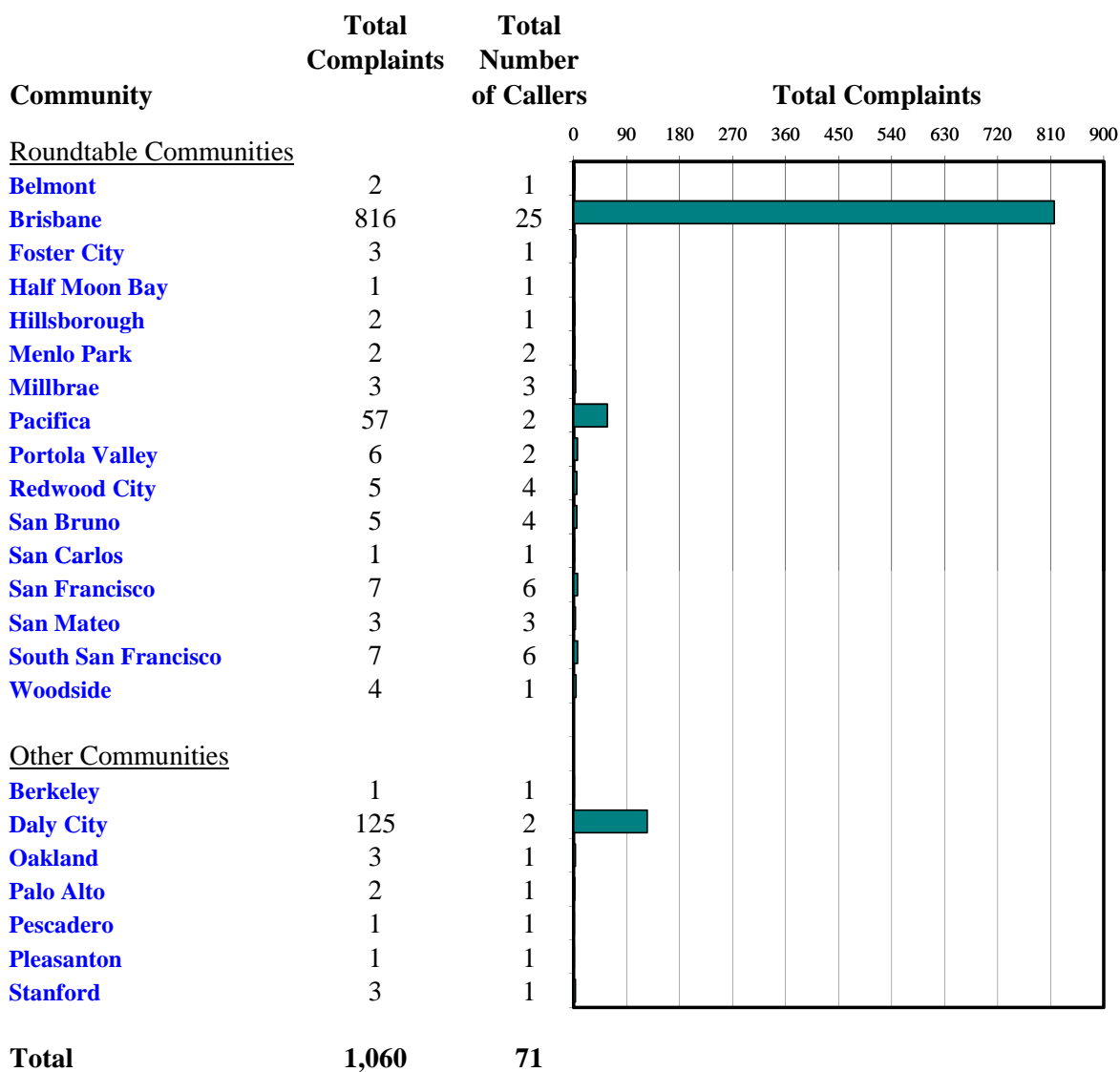
Period: **September 2011**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



A detailed map of the San Francisco Bay Area. Major cities like San Francisco, Oakland, Berkeley, San Jose, and San Mateo are labeled. The map shows the San Francisco Bay, San Francisco Bay Bridge, and various highways including I-80, I-880, I-980, and I-205. Parks such as Golden Gate Park, Sausalito, and Redwood State Park are also marked. The map is color-coded with green for parks, blue for water, and brown for land.

Page 4


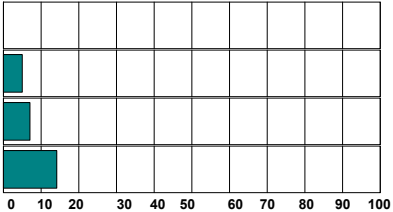



Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **September 2011**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	HAL	1	32.3	3%	
	DAL	6	7.3	20%	
	AAL	8	8.7	27%	
	UAL	15	4.0	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.



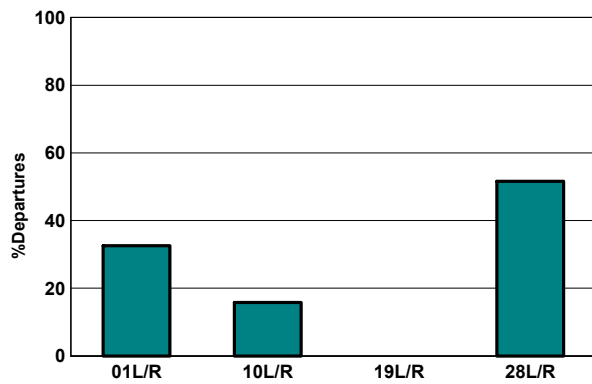
San Francisco International Airport

Runway Utilization (1 am to 6 am)

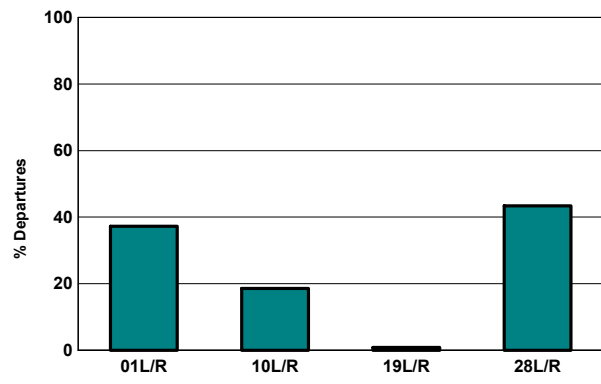
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	76	57	59	95	85	168	249	200	101	-	-	-	1,090
10L/R	78	73	141	32	52	53	24	40	49	-	-	-	542
19L/R	-	7	17	-	-	-	-	-	-	-	-	-	24
28L/R	27	60	96	169	180	203	198	175	160	-	-	-	1,268
Total	181	197	313	296	317	424	471	415	310	-	-	-	2,924
01L/R	42%	29%	19%	32%	27%	40%	53%	48%	33%	0%	0%	0%	37%
10L/R	43%	37%	45%	11%	16%	13%	5%	10%	16%	0%	0%	0%	19%
19L/R	0%	4%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
28L/R	15%	30%	31%	57%	57%	48%	42%	42%	52%	0%	0%	0%	43%

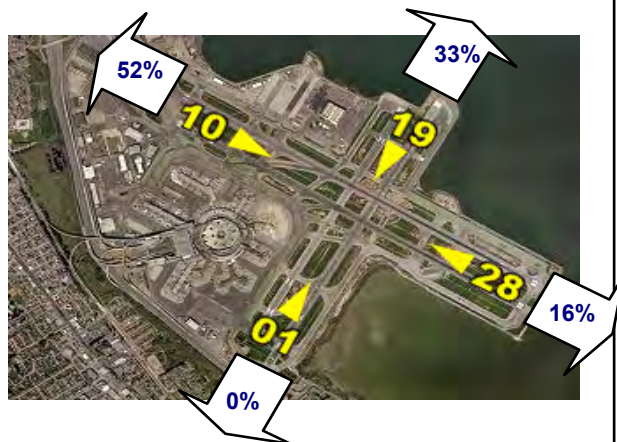
Current Month (1 am to 6 am)



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

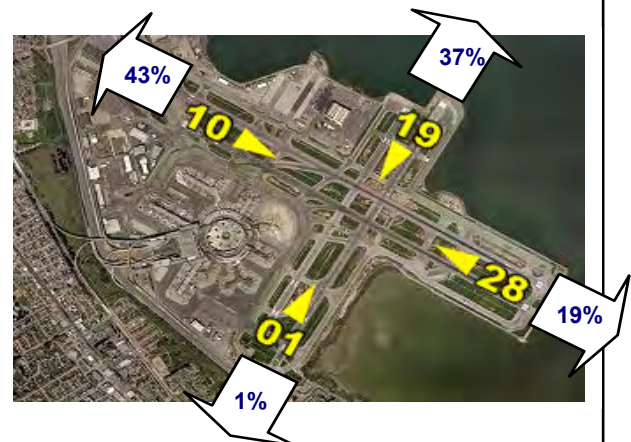


Current Month (1 am to 6 am)



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: September 2011

Time of Day : All Hours



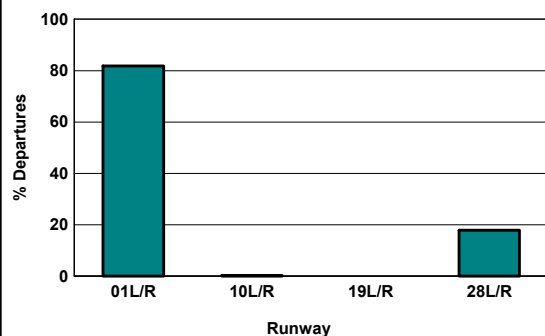
San Francisco International Airport

Runway Utilization (All Hours)

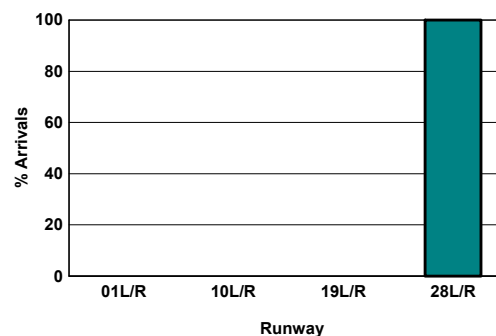
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	13,297	46	0	2,904	16,247
Arrivals	0	0	0	16,235	16,235
Percentage Utilization					
Departures	81.8%	0.3%	0.0%	17.9%	100%
Arrivals	0.0%	0.0%	0.0%	100.0%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

**Airport / Community Roundtable
Meeting No. 274 Overview
Wednesday, September 7, 2011**

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

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

REGULAR MEMBERS PRESENT

Julian Chang, City and County of San Francisco Mayor's Office
John Martin, City and County of San Francisco Airport Commission
Dave Pine, County of San Mateo Board of Supervisors
Richard Newman, C/CAG Airport Land Use Committee (ALUC)/**Roundtable Chairperson**
Elizabeth Lewis, Town of Atherton
Sepi Richardson, City of Brisbane)/**Roundtable Vice-Chairperson**
Michael Brownrigg, City of Burlingame
Art Kiesel, City of Foster City
Naomi Patridge, City of Half Moon Bay
Larry May, Town of Hillsborough
Marge Colapietro, City of Millbrae
Sue Digre, City of Pacifica
Steve Toben, Town of Portola Valley
Jeffrey Gee, City of Redwood City
Ken Ibarra, City of San Bruno
John Lee, City of San Mateo
David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)
City of Belmont
City of Menlo Park
City of South San Francisco
City of San Carlos

ADVISORY MEMBERS PRESENT

Airline/Flight Operations

Henry Diaz, United Flight Management

Federal Aviation Administration

Patty Daniel, Northern California TRACON

ROUNDTABLE STAFF / CONSULTANTS

Steve Alverson, Roundtable Coordinator
Phil Wade, Roundtable Support

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Mike McCarron, SFO's Director Bureau of Community Affairs
Bert Ganoung, Noise Abatement Manager
David Ong, Sr. Noise Abatement Systems Manager

John Hampel, Noise Abatement Specialist

II. Public Comment on Relevant Items Not on the Agenda

Jeff Zajas spoke on behalf of SFONoise.com, a grassroots organization from the City of Brisbane. He indicated that this was the second Roundtable meeting he attended, and he wished to speak to the issue of increased noise and flight patterns over the City of Brisbane. Mr. Zajas indicated that the SFO Noise Abatement office provided him with a 10-year study that indicated there's been a 38 percent increase in flights over Brisbane since 2000, even though the number of departures remains relatively the same since 2000, there's been a 38 percent increase because of short-haul flights going to Southern California, Las Vegas, and the re-emergence of Southwest and Virgin America. He felt that there is no end sight and there is a tyranny of noise. He believes that the FAA is routing planes earlier than the 4-mile mark for published departures for PORTE THREE departure procedure. Mr. Zajas indicated that they would like to work with the Roundtable to find a solution; not to shut down the PORTE THREE departures, but to give relief to their city. He suggested that every 2 minutes an aircraft passes over Brisbane, and that it is damaging the quality of life in their City. He indicated that they want to lobby the Roundtable to work with and encourage FAA to re-establish the "traditional" PORTE THREE departure, which he believes is going out 4 nautical miles at a 1,600-foot elevation, making a left hand turn over San Bruno Mountain., and coming back down the spine of San Bruno Mountain.

III. Consent Agenda Items

- A.** Review of Airport Director's Report for April 2011
- B.** Review of Airport Director's Report for May 2011
- C.** Review of Airport Director's Report for June 2011
- D.** Review of Airport Director's Report for July 2011
- E.** Review of Roundtable Regular Meeting Overview for May 2011
- F.** Review/Approval of Correspondence/Information Items for September 2011

Comments/Concerns/Questions: Chairperson Newman drew everyone's attention to Dave Carbone's retirement letter, and indicated that a future agenda item would be created to properly recognize him.

Action: Marge Colapietro **MOVED** the approval of the Consent Agenda Items. The motion was **SECONDED** by Jeff Gee and **CARRIED, UNANIMOUSLY**.

IV. Airport Director's Comments

John Martin indicated that SFO is continuing to see strong passenger growth, much stronger than other airports in the country. Mr. Martin informed the Roundtable that SFO is seeing 5 percent growth in passenger traffic year over year. He indicated that some of the growth SFO is experiencing is not the kind of growth he wants to see; they've seen a growth in flights to Southern California. Fares are generally lower from SFO than they are from OAK or San Jose to Los Angeles and San Diego, so a lot of people are driving from the East Bay and South Bay. He indicated that they are working with other Bay Area airport directors to try and see that more growth occurs at the other airports, and he is very supportive of the Regional Airport System Plan update, which calls for a balanced distribution of air traffic. Mr. Martin indicated that they are back to their peak traffic levels SFO experienced in 2000. The Airport had its busiest day ever on September 3, 2011.

Mr. Martin indicated that he attended a meeting with Congresswoman Jackie Speier, Vice Chairperson Sepi Richardson, and residents of Brisbane. Congresswoman Speier has been a big supporter of SFO. She helped bring Virgin America to San Mateo County, and she is helping on a number of issues for the airport in Washington, DC. He indicated that SFO takes the Brisbane's concerns very seriously, and believes that the FAA and airlines do too.

Comments/Concerns/Questions: Member Julian Chang, from the City and County of San Francisco, inquired whether or not international flights have contributed to noise issues in the County. Mr. Martin indicated that international traffic, until July, was growing by about 5 percent, but that it had slowed down recently. He indicated that they're seeing a lot of international carriers move away from noisier aircraft. He also mentioned that American Airlines is dropping their MD-80s from SFO, which is one of the noisiest aircraft in operation.

V. Consideration of the Grand Jury Report on Roundtable Activities

Roundtable Coordinator Steve Alverson provided a summary of the memo related to the Grand Jury Report. Mr. Alverson indicated that Roundtable staff wanted to bring to the members' attention the fact that the Grand Jury Report was issued since the last time the Roundtable met. It went to the County of San Mateo, as well member cities of the Roundtable; all of whom have an obligation to respond to the Grand Jury. Mr. Alverson added that, Chairperson Richard Newman put together a couple letters in response to the Grand Jury Report that were sent to various media outlets in the Bay Area. Mr. Alverson informed the Roundtable that they were under no obligation to take any action on this matter, though he suggested they could take action, or at the very least, discuss the issue.

Comments/Concerns/Questions: Chairperson Newman indicated to the Roundtable that he chose to draft comments because the matter was timely. He chose to do so as an individual because the Roundtable was not going to meet until September 7th, and there was little time to approve a formal response. He acknowledged Gene Mullin, former Chair of the Roundtable, for his op-ed piece supporting the Roundtable and its activities. Chairperson Newman indicated that he had little to add to the memo prepared by Mr. Alverson, and opened up the discussion to other members of the Roundtable.

Member Marge Colapietro suggested that the Roundtable's response could utilize some of the work already produced from Chairman Newman's responses. Member John Lee stated that he felt the Grand Jury Report was full of errors and that it would be important for the Roundtable to respond to the Report. Member Larry May indicated that the Town of Hillsborough prepared a response to the Grand Jury Report, and concurred that the Roundtable should prepare a formal

response to the Report. Member Julian Chang indicated that he felt the parts of the Report related to the airport were inaccurate, and that the airport and its noise abatement office set the gold standard for airport noise offices throughout the country. Member Sue Digre stated that she felt the Roundtable should always work to solicit public input, and that she works with the citizens of Pacifica to get feedback and input on aircraft noise issues. Chairperson Newman noted that in his individual response(s) to the Grand Jury Report, he agreed with the idea that if cities want to have advisory committees to their city council representative, he, as an individual or chair of the Roundtable, would have no objection to that.

Member Jeffrey Gee agreed with the other comments made by fellow Roundtable members, stating that he felt that the Grand Jury Report was not well written and that a response was needed. Mr. Gee also noted that he was disappointed with the timing of the Roundtable meeting, as members had to wait two months before discussing this issue, which he felt demonstrated a lack of urgency on the part of the Roundtable. Member Naomi Patridge stated that the Roundtable needed to respond in order to correct the record, and that she appreciated Chairperson Newman's response letter to the Report. Chairperson Newman responded to Ms. Patridge's comment, indicating that he wrote the response letter because he knew the Roundtable was not going to meet for a while and that a response was needed immediately.

Member Steve Toben pointed out that among the parties interviewed for the Grand Jury Report were past and present Roundtable members and other stakeholders that know the organization well. Mr. Toben indicated that he was not interviewed for the Grand Jury Report, but had he been, he would have joined in some of the complaints that were expressed in the Report. Mr. Toben stated that he agreed with many of the deficiencies that were cited by the Grand Jury. He also stated that he was concerned that there wasn't enough time for the Roundtable to draft a response that all the members would be able to review and, if they see merit in the Grand Jury Report, possibly dissent with some of the points in the Roundtable's response. Chairperson Newman responded by saying that neither he, nor the Roundtable staff, had a plan for responding because it was not a foregone conclusion that there would be a response, though he was not surprised that other Roundtable members do want to respond. He indicated that he wanted to see if there was a motion to respond, how the framer of the motion would like to proceed because of the time crunch and no other Roundtable meeting planned until November. He stated that there were a lot of folks that want a response letter, but that he wasn't comfortable knowing what that letter should say. Member Ken Ibarra indicated that it is important for the Roundtable to respond, but that he thinks the Roundtable could improve on how they help their communities.

Vice Chairperson Sepi Richardson stated that she agreed with many of the comments made by fellow Roundtable members, but also felt that the Grand Jury Report was an opportunity to make improvements in the Roundtable process, and that there would not be the concerns there are if people were not being impacted by noise issues. Member Colapietro suggested that the Roundtable respond to the Grand Jury Report in the format indicated on the cover letter to the Report that was sent to the Roundtable jurisdictions. Member Chang added that he felt that Chairperson Newman's response was a good rebuttal, and that the Roundtable's response letter should adopt major parts of Mr. Newman's letter. Member Lee suggested that the letter also include elements from Gene Mullins' response, Chairperson Newman's letter, and Steve Alverson's staff report, and suggested that the Roundtable make a motion to correct the inaccuracies in the Grand Jury Report. Chairperson Newman requested that Mr. Lee include in his motion to circulate the letter electronically to Roundtable members, and if a majority approves, that he would execute the letter on behalf of the Roundtable. The motion was seconded by Ken Ibarra.

Member Michael Brownrigg stated he thought the Chair did a good job with his response, but felt that the recommendations made in the Grand Jury Report merit consideration. Member David Pine indicated that the Roundtable should respond in the format indicated by the Report, and that a special meeting should be held by the Roundtable. Chairperson Newman added that he thought it would be difficult to hold a special meeting before the October 4th deadline.

Vice-Chairperson Richardson stated that she felt that some of the recommendations in the Report are recommendations that could be used to make national changes. Member Richardson indicated that she too felt that the recommendations merited consideration, and that the Roundtable needs to do more to improve. Member Lee stated that the Roundtable had the vehicle to consider the Grand Jury's recommendations through its Work Program, but that there was no imperative to pick through the recommendations now; the Roundtable just needs to respond. Naomi Patridge also indicated that she felt that the work program was the appropriate place to consider the Grand Jury's recommendations. She felt it was just important to correct the inaccuracies of the Report, but also indicate that they would consider its recommendations. Vice-Chairperson Richardson questioned whether or not they could get an extension on the response deadline, and that she would not support the motion to accept Chairperson Newman's letter as the Roundtable's official response. Ken Ibarra clarified that the motion was to submit the sources for response to the Roundtable to read and approve as a response.

Steve Toben suggested that the response take the form of a court with multiple judges that will have a majority and minority opinion. Mr. Toben felt that this approach would more accurately reflect the variety of opinions represented by the Roundtable.

Steve Alverson clarified that the motion was to provide a draft response electronically and allow the members to vote. Chairperson Newman further indicated that Staff would be responsible for putting the response into the appropriate format. Steve Toben expressed his concern that this approach did not conform to the requirements of the Brown Act.

Chairperson Newman called for a vote on John Lee's **MOTION** for the Roundtable to direct Roundtable staff to prepare a response to the Grand Jury to correct, on the record, on the findings contained in the report. The Roundtable response would be based on the information contained within Chairperson Newman's response, former Chairperson Gene Mullins' response, and Steve Alverson's staff report. Chairperson Newman requested Mr. Lee to include in the motion that the letter be circulated electronically to Roundtable members, and allow members to object, and if a majority rejection is not received, then Chairperson Newman would execute the response letter on behalf of the Roundtable. The response would also acknowledge the recommendations provided in the Grand Jury Report, and would include a statement that the recommendations would be considered by the Roundtable at a future time. The motion **CARRIED**, with two members dissenting.

VI. Recommendation by the Operations and Efficiency Subcommittee re: Two-year Term Limits for the Chair and Vice Chair Positions

Steve Alverson briefed the Roundtable on his memo on the Operations and Efficiency Subcommittee meeting related to the recommendation by Vice Chair Richardson's to amend the bylaws to allow for term limits in the Chair and Vice-Chair positions. There were three separate motions that were made: 1) Hold the terms of the Chair and Vice-Chair positions to a twenty-four month period; 2) Allow for bi-annual elections; and 3) Prevent re-election of the Chair and Vice-Chair until four years after their last terms. Steve informed the Roundtable that he performed some additional analysis of the proposed bylaw amendments, which indicated that the current

bylaws allows for a total of 20 leadership opportunities, versus the proposed amendment, which would provide for 10 opportunities. Steve concluded by directing the Roundtable that they had four voting options: 1) accept the proposed amendment in total; 2) accept one or more of the recommendations; 3) take another action; or 4) reject the subcommittee's recommendations wholly.

Comments/Concerns/Questions: Jeff Gee asked what has occurred over the last ten years in terms of service as Chair and Vice-Chair, and whether or not the chairmanship has rotated in accordance with Table 1 of the Staff Report. Chairperson Newman indicated that it has not, and that it has rotated three times in the last 10 years. A couple members, including Member Lee, expressed the opinion that the role of Roundtable Chairperson was highly technical, and that they did not feel they would be qualified for such a position. Member Art Kiesel further added that Roundtable membership is an appointed position by a city mayor, and there's a chance that you might not be appointed back to the Roundtable the next year, which, if you were elected Chair or Vice-Chair, would cause a disruption. Member Patridge indicated that it's a lot of time and work to be Chair or Vice-Chair, and you need to know a lot about airport noise. Ms. Patridge indicated that she did not agree with the idea of a term limit.

Chairperson Newman indicated that there is a steep learning curve to serve on the Roundtable and it takes a few years to understand everything. While he thought there were merits to the subcommittee's recommendations, he indicated that he felt the Roundtable does a good job of selecting its Chair and Vice-Chair and that he would vote against the subcommittee's recommendation. Vice-Chairperson Richardson indicated that she felt the Roundtable had not done a good job with rotation of leadership, that the current process does not work, and that the subcommittee's recommendations have merit.

Member Chang indicated that he felt the idea of rotational leadership has appeal; however, the Roundtable doesn't want to be in a position where they were forcing people into the leadership role because they've run out of options. He also added that the stability and efficacy of the Roundtable should be the top priority, because those serving do so at the pleasure of their mayors. He concluded that they were there to represent their communities. Member Lee stated that the Roundtable has term limits every year, when they decided whether or not to re-elect or choose new chairs or vice-chairs. He concluded that this process has worked for 30 years, and he saw no need for change. Member Toben indicated that he came in leaning toward supporting these motions, but now questioned whether this was the best solution to a deeper problem that he sees with the fact that the current chair is not an elected official. Mr. Toben indicated that the purpose of the Roundtable is to represent the public's concerns, and that not being an elected official can shape one's perspective, whereas elected officials have to answer to the community. He favored the recommendation made in the Grand Jury calling for the chair and vice-chair to be elected officials, and suggested altering the motion to require that elected officials can only serve as Chair and Vice-Chair.

Member Patridge indicated that the Grand Jury contradicted itself because it stated that it wanted the public to serve on the Roundtable, which would conflict with the idea that only elected officials could serve as Chair or Vice-Chair. Member Patridge also said any member should be able to serve as Chair or Vice Chair even if they are not an elected official. If a member is putting in the time, they should have an equal opportunity to serve as Chair or Vice Chair. Member Digre suggested the issue is not term limits, but the lobbying/nominating system, so people do not feel they cannot be nominated. Ms. Digre also added that there will not be many people who come along with the complete technical background needed, and that should not hold the Roundtable

back from nominating someone. Member Chang added that the Roundtable was formed by a grassroots movement and that the community would always hold them accountable.

John Lee **MOVED** to reject all of the subcommittee's recommendations. The **MOTION WAS SECONDED** by Ken Ibarra. The **MOTION PASSED** with two members dissenting.

VII. SFO Runway Safety Area Improvement Program Environmental Assessment

This item was continued to November 2011 Meeting.

VIII. FY 2011-2012 Work Program Items

A. Report Back on the Brisbane Aircraft Noise Workshop

Bert Ganoung provided a presentation on SFO's study into overflight noise issues in the City of Brisbane. He stated that Brisbane has a consistently high number of complaints, but that complaints have risen in the last two years. Bert indicated that SFO met with Brisbane City Council, who asked them to analyze overflight noise. He stated that SFO analyzed operations from 2000-2010; airlines and aircraft types; historic noise and flight tracks; measured and analyzed four locations in Brisbane from 10/28/10 – 11/18/10 and three locations from 4/27/11 – 5/17/11. Bert provided information on the departure procedures at SFO, the results of their study, and what actions they currently taking to work with airlines. Bert concluded that the departure procedures have not changed; that the number of flights at SFO has returned to 2000 levels; and that annual CNEL levels in Brisbane are consistently below 56 dB CNEL 1999-2011.

Comments/Concerns/Questions: Michael Brownrigg inquired why use CNEL if it is an average of noise. Bert indicated that CNEL is required under California state law. Chairperson Newman asked for clarification on why CNEL was adopted. Bert responded that CNEL and DNL are used by federal and state regulators to report noise exposure as an overall daily noise level. Vice-Chairperson Richardson stated that it was her understanding that CNEL was developed in the 1970's and that the FAA wants to make changes to it. Sue Digre asked if DNL was the same metric used to measure construction equipment, or if it was only for noise. Steve Alverson clarified that CNEL and DNL are metrics used for a range of transportation noise sources. Steve Toben stated that the CNEL metric is not effective, and that the Roundtable should do more to increase its effectiveness and respond to the people in Brisbane who are suffering from increased noise exposure. Chairperson Newman indicated that what the Roundtable was hearing from SFO were the facts as SFO understands them, and that other steps were being contemplated. Chairperson Newman pointed out that an aircraft noise workshop was being held on October 5th in Brisbane to try to further understand what the problem is, which is the first step to solving it.

Ms. Patty Daniel, traffic management officer at Northern California TRACON, indicated that she and representatives from Brisbane met with Congresswoman Jackie Speier to try and find relief for Brisbane. Ms. Daniel indicated that the problem was very complex because each aircraft requires its own "bubble" of airspace around it as it travels through the national airspace, every aircraft performs differently, and there are a variety of other variables involved. Ms. Daniel also stated that FAA is committed to working with Vice Chairperson Richardson and Brisbane without creating problems for air traffic controllers or shifting noise to other communities.

Chairperson Newman indicated that turns over Brisbane seemed to be occurring earlier because aircraft performance was improving. He asked if requiring aircraft to fly all the way out to the four-

mile marker would be one possible way to help Brisbane. Ms. Daniel indicated that this may be possible, but that safety and efficiency of the airspace system must also be considered.

Vice-Chairperson Richardson indicated that she appreciated Ms. Daniel's work on the problem. Vice-Chairperson Richardson described the aircraft noise concerns in Brisbane, including overflights every two minutes beginning at 6 A.M and continuing late into the night. Chairperson Newman thanked Ms. Daniel for her input.

Member Digre suggested that maybe airlines were not doing a good job of forcing their pilots to fly the published procedures. Bert Ganoung indicated that some airlines, like Emirates, were issuing "final letters" to pilots that did not fly the published procedures. Member Gee inquired why it had taken so long for the Roundtable to address the noise issue in Brisbane. Chairperson Newman indicated that the focus of the work had not been with the Roundtable, but that it was now being brought to Roundtable. He indicated that the Roundtable was now working with FAA on the problem, and that the work program could be amended to include regular check-ins on the Brisbane issue. Vice-Chairperson Richardson indicated that the problem started with the Roundtable when her complaints were not responded to. Chairperson Newman disagreed.

Jeff Zajas, a resident of Brisbane, addressed the Roundtable and indicated that he and others have become involved because he felt SFO was not addressing the issue. He stated that aircraft were being directed over Brisbane, and that the published route was not being followed. Clay Holstein, City Manager of Brisbane, also spoke and indicated that the noise problem has grown increasingly worse. He stated that the City of Brisbane would work to involve Roundtable staff in the City's future meetings with FAA and SFO. Steve Alverson reaffirmed the date and time of the Brisbane meeting.

B. Fly Quiet Program Quarterly Report

Bert Ganoung presented the Fly Quiet Quarterly Report. He stated that the second quarter remained status quo with the first quarter, though a few more noise exceedances did occur last quarter. Mr. Ganoung indicated that nighttime preferential runway use averages got skewed this quarter due to weather and construction. Shoreline departure rating went up this last quarter. He stated that SFO got commitments from Emirates to not fly that procedure. He concluded that gap departures are trending upwards and that Foster City arrival ratings went up.

Comments/Concerns/Questions: There were no questions or comments.

C. Presentation of the New SFO Airport Community Roundtable Website

Media Consultant Carla DeLuca gave a presentation on the new Roundtable website, which she indicated was in its final phases. She explained that the site would be done in the next 5-6 weeks, and that it has been designed for longevity and to serve as an archive that the public can access.

Comments/Concerns/Questions: Jeff Gee inquired why it had taken so long to build. Ms. DeLuca responded that county downsizing caused her company to be in charge of other planned tasks, and that they lost six weeks when their county contact went on medical leave. Mr. Gee indicated that timeliness of information is important. Ms. DeLuca responded that this is one reason why the Roundtable was considering not using the County to host the website.

D. Review/Approval of Roundtable Proposed Budget Expenditures for FY 2011/2012

This item was continued to November 2011 Meeting.

E. SFO Update on Air Traffic, Noise, and Work Program Items

This item was continued to November 2011 Meeting.

F. Report on Caltrans Airport Land Use Handbook Update Effort

This item was continued to November 2011 Meeting.

G. Roundtable Letter to Congressional Delegation Regarding 60 CNEL Standard

This item was continued to November 2011 Meeting.

H. Update on Federal Research on Airport Noise

This item was continued to November 2011 Meeting.

IX. Aviation Noise News Update

Steve Alverson presented the noise news update, indicating that FAA reauthorization has been a constant issue and resulted in a temporary FAA shut down. As such, ticket taxes were not collected and construction projects stopped during the shutdown. Mr. Alverson indicated that Congress held an emergency meeting to come up with a short-term deal, which will expire on Sept. 16th. The second item Mr. Alverson discussed was aircraft operating here at SFO in the future, which will include Boeing's 787 Dreamliner. Boeing claims the 787 is 30% quieter than similarly sized aircraft in use today. Steve indicated that Staff would report certification numbers to the Roundtable when available. Steve concluded that for the 2012 program year, there are no aircraft noise projects for consideration in the Airport Cooperative Research Program for 2012, but that we hope this will change for future years.

Comments/Concerns/Questions: None.

X. Member Communications/Announcements

Member John Lee reminded the Roundtable that Sunday was the tenth anniversary of 9/11 and encouraged fellow members to share in a moment of silence at 10 A.M. that day.

Chairperson Newman informed the Roundtable that with the departure of Dave Carbone, Steve Alverson and ESA Airports are taking on a more significant role, some of it above their current contract obligations. Mr. Newman indicated that this was an opportunity to maybe seek to rectify some of this of the budgeting issues that exists between the County and the Roundtable, and that they are exploring some options. He indicated that ESA Airports would likely takeover the entire staff function, as they did with this meeting. He concluded that it was his intent to vest the expenditure of Roundtable's funds with the Roundtable. Chairperson Newman said that he expected to get back to the Roundtable in November with an agenda item on the budget, but that he wanted to make Roundtable members aware of the challenges the Roundtable is facing with changes in Roundtable Staff personnel.

Naomi Patridge indicated that she would not be available for the October 5th Brisbane meeting.

Vice-Chairperson Richardson suggested that the Roundtable get volunteers to work on the budget issue.

Comments/Concerns/Questions: None.

XI. Adjourn

The meeting was adjourned at approximately 9:40 PM.

DATE: November 2, 2011

TO: Roundtable Members, Alternates and Interested Persons

FROM: Steve Alverson, Roundtable Coordinator

SUBJECT: **Agenda Item III.D, Re: Review/Approval of
Correspondence/Information Items for November 2011**

Attached are the following correspondence/information items for review at the November 2, 2011 Roundtable Meeting:

1. Draft Meeting Minutes: Oakland Airport-Community Noise Management Forum
July 20, 2011 **Pgs. 49-60**
2. Analysis of Scheduled Airline Traffic: Comparative Traffic Report
August 2011 **Pgs. 61-64**
3. Letter to the Honorable Judge Bergeron re: Response to the Grand Jury Report
September 28, 2011 **Pgs. 65-68**
4. Letter to Bert Ganoung re: Low-Flying Aircraft over the Woodside VOR
September 28, 2011 **Pgs. 69-78**
5. Letter to Richard Newman re: Roundtable response to the Grand Jury Report
September 29, 2011 **Pgs. 79-84**
6. Letter from San Mateo County Superior Court re: Grand Jury Report –
“County Officials Need to Make Noise about Aircraft Noise”
October 5, 2011 **Pg. 85**
7. Letter to Richard Newman re: Brisbane Aircraft Overflight Noise Workshop
October 7, 2011 **Pg. 86**



8. Memorandum: Oakland Airport Community Noise Management Forum
October 9, 2011 **Pgs. 87-94**
9. Letter to Sepi Richardson re: Brisbane Aircraft Overflight Noise Workshop
October 18, 2011 **Pg. 95**
10. Letter to Captain Andrew Allen, Northwest Region Chief Pilot, United Airlines
re: SFO Community Roundtable Meeting on Brisbane Noise Complaints
October 25, 2011 **Pg. 96**
11. Letter to Perry Clausen, Manager ATC Systems, Southwest Airlines
re: SFO Community Roundtable Meeting on Brisbane Noise Complaints
October 25, 2011 **Pg. 97**
12. Article from ACI-NA Centerlines Weekly Update, entitled
“With Little Notice, FAA Orders Voluntary Slot Controls at SFO
October 26, 2011 **Pg. 98**

DRAFT MEETING MINUTES OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM

July 20, 2011

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1. INTRODUCTIONS

The July 20, 2011 Oakland Airport-Community Noise Management Forum meeting was called to order at 6:33 p.m. by the Forum's facilitator, Michael McClintock. Mr. McClintock welcomed the Forum members and guests. He introduced the Forum members and advisors who were present for the benefit of the audience:

Forum Members/Alternates Present:

Jim Prola, Co-Chair, Elected Representative, San Leandro
Kriss Worthington, Elected Representative, Berkeley
James T. Nelson, Citizen Representative, Berkeley
Olden Henson, Elected Representative, Hayward
Edward Bogue, Citizen Representative, Hayward
Pat Mossburg, Alternate for Larry Reid, Oakland
William Fernandez, Citizen Representative, San Leandro
Emily Duncan, Elected Representative, Union City
Rob Forester, Airside Operations Manager, for Deborah
Ale-Flint, Director of Aviation

Staff Members/Advisors:

Larry Galindo, Noise Office, Port of Oakland
Wayne Bryant, Noise Office, Port of Oakland
Jesse Richardson, Noise Office, Port of Oakland
Jim Baas, Flight Operations, FedEx
Lieutenant Commander Harper Phillips, U.S. Coast Guard
Jeff Dickenson, Southwest Airlines
Pamela Adams, Air Traffic Manager, Oakland Tower
Vince Mestre, Acoustical Consultant, Landrum & Brown
Eugene Reindel, Consultant, HMMH
Courtney Moreland, Noise, Hayward Executive Airport
Mike McClintock, Forum Facilitator

2. ANNOUNCEMENTS

A. 2011/2012 Forum Annual Membership Dues

Facilitator McClintock reminded Forum members that annual Forum membership dues would be due in August. Jesse Richardson would be sending out the notices to all Forum members.

B. Acceptance and Filing of 1st Qtr. 2011 Noise Report

The second item under announcements is the acceptance and filing of the first quarter 2011 noise report. Co-Chair Jim Prola said that he had received an amended night departure compliance report for Runway 11 and had some questions for Mr. Galindo. Prola said that he was not sure why there was only 94 percent compliance. Mr. Galindo thanked Mr. Prola for bringing this issue up. He said that it's kind of a bad news/good news situation. The bad thing is we made a mistake on the operational count for the first quarter 2010. So that corrected the percentage to 95 percent. As far as the 94 percent compliance in the first quarter of 2011, he said he went through all of that report, and March 18 they had a bad day. There were seven departures that day that did not conform to the 140 degree heading procedure. That's what degraded the compliance for the first quarter of 2011. Prola said he understood, but did not like seeing the departure compliance percentages creep down below 98%. Mr. Prola offered to accompany the Noise Office staff if they were to talk with any noncompliant operators and advise them of the effects of their deviations on his community.

Will Fernandez offered that the 94 percent compliance meant that 14 flights were non-compliant on that departure procedure for that quarter. Of these, seven may have been related to bad weather. He asked if there had been any complaints about the non-compliant operations and were they transient flights or FBO operations. Mr. Galindo replied that they were not transient aircraft, but were commercial air carrier aircraft making a left turn on departure heading eastbound. Galindo said that to his knowledge, no complaints had been received. He asked Mr. Richardson to look into this and report back at the next meeting. Jim Baas said he thought it was important to note that pilots aren't non-compliant in general. It's a vector departure. If he's told to turn to a heading, he turns to it as directed. Baas said he believes that the tower gave them a different heading (e.g., because of a thunder cell). Will Fernandez said that the information in the noise report was incomplete if there was no effort to correlate noise complaints with the failure to comply with the noise abatement procedure.

McClintock said that he had one other announcement. The July meeting was typically the time that election of Forum officers took place. He said that since it did not make it onto the agenda for this meeting, it would have to be taken care of at the October meeting.

3. APPROVAL OF MINUTES (APRIL 20, 2011)

Facilitator McClintock submitted the draft minutes of the April 20, 2011 Forum meeting for approval. Motion for approval made by Co-Chair Prola and seconded by Councilmember Worthington. Minutes were approved.

4. PUBLIC COMMENT

The facilitator announced that this was the time for members of the public to speak on issues not on the agenda but relevant to airport noise at Oakland International Airport. Mrs. Harrison asked why the aircraft over her neighborhood were now farther away than last September. She wondered if it had to do with the weather and would it change back when the weather gets worse. Larry Galindo replied that the traffic levels over her have decreased because we're now in the West plan operational mode. He said that during inclement weather when the airport is operating under the Southeast Plan, she can expect to get more overflights. There being no others who wished to address the Forum, the facilitator closed the public comment period.

At the request of some late arrivals to the meeting, the facilitator reopened the Public Comment Period. Harold Perez asked if the San Leandro residential soundproofing program was over. Rob Forester replied "No, it's definitely not over." He said they are continuing to work with the staff and the legal departments, both at the Port and the city. He said they were very close to fi Councilmember Olden Henson said that for those who attended the Noise 101 presentation they heard a Ms. Janet Anton speak very passionately about the impacts of noise on her health. Ms. Anton had been in frequent contact with the Port and it was determined that more work was needed on her issues. Mr. Henson said that he had been working with Ms. Anton, along with Mr. and Mrs. Harrison. He said he had met at the home of the Harrisons, and then went out to Ms. Anton's home to do some observations and met with some of her neighbors as well who also had some complaints. Olden said that the solution to their problems would require a political process as there was little that could be done at the local level.

He said he contacted representatives of Congresswoman Barbara Lee's office and Congressman Stark's office and they came up with an approach. He subsequently met with the FAA in Washington, D.C. He said they indicated that, in order to address something like this, a lot of technological information would be needed. So he crafted a letter and determined it was insufficient because he didn't have the necessary technical information. So, he was asking the Forum to support a study of the area of Castro Valley near Eden Hospital and Interstate 580. McClintock said he could not ask the Forum to vote on this because it was not on the agenda, but did ask Mr. Henson to work with Larry Galindo and the Noise Abatement Office and anybody else who wants to participate in this to come up with a proposal to bring back to the Forum for the October meeting? Rob Forester offered that it might be better to bring this issue before the North Field/South Field Research Group to help put together the proposal to bring back to the Forum. McClintock closed the reopened public comment period.

5. NOISE ABATEMENT OFFICE REPORT

A. New Oak Whispertrack Website

Larry Galindo opened with a discussion of Whispertrack. He said this was brought to the attention of the Forum at the Noise 101 program in April. He read from an article in the July 4 New York Times:

"The Federal Aviation Administration has authorized a handful of commercial and charter carriers to use the computer as a so-called electronic flight bag. Private pilots, too, are now carrying iPads, which support hundreds of general aviation apps that simplify preflight planning and assist with in-flight operations. The iPad allows pilots to quickly and nimbly access information, said Jim Freeman, a pilot and director of flight standards with Alaska Airlines, which has given iPads to all its pilots. When you need to make a decision in the cockpit, three to four minutes following the paper is an eternity."

Galindo said he wanted to share this with the Forum because Oakland was the first major airport in the nation to enroll and use that to communicate directly with pilots in their preflight planning.

B. FAA Air Traffic Regional Pilot Workshop

Mr. Galindo recapped a special FAA-sponsored pilot symposium, which is now in the incubation and planning stages. It's planned for the fall of 2011. What we will see there is sessions on ATC procedures for Oakland and the Bay Area. He said the airport will be given the opportunity to present its noise program, and, being that pilots from Sacramento, San Jose, San Francisco, Monterey and several general aviation airports are being invited, this is a fine opportunity for the airport to educate and outreach the pilots.

C. Pacific Northwest Arrival Noise Procedure

Larry said that this item was generated in response to several community complaints received from the Hayward, San Leandro and San Lorenzo areas. This deals with our Pacific North-

west arrivals. There seems to be a need to clarify what the actual noise abatement procedure is between the Port of Oakland and NCT and how that really works. The issues we've been registering in with our complaints really deal with a visual flight rules approach. He called upon Gene Reindel, the Port's on-call noise consultant, to further elaborate.

Mr. Reindel explained the differences between some of the VFR flight rule approaches into OAK by aircraft arriving from the Northwest, e.g., Seattle or Portland. He reviewed the various routes used by these aircraft as they approach the airport, including a newly designed required navigation procedure, or RNP, that Southwest Airlines and the FAA helped design. This latter approach procedure was based on a previously existing instrument landing system procedure that was already in place. He said, what the RNP does is tighten up the procedure even more, so that the lateral deviation would be less for aircraft using this approach, and the altitude differences would also be less for individual aircraft. He noted however, that pilots could elect not use the RNP and continue to use the VFR approach. The value in using the RNP procedure is that it is consistent and at certain points on the approach route the aircraft are required to be at a specific minimum altitude. He said that compliance with the RNP procedure has been about 90%, and 92% for the most recent quarter. He concluded that the procedure was working well, primarily due to coordination between the Port and the FAA in controlling early turns.

Jim Nelson asked if Mr. Reindel knew the altitude of a waypoint above Berkeley. Reindel did not know, but Jeff Dickinson, assistant chief pilot with Southwest Airlines, offered that it can vary depending on what the controller wants and how much traffic they have departing out of San Francisco coming across the top. Generally, where you're talking about is about 5,000 feet, then you are cleared to cross the radial at or above 3,000 feet. He noted that this is not a noise abatement procedure, it is about controlling air traffic. Mr. Nelson asked if other airlines were using this procedure. Dickinson replied that he did not know. Larry Galindo offered that the Pacific Northwest corridor is pretty consistent. On a daily schedule of about 24 arrivals, we have one or two that fly visual approaches, which is legal. He said also there are too many variables for the airport to enter into any kind of noise abatement arrangement for the base leg turn. That is solely at the discretion of the pilot and air traffic conditions at the time. Jeff Dickinson added that there were also a number of other factors that needed to be considered on how one would make this approach to the airport.

Larry Galindo said that he had one more item to add, that being that he intended this particular discussion to be informational only, but hoped that everyone realizes that RNP and the ILS approach are different in terms of noise control. When the aircraft coming down that corridor reaches that radial at or above 3,000 feet, NCT has done their job, and the pilots have complied with the noise abatement procedure. He said there will be further discussions with our carriers as to using the principles of noise abatement to try to avoid visual approaches that expose communities to low overflights.

D. ANOMS Upgrade Status

Larry Galindo said that Wayne Bryant would give the on the ANOMS upgrade. Mr. Bryant said that there were two components to the upgrade project. The first part is the noise monitor replacement. He said that all of the permanent sites have been replaced as of last week. He said they were now in the process of getting the telecommunications operating so that the

noise monitors could send the data to the central server. The second part of the project is the software upgrades. He said that too was going very well. He said he is working with maybe twelve different vendors, but everything is coming together very well and they are getting close to being able to test the system for acceptance. The good news is that once the new system is operational it will provide the tools to do a much better job at monitoring compliance with all the various noise abatement procedures. With the new system he said they would be getting daily reports out of the system that will identify non-compliant activity that can readily reacted to. The upgrades will also provide information for us on not only who the operator was, what they did wrong, but, also, what the weather conditions were like at the time. He said he would also like to present the updated website at the October meeting.

6. NOISE NEWS UPDATE

Vince Mestre said that he wanted to begin with an analysis of noise news events, and also to talk about what is happening with biofuels and air quality issues. He said the aviation bill, which provides funding for the FAA, has not been approved and that a continuation bill that was approved in April expires this Friday night at midnight. The routine of having short-term extensions has been going on for years now and they've reached a stalemate in Washington. If they don't approve an extension tomorrow or Friday, then all non-essential FAA employees will be furloughed as of midnight on Friday. Air traffic controllers are considered essential, but all our other friends that work in the FAA will begin an extended vacation as of midnight if a new bill isn't passed. He said there were just a few parts to the Bill that were causing the hang-ups. One of them has to do with what it takes for organizing airline and railway employees into a union, the number of long-haul flights out of Ronald Reagan Washington National Airport and an issue of continuing subsidizing service to small cities. He explained the problems associated with the different versions of the Bill.

As for noise news, he said that Airbus has announced and has sold a number of modernized A-3 Aircraft, called the "A-320 Neo." It's very little change from the current A-320 aircraft, except it does have a brand new engine. The engine they're proposing is a CFM International engine, which is quieter, cleaner and more fuel efficient than the Pratt-Whitney geared turbofan we talked about earlier. So this is now the third competing engine to be the quietest, cleanest and most fuel efficient. The third engine is the one Rolls Royce has proposed, which is an unducted turbofan. He announced that American Airlines is buying 460 new aircraft. 260 of them will be this Airbus A-320 Neo. The other 200 will be in the Boeing aircraft 737 family but not with an engine that's currently offered. They have twisted Boeing's arm to update the engine on the 737-800. Mestre said he didn't know which engine they chose. Virgin Airlines will re-engine the current A-320s with the new LEAP X engine.

The International Standards Organization (ISO) is going to update their annoyance curves. That's the Schultz curve, which describes what percentage of the population is highly annoyed as a function of noise level. This new, updated curve for aviation is significant because the current Schultz curve, which dates back to 1978, has had some modest updates since then, but, essentially, predicts that 12.3 percent of the community is highly annoyed for aircraft noise at 65 DNL or 65 CNEL. That's the standard used for residential compatibility in the U.S. and California. The new International Standards Organization curves actually show it's more like 30 percent of the population is highly annoyed at 65 dB DNL or CNEL, which is a fairly significant difference between the public who were not highly annoyed and the number

actually annoyed. It may be worthwhile for Vince to make a future presentation on the updated curves.

Mestre said that there were two other follow-up research programs. One dealing with rail noise and the other with highway noise. The two studies compare the differences in annoyance between the sources and between different types of communities. These two research projects will probably not be public by the October meeting, so he suggested a presentation at the January meeting. McClintock asked if by changing the tolerance level the number of people deemed to be annoyed would practically double. Mestre concurred and noted that in Europe they are also considering lowering the tolerance level to DNL/CNEL 60 dB, but are not doing so in the U.S. He said the FAA is in the middle of its noise road mapping session but due to a change in personnel, that probably will lag a little bit. Vince noted that with respect to the 30% annoyed, the research for this was actually done in the U.S. and was funded by the FAA. McClintock said "so this was an 'ah hah'" moment." Mestre answered that "you can actually go back to 1992 and say, 'Ah hah.' We should have seen it then."

Co-Chair Prola asked what noise level are they considering lowering the tolerance level to in Europe. Vince answered that in Europe, it varies all over the map. EU will not use DNL. They're using DENL (day and night average noise level), which is almost exactly the same as California's community noise equivalent level. But rather than give California any credit, they re-defined it and gave it their own name, DENL. So, depending on the country, they are looking at DENL 55 or 60. So it would be stricter than it is here.

At the last FAA road mapping meeting in Washington earlier this year, the Center for Disease Control made an interesting presentation. The CDC tracks health issues all across the United States and has for years. They have something called a "Behavioral Risk Analysis Factor Surveillance System or "BRAFFSS." They had a survey of over 850,000 people across the country, and part of that survey asked them about their quality of sleep. Part of the survey dealt with sleep disturbance, because the effect of insufficient sleep has become a very big health research topic in the U.S. -- and in Europe, too. Then somebody had the brilliant idea of saying, "We surveyed nearly a million people across the U.S. about their sleep habits and sleep sufficiency. Why not correlate that with the aircraft noise level they were exposed to?" So, from the FAA, they got the 55, 60 and 65 DNL contours for all the major airports of the United States and correlated sleep insufficiency with DNL. The result was there was no correlation; that you were as likely to report insufficient sleep living adjacent to an airport as not living adjacent to an airport. The statistical significance of that finding was quite profound. The presentation was dramatic. Unfortunately, he wasn't able to a copy of the presentation. It hasn't been posted yet. He thinks it's a really significant study because it's exactly the opposite of what's being found by research being done in Europe.

NASA is going to do a pilot study of sonic booms this fall. They are going to fly modified aircraft that produce modified, low-level sonic boom events and try to determine a relationship between the pressure level associated with the sonic boom and peoples' response. The reason they're doing this is not because anybody is out there proposing a new Concorde for commercial flight -- that's already been determined to be infeasible from a cost point of view - - but there are certain business jet manufacturers that believe there is a market for supersonic business jets. And the current regulation in the United States is that no commercial flight or civilian flight can produce a sonic boom over land. The proposal is to change that regulation to put a limit on the pressure associated with the sonic boom. So the sonic boom would be

permitted if it's below a certain pressure level. And the question is, what should that pressure level be?

Mestre said he had a couple other news items. The City of Santa Monica lost their battle with the FAA. The issue, as we discussed before, is that the runway safety areas in Santa Monica were insufficient for larger aircraft, Airport reference Code (ARC) categories C and D. Santa Monica has no land to expand or extend the Runway Safety Areas (RSAs), so the city proposed to not permit those aircraft to operate at the airport. The FAA sued them and won. And the city is not going to appeal. So those aircraft will continue to land at Santa Monica, even though it doesn't meet the runway safety area requirements. Next he said, American Airlines is a launch partner with Boeing on an Eco-Demo program, a 737-800 aircraft that will be used to flight test various kinds of emerging technologies. As described earlier, American Airlines has taken the lead in negotiating with Boeing to produce a version of the 737 with new technology engines. He said the FAA has also proposed a noise certification procedure for civil tilt rotor aircraft. They are like the Marines' Osprey Aircraft. The engines face forward and have big turbofan blades. Engines rotate vertically, as the airplane takes off, like a helicopter. Then the engines rotate horizontally, and it flies away. The opposite occurs when it lands. To sell an aircraft in the United States or the world, you have to certify it meets international noise standards. These standards are based on measurements taken at approach, departure and the side line. When you have something that takes off and lands like this does, it sort of missed the measurement points. It doesn't quite work with the existing measurement system. So they've developed a new certification method for tilt rotor aircraft. Right now there isn't a proposed civil tiltrotor aircraft, other than the Boeing B-609 being developed, but they anticipate that there will be a market for this aircraft. So this would be a method of certifying that it meets the international noise standards.

The San Mateo County Grand Jury did an investigation of the San Francisco Roundtable, and they observed that its effectiveness appears to be diminishing for some fairly odd reasons; mainly, they switched from monthly to quarterly meetings. The Grand Jury was also critical of the makeup of the membership of the SFO Roundtable. They didn't mention the Oakland Forum, but they did imply that the makeup of a body that had a mix of elected and public was a better way to do it than what San Francisco had.

The first air quality issue is that the EPA is proposing nitrous oxide standards for engines used in large commercial aircraft. The International Civil Aviation Organization (ICAO) adopted these NOX standards some time ago, and the U.S., by treaty, will adopt the same standards they adopt. So, even though ACAO adopted these new standards, it doesn't become a requirement in the United States until Congress passes a law and EPA promulgates the regulation that sets these NOX limits to match that. Now the EPA has actually done it. It will reduce the NOX emissions by a fairly substantial amount by the year 2030. So progress is being made on reducing NOX from commercial engines. In a related manner, U.S. airlines are going to the European court over the adopted emissions cap the EU placed over all commercial operations in Europe. The U.S. carriers have filed a lawsuit in the EU Court of Justice in Luxembourg, saying that because ICAO has not adopted these limits, the EU cannot adopt these limits. So now there will be an internal fight over who has the authority to set emission levels.

Another lawsuit has been filed against FBOs -- fixed base operators—in California over the sale of leaded aviation fuel. If successful, it will forbid them from selling leaded gas in the State of California. If it succeeds it will be an instantaneous end to the sale of leaded gas. That means that all piston-operated aircraft in the State of California would not be able to operate if this lawsuit is successful. The lawsuit is being filed on the basis that it violates the California Safe Drinking Water and Toxin Enforcement Act, Prop 65. The industry has been somewhat skeptical of this, arguing that the EPA and the FAA pre-empt California from adopting rules like this and it can't happen. Mestre's take on it is that California has been very successful in these kinds of lawsuits in the past. As we all know, California has stricter automobile emissions than cars sold in the other 49 states although other states have adopted the same rulings -- and that California has stricter ambient air quality standards. He said he would not dismiss this lawsuit as another one of the crazy California things. If this one is successful he thinks the days are numbered for leaded fuel. Coincidentally, when this lawsuit was filed, a company called "Clear Gas" shows up marketing an unleaded fuel for use in GA propeller aircraft. They argue that about 80 percent of the fleet can operate on clear gas. The problem is that piston aircraft were certified to operate on leaded fuel. Just because there's a non-lead alternative available, a pilot cannot use it. He cannot use it until the FAA certifies that his aircraft is capable of using that fuel. So, under current rules, every single model GA aircraft would have to go out and be recertified to use the unleaded fuel, unless the FAA comes up with some kind of blanket approval certification for these aircraft.

However, biofuels for commercial and military aircraft are coming into their own. A few years ago biofuel was kind of that pie-in-the-sky kind of thing that was interesting to talk about but probably wasn't very practical. Now, because the price of fuel is so high and has gone up so fast, things have changed dramatically. We now have a regulation that permits biofuels in jet aircraft. A 50/50 blend of Jet A and biofuels is permitted and legal for all jet aircraft, period. KLM announced on June 30 that they flew the first commercial biofuel flight, a 737-800, Amsterdam to Paris. Lufthansa announced they flew the first ever commercial biofuel flight between Hamburg and Frankfurt. He said he expects about once a month for the next 12 months we'll have an airline announce they are the first biofuel flight to occur. But they're real. The Detroit Airport has teamed with Michigan State University to develop bio-energy crops on airport-owned property. All that infield area and grass areas around the airports will be for the purpose of growing a biofuel-type crop.

Now, this is a really interesting story. Susan, in the environmental office here in Oakland, dug this information up. This is actually her report. She's not here tonight, so I'm going to present it. But I think it's of great interest to the Forum. Solena Fuels, a biomass-based jet fuel manufacturer, plans to build a plant in Santa Clara to supply biomass-based jet fuel to Oakland, San Francisco and San Jose. Solena Fuels already has facilities like this in Australia and Europe. United, Continental, Alaska, FedEx, JetBlue, Southwest and U.S. Airways have signed a letter of intent to purchase fuel. Biofuel will be trucked to Oakland, San Francisco and San Jose and will be burned in a jet A with a 50/50 blend. It does not use biomass crops but uses post recycled urban and agricultural waste. The plant is designed to produce 16 million gallons a year by the year 2015. That will divert 600,000 tons of landfill bound waste. That won't end up in the landfill but, instead, will be used to produce biofuel. Biofuels emit fewer greenhouse gases and fewer local air pollutants. In particular, it's a purer form of jet A and actually produces quite a bit fewer particulates. So this is a real interesting story because

this is a real project that's being built. This fuel will be sold to airplanes here and the other Bay Area airports.

He said he two closing items. Volt Air has announced they're going to produce an electric passenger jet. This article says that they demonstrated it at the Paris Air Show. They actually have a working model of the airplane at the Paris Air Show. There's quite a bit of future technology that needs to be developed yet for it to work, but they plan on building it. It uses superconducting electronics, liquid nitrogen cooling and all sorts of things. His next item was an airplane you can buy today. This airplane is made in Worcester, Massachusetts. It's about \$250,000. It got its flight certificate from the FAA a little over a year ago. So now the airplane version, which has been legal for a while now, has the street version. So, for a mere \$250,000, those of you that are fans of George Jetson can emulate George and fly and drive in the same car!

7. STATUS REPORTS—NORTH AND SOUTH FIELD WORKING GROUPS

Larry Galindo reported that the North Field and South Field groups met together, by mutual consent, on June 8, 2011. This was the first for these two technical committees, which have been serving in conjunction with the Forum for several years. It was decided that combined meetings will continue as long as there is no need to meet separately. The reason why the change to combined meetings was made is because quite often the agendas for each group are very similar and cover a lot of the same information, and it makes it easier for some of the members to attend. So that was the reasoning behind it. So anytime it's necessary for separate meetings to take place that can be facilitated at the request of the committees. At the June 8th meeting there was a lot of discussion and review and approval of new, updated work plans for each group which were re-done by the Noise Office. They were adopted.

Two of the current projects being undertaken under the new work plans -- for the North Field Group, is investigating the feasibility of using Runway 27L as the preferred arrival runway for North Field. This would shift noise to areas that are more industrial and commercial, away from the Davis West neighborhoods. So this feasibility study will be conducted, and we will be reporting the results back to the Forum. For the South Field Group, if you recall, the Forum approved the determination of the noise impact change in the airport noise contour from the elimination of the Boeing 727 aircraft in Federal Express's fleet. That will be conducted and probably ready and done by September or October this year.

Lastly Southwest Airlines representative Jim Randel reported on the status of RNP approaches implemented by Southwest in January of this year. He advised that the implementation is progressing and, by the end of May, over 7,000 RNP approaches had been flown throughout the country. Unfortunately, we didn't have specific numbers for Oakland that everyone was interested in.

8. U.S. COAST GUARD HELICOPTER OPERATIONS

The facilitator introduced Lieutenant Commander Phillips from the United States Coast Guard. He said he was going to speak to the Forum about Coast Guard helicopter operations out of the San Francisco Air Station. LC Phillips said he had just reported aboard the USCG Air Station as chief pilot about a week ago, and he was still trying to figure out the procedures

and processes associated with the operation there. He said the training that they conduct at OAK is very important to the Coast Guard's mission in the Bay Area. He said the instrument approaches they shoot at North Field, especially in the evening hours, are for mission training so that they can meet the minimum requirements for IFR operations. We're trying to conduct pilot proficiency training for conducting instrument approaches so we can stay current so that we can go out on a dark, stormy night and be able to come back in safely. He said he appreciated the flexibility of the airport in offering the use of South Field when the air traffic allows it. But, jets fly at much higher air speeds than they do on approach. If there is jet traffic behind, They'll slow that traffic down. That's why they use the North Field most of the time. If there is a gap in the traffic inbound, they try to fit themselves in to that. He asked if there were any questions or concerns.

Will Fernandez thanked LC Phillips for coming to the meeting. He said one of the main complaints we receive about Coast Guard operations is the hovering around the airport while they're waiting to go into the ILS approach. Fernandez said that while these helicopters are hovering, the noise level is the equivalent of a heavy truck passing by at 81-85 dB, a moderate noise impact, but one that is prolonged when the aircraft is hovering, especially over someone's home, and not to mention the associated vibration. He suggested it would help the neighbors a lot if they could do their hovering over the freeways or industrial zones to get away from the Davis West neighborhoods. Jim Prola said he has gotten a lot more helicopter complaints from San Leandro residents lately. He asked if this was due to more training or more helicopters. LC Phillips replied that the number of flight hours they are conducting annually hasn't changed in many years. In terms of hovering around the area, he said they work with air traffic control when they're shooting ILS approaches to the runway, and they are worked into the traffic flow. He said he didn't think they were hovering much below 1200 feet and they would be maintaining air speed throughout the entire approach until they get down to the decision height. Will said his concern was more with the VFR operations that occurred after the simulated landing on the ILS. That's when they return to get back into the loop to fly the approach again. It's that hover while you're waiting that the community really complains about, because your position at 500 feet over somebody's house or around an area is really causing a lot of disturbance to the community, especially in the twilight hours or after 5 o'clock when people are home. LC Phillips said now that he had a better understanding of the situation he would go back and see what kind of alternatives might be available. Will said he appreciated the need for the training and asked that the CG continue to work with Larry Galindo and staff. Larry commented that most of the approaches into North Field try to avoid residential areas, but when they go out to return to the ILS they do go over residential neighborhoods. He said that the Noise Office stresses that hovering is a significant annoyance to communities, and they ask helicopter news and the Coast Guard to avoid hovering as much as possible.

Harold Perez said the helicopter activity over his home has gotten out of hand. He said he believed that he was being singularly punished by helicopter operators for his reporting of helicopter activity over his home. He said the Oakland Airport "Rule Book" requires helicopters to fly along the freeway or go along the water's edge. He said he was very disturbed, but understood the need for the CG to do its job, he just wanted it to be done legally. Wafaa Aborashed said she works out of her home and that numerous times in the past few months she's had to get up on her roof and videotape the Coast Guard doing these maneuvers. She said it was not the hovering that was the issue, but the touch-and-goes. When they do the

touch-and-go, they fly very low over her house. So that impact is very disturbing to the people of the neighborhood. She said they should do their training at Coast Guard Island if they can't respect the fact that we live here, go do the training somewhere else, because it is really impactful.

9. FORUM FACILITATOR AND COMMUNITY NOISE CONSULTANT CONTRACTS

Rob Forester said that this was just an informational item for the Forum. He said that a number of years ago there was a process that the Port went through to award the contracts for the facilitator and the noise consultants to the Forum. Mike and Vince currently hold these contracts. The initial term of the contracts was for five years and over the subsequent years, They've been extending those contracts on a one-year basis. So, because the Port is committed to transparency and equity in the process for all the types of contracts and awards they make that utilize Port funds, it is necessary to go through this process again within the next six to eight months. He said they want to involve the Forum in this process, so they'll be reaching out to the co-chairs to work on the process to award the contracts.

10. NEXT MEETING – October 19, 2011

11. ADJOURNMENT

The meeting was adjourned at 8:05 p.m.

Analysis of Scheduled Airline Traffic
COMPARATIVE TRAFFIC REPORT
Aug-11

San Francisco International Airport



	Monthly Comparison			Calendar Year-to-Date		
	Aug-11	Aug-10	% Change	2011	2010	% Change
Flight Operations - Total *	36,250	34,857	4.0%	265,966	257,827	3.2%
Air Carrier	27,178	26,353	3.1%	196,214	192,246	2.1%
Air Taxi	7,817	7,275	7.5%	59,573	55,781	6.8%
Civil	1,036	980	5.7%	8,433	8,070	4.5%
Military	219	249	-12.0%	1,746	1,730	0.9%
Revenue Landed Weight (000 lbs.)	2,691,343	2,627,657	2.4%	19,559,929	19,268,576	1.5%
Total Airport Passengers **	3,930,681	3,785,346	3.8%	27,074,583	26,172,391	3.4%
Total Enplaned & Deplaned	3,905,087	3,758,338	3.9%	26,909,035	25,981,111	3.6%
Total Enplaned	1,923,748	1,845,624	4.2%	13,387,603	12,926,330	3.6%
Total Deplaned	1,981,339	1,912,714	3.6%	13,521,432	13,054,781	3.6%
Domestic	3,020,576	2,875,334	5.1%	20,810,996	20,023,132	3.9%
Enplanements	1,499,109	1,427,328	5.0%	10,386,867	9,990,835	4.0%
Deplanements	1,521,467	1,448,006	5.1%	10,424,129	10,032,297	3.9%
International	884,511	883,004	0.2%	6,098,039	5,957,979	2.4%
Enplanements	424,639	418,296	1.5%	3,000,736	2,935,495	2.2%
Deplanements	459,872	464,708	-1.0%	3,097,303	3,022,484	2.5%
Total U.S. Mail (metric tons)	2,809	2,586	8.6%	26,260	27,659	-5.1%
Domestic	1,534	1,075	42.7%	15,401	14,545	5.9%
International	1,275	1,511	-15.6%	10,858	13,114	-17.2%
Total Cargo *** (metric tons)	28,565	32,047	-10.9%	229,367	260,348	-11.9%
Domestic	9,228	10,334	-10.7%	72,083	86,646	-16.8%
International	19,337	21,713	-10.9%	157,284	173,702	-9.5%
Total Cargo and U.S. Mail (metric tons)	31,374	34,633	-9.4%	255,627	288,007	-11.2%
Cars Exited (Garage and Lot)	315,545	302,187	4.4%	2,227,496	2,158,187	3.2%

*SFO ATCT Traffic Control Count

**Total airport passengers include total enplaned and deplaned passengers and passengers who fly into and out of SFO on the same aircraft.

***Excludes mail

Analysis Of Scheduled Airline Traffic

AIR SERVICE AT SAN FRANCISCO INTERNATIONAL AIRPORT

From: Jan 2011 to: Aug 2011



Domestic Passenger Air Carriers

AirTran Airways
Alaska Airlines
American Airlines
Continental Airlines
Delta Air Lines
Frontier Airlines
Hawaiian Airlines
JetBlue Airways
Southwest Airlines
Sun Country Airlines
US Airways
United Airlines
Virgin America

Domestic Cargo Only Air Carriers

ABX Air
Air Cargo Carriers
Ameriflight
Federal Express

Foreign Cargo Only Air Carriers

Nippon Cargo Airlines

Foreign Flag Passenger Air Carriers

Aeromexico
Air Canada
Air China
Air France
Air New Zealand
All Nippon Airways
Asiana Airlines
British Airways
Cathay Pacific
China Airlines
EVA Airways
Emirates
Japan Airlines
KLM Royal Dutch Airlines
Korean Air Lines
LAN Peru
Lufthansa German Airlines
Philippine Airlines
Qantas Airways
Singapore Airlines
Swiss International
TACA
Virgin Atlantic
WestJet Airlines

Regional/Commuter Air Carriers

Horizon Air (Alaska Airlines)
Mesa Airlines (US Airways)
Mesaba Airlines (Delta Air Lines)
Skywest Airlines (Delta Air Lines)
Skywest Airlines (United Airlines)

Seasonal/Charter Air Carriers

Air Berlin
Allegiant Air (Servisair)
Miami Air International
Ryan International Airlines (Servisair)

Summary by Category

Domestic Passenger Air Carriers	13
Foreign Flag Passenger Air Carriers	24
Domestic Cargo Only Air Carriers	4
Foreign Cargo Only Air Carriers	1
Regional/Commuter Air Carriers	5
Seasonal/Charter Air Carriers	4
Total Passenger Airlines	46
Total Cargo Airlines	5
Total Airlines	51

Analysis of Scheduled Airline Traffic
INTERNATIONAL SUMMARY REPORT
Aug-11

San Francisco International Airport



	Monthly Comparison			Calendar Year-to-Date		
	Aug-11	Aug-10	% Change	2011	2010	% Change
International Flight Operations	4,632	4,644	-0.3%	33,606	32,654	2.9%
Domestic Carriers	1,916	1,784	7.4%	14,726	13,200	11.6%
Foreign Flag Carriers	2,716	2,860	-5.0%	18,880	19,454	-3.0%
 Total Airport International Passengers **	 892,593	 893,724	 -0.1%	 6,158,335	 6,021,865	 2.3%
 Total International Enplaned and Deplaned	 884,511	 883,004	 0.2%	 6,098,039	 5,957,979	 2.4%
Europe	257,668	233,796	10.2%	1,627,916	1,429,384	13.9%
Enplanements	129,584	116,433	11.3%	801,719	714,550	12.2%
Deplanements	128,084	117,363	9.1%	826,197	714,834	15.6%
Asia/Middle East	382,433	386,441	-1.0%	2,787,723	2,822,873	-1.2%
Enplanements	176,506	176,522	0.0%	1,359,130	1,370,449	-0.8%
Deplanements	205,927	209,919	-1.9%	1,428,593	1,452,424	-1.6%
Australia/Oceania	27,329	37,486	-27.1%	282,454	290,936	-2.9%
Enplanements	12,589	17,016	-26.0%	136,140	138,798	-1.9%
Deplanements	14,740	20,470	-28.0%	146,314	152,138	-3.8%
Latin America	68,057	71,080	-4.3%	513,232	537,046	-4.4%
Enplanements	32,463	31,674	2.5%	255,235	262,892	-2.9%
Deplanements	35,594	39,406	-9.7%	257,997	274,154	-5.9%
Canada	149,024	154,201	-3.4%	886,714	877,740	1.0%
Enplanements	73,497	76,651	-4.1%	448,512	448,806	-0.1%
Deplanements	75,527	77,550	-2.6%	438,202	428,934	2.2%
 Total International Cargo & Mail (metric tons)	 20,612	 23,224	 -11.2%	 168,143	 186,817	 -10.0%
Europe	3,978	4,338	-8.3%	33,949	34,478	-1.5%
Asia/Middle East	15,564	17,498	-11.1%	125,089	143,044	-12.6%
Australia/Oceania	660	925	-28.7%	5,951	7,344	-19.0%
Latin America	358	362	-0.9%	2,672	1,224	118.4%
Canada	52	101	-48.5%	482	727	-33.7%

** Total airport international passengers include total enplaned and deplaned passengers and passengers who fly into and out of SFO on the same aircraft

SAN FRANCISCO INTERNATIONAL AIRPORT

INTERNATIONAL SERVICE

MAJOR PASSENGER CARRIERS

AS OF SEPTEMBER 2011

EUROPE

Air Berlin
Air France
British Airways
KLM Royal Dutch Airlines
Lufthansa
Swiss International Airlines
United Airlines
Virgin Atlantic Airways

ASIA / MIDDLE EAST

Air China
All Nippon Airways
Asiana Airlines
Cathay Pacific Airways
China Airlines
Delta Air Lines
Emirates
EVA Airways
Japan Airlines
Korean Air
Philippine Airlines
Singapore Airlines
United Airlines

CANADA

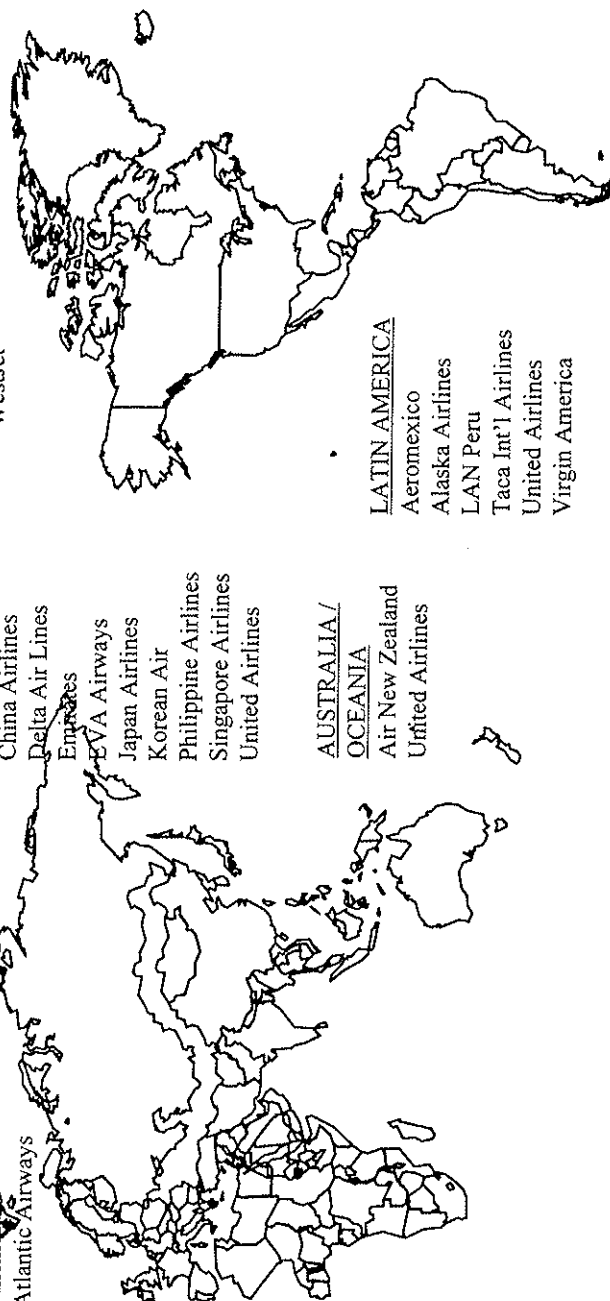
Air Canada
United Airlines
WestJet

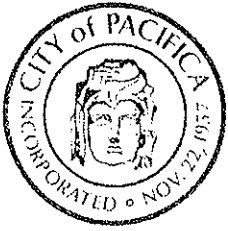
AUSTRALIA / OCEANIA

Air New Zealand
United Airlines

LATIN AMERICA

Aeromexico
Alaska Airlines
LAN Peru
Taca Int'l Airlines
United Airlines
Virgin America





Scenic Pacifica

CITY HALL

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www.cityofpacifica.org

MAYOR

Mary Ann Nihart

MAYOR PRO TEM

Peter DeJarnatt

COUNCIL

Sue Digre

James M. Vreeland, Jr.

Len Stone

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CITY COUNCIL

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FAX (650) 359-6038

FINANCE

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FAX (650) 738-7411

FIRE ADMINISTRATION

TEL. (650) 991-8138

FAX (650) 991-8090

HUMAN RESOURCES

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FAX (650) 359-6038

PARKS, BEACHES & RECREATION

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FAX (650) 738-2165

PLANNING

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FAX (650) 359-5807

• Building

TEL. (650) 738-7344

• Code Enforcement

TEL. (650) 738-7341

POLICE DEPARTMENT

TEL. (650) 738-7314

FAX (650) 355-1172

PUBLIC WORKS

TEL. (650) 738-3760

FAX (650) 738-9747

• Engineering

TEL. (650) 738-3767

FAX (650) 738-3003

• Field Services

TEL. (650) 738-3760

FAX (650) 738-9747

September 28, 2011

Honorable Joseph E. Bergeron

Judge of the Superior Court

Hall of Justice - 400 County Center, 2nd Floor

Redwood City, California 94063-1655

Dear Judge Bergeron:

The City of Pacifica has reviewed the Grand Jury's July 6, 2011 report entitled "County Officials should make Noise about Aircraft noise" and has prepared the following response. This response was approved by the City Council at its regular meeting of September 26, 2011.

The City's response to the findings and recommendations are as follows:

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities, including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

City response: Disagree in part. There has been an increase in both total departures and night departures from SFO. There is a return to levels experienced in the pre-9/11 period. Disagree on increase adverse impacts. There is no evidence that flight patterns or noise levels have changed. Areas of Daly City, San Bruno, Millbrae and South San Francisco were eligible in the federal noise insulation program per criteria and in the federal noise insulation program and either declined to participate or were deemed ineligible. Presently residents of the city of Brisbane do believe they have increased in aircraft noise and a meeting is set up with members of the Roundtable, City of Brisbane, FAA, Airlines and residences to address these issues. Pacifica's Representative will also attend.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

City response: Disagree in part. Averaging data is not sufficient. "Single events" information needs to be studied carefully. Every aircraft noise event is on a noise monitoring system, 24 hours a day. This single event data collection follows the rules of California Code of Regulations) and is referred to as the CNEL (Community Noise Equivalent Level). SFO is considered a "noise impact" city and State law requires the CNEL metric for aircraft noise with this 24hr metric. It represents the average noise level during the 24 hour period. It is weighted for time of day.

3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

City response: Disagree. No standard exists on a federal or state level for the maximum single-event noise levels. Currently violations by individual aircraft are not enforceable by San Mateo County. The noise standard adopted by the State of California is the 65dB CNEL (Community Noise Equivalent Code of Regulations).

An alternative approach is The Fly Quiet Program, a cooperative effort with the airlines for voluntary noise abatement policies and practices. Once an aircraft has left the ground it is under the jurisdiction of the FAA which dictates the route flown. Pilots, due to safety issues have the final say in where their aircraft fly. The volunteer enforcement program works with the airlines and the tower to engage in various methods to inform and encourage traffic controllers and pilots to utilize the established preferred arrival and departure routes. Pilots who ignore the plan are sent a "Final Letter" from the Airline Employer. The pilot is aware that the next infraction means "you're fired".

The Round Table will always be alert to determine if more punitive measures are needed and will move to address enabling these powers at SFO.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

City response: Agree.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

City response: Disagree. The website was down for a very short period while it was being updated recently.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

City response: Agree.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

City response: Disagree in part. The present Chairperson is not an elected city council member but the Round Table re-visited the idea at a normally scheduled meeting, 9 07 2011, and voted that it was not necessary to change the existing by-laws on this matter. The Round Table would be open to revisiting the idea again in the future if needed. Elections for these two offices will be annual.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

City response: Disagree in part. Daly City did withdraw from the Roundtable and we found it alarming and encourage Daly City to return. Strength comes with numbers. This vigilance comes with a cost but not having power comes with a greater one. Attendance 2008 and 2009 was consistently around 70%. 2010 saw a slight increase.

9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

City response: Disagree in part. Public participation at actual Roundtable meetings is minimal. However, there are residents who attend every meeting. All are welcome. Noise complaints should not be the only source of public feedback. Is the absence of a lot of members of the public a sign of disillusionment or are the present ways of submitting complaints and the existence of local citizen strategies of monitoring and self advocacy more influential? For example: Pacifica has the Fairmont Homeowners Association which is very active, very vocal and in the geographical area of highest impact. Brisbane now has a citizen activist group and will be meeting with Brisbane and members of the Round Table and FAA to discuss their present concerns. Machines are also data collectors and so far are effective noise monitors and are constantly evaluated.

10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

City response: Agree. Daly City did withdraw from the Roundtable, citing costs. We were all alarmed and encourage them to return. All cities affected by the Airline operations must stand together in vigilance for the sake of efficacious local control over airport and airline impacts.

With the exception of recommendation 6 and 7, the City will implement the following Grand Jury recommendations by continuing to participate in the SFO Roundtable process. The reasons for the exceptions are noted below.

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths. **(Note: this acknowledges that the tracking equipment is already in place and will remain)**
2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths. **(Note: this will be possible once appropriate vibration measuring equipment is available)**
3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL with represents an average of noise experienced within a 24-hour period.
5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.
6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

The City does not support this recommendation because the Roundtable believes that such a subcommittee is redundant.

7. Modify the SFO bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

The City does not support this recommendation because the Roundtable recently discussed this issue and ultimately voted to maintain the Chair and Vice Chair eligibility to all representative members, elected or unelected.

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

The City of Pacifica's response to the Grand Jury report was presented at the City of Pacifica City Council meeting on September 26, 2011 and was subsequently approved. If you have any questions regarding our response, please do not hesitate to contact us.

Respectfully,



Mary Ann Nihart, Mayor

Cc: City Council
City Manager
City Clerk
Planning Director
SFO Roundtable

JAMES E. LYONS
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Woodside, California 94062
650-851-1293
jel1293@yahoo.com

September 28, 2011

Mr. William C. Withycombe
FAA Regional Administrator
P.O. Box 92007
Los Angeles, CA 90009

Mr. Bert Ganoung
San Francisco International Airport
Aircraft Noise Abatement Office
P.O. Box 8097
San Francisco, CA 94128

Re: Low-Flying Aircraft over the Woodside VOR

Dear Sirs:

I am writing to raise with you my concern about excessive and intolerable noise caused by low-flying jet aircraft over my home. My wife, Mary Jane McCarthy, has communicated with each of your offices in the past about this serious issue, but we have not received any adequate response. It is my belief that recent actions of the Federal Aviation Administration and San Francisco International Airport, in permitting jet aircraft to overfly my home at attitudes of less than 8,000 feet, are in breach of an agreement with the office of the Hon. Anna G. Eshoo and in violation of federal and state environmental statutes. I now request that your offices take immediate steps to mitigate this unbearable jet aircraft noise and return to my neighborhood the peace and tranquility we enjoyed just a few years ago.

For the past twenty years, Mary Jane and I have lived at our Mountain Meadow address, near Skyline Boulevard and less than 100 yards from Wunderlich County Park in San Mateo County. Our house is at an elevation of 2,300 feet above sea level and is located in the vicinity of the Woodside Very High Frequency Omnidirectional Range ("VOR"), a navigational aid used by jet aircraft for approach to San Francisco International Airport and Oakland International Airport. Beginning in approximately 2006, we noticed an apparent increase in jet aircraft flights over our property, with the attendant increase in jet aircraft noise, to the point of becoming insufferable. Indeed, the constant din of jet aircraft flying over our house on approach to SFO or OAK at all hours

of the day and night has caused us great personal annoyance, disrupting our normal conversations, interrupting our sleep and undermining the enjoyment of our home.

The Increase in Aircraft Traffic

Although I do not have flight data going back to 2006, I received from David Ong (SFO Noise System Manager) and from the SFO website information that starkly demonstrates the huge amount of jet aircraft flights over our property and the increase in that jet traffic since 2008. According to a letter to Mary Jane from Mr. Ong dated October 15, 2010, in 2008, average daily arrivals over the Woodside VOR was 52, or 18,980 flights for the entire year. For 2010, the number of daily arrival flights over the Woodside VOR rose to 59, an increase of almost 13.5 percent, for a total of 21,535 flights for that year. It is impossible to enjoy a tranquil lifestyle while being subjected to more than 21,000 arrival overflights a year. (I note that Mr. Ong's statistics do not include departure flights, which would increase the number of overflights substantially.)

Noise levels, of course, are a function of the distance between the noise source and the listener. Given that my house is at an elevation of 2,300 feet, a jet aircraft traveling overhead at an altitude of 8,000 feet (5,700 feet above my house) can be heard easily. From information provided by Mr. Ong, however, we know that the vast proportion of these jet aircraft flights are conducted significantly below 8,000 feet. According to Mr. Ong's October 15 letter, the average aircraft altitude for flights over the Woodside VOR during the last twelve years between 7:00 am and 11:00 pm is 6,712 feet. This means that the average jet aircraft overflies my house by 4,412 feet during this timeframe. For the average jet aircraft overflight, the noise is clamorous.¹

The abundance of nighttime flights over my home only exacerbates this situation. A noise heard at night is perceived by the listener as significantly louder than that same noise heard during the day, due to the relatively low levels of ambient noise. A publication by the National Research Council entitled Guidelines for Preparing an Environmental Impact Statement on Noise provides that, when comparing the relative impact on the listener of the same noise level generated during the periods between 7:00 am and 10:00 pm and 10:00 pm and 7:00 am, the daytime noise level should be increased by 10 dB when that noise is heard at night.² A 10 dB increase approximately doubles the

¹ A decrease in altitude of jet aircraft from 8,000 feet to 6,700 feet above my house increases noise levels by approximately 3.8 dB. Sengpiel, Eberhard, Damping of Sound Level with Distance, <http://www.sengpielaudio.com/calculator-distance.htm>; Kroo, Ian, Noise, May 13, 1999, <http://adg.stanford.edu/aa241/noise/noise.html>. Listeners perceive a 3.8 dB increase as an approximately 30% increase in noise volume. Sengpiel, Eberhard, Decibel Levels and Perceived Volume Change, <http://www.sengpielaudio.com/calculator-levelchange.htm>.

² National Research Council, Assembly of Behavioral and Social Sciences, Committee on Hearing, Bioacoustics, and Biomechanics, Guidelines for Preparing Environmental Impact Statements on Noise IV-2 (1977).

perceived volume of a noise.³ Thus, a sound at a particular level (expressed in decibels) perceived by a listener during the day is perceived as twice as loud by the listener between the hours of 10:00 pm and 7:00 am.

Based on records provided by SFO on its website, jet aircraft flights over the Woodside VOR between the hours of 10:30 pm and 6:30 am have noticeably increased recently. The total number of flights during these nighttime hours increased from 1,559 in 2009 to 1,773 in 2010, a rise of 13.8 percent. In addition, many of these flights (319) were below 6,000 feet during this two-year time period. Each of these flights passed over our house at less than 3,700 feet from our roof top, waking me or my wife from a sound sleep regularly.⁴

In 2009 and 2010, the most egregious disruptions of our ability to sleep soundly were caused by United Airlines Flight 76, which typically flew over the Woodside VOR between 4:00 am and 5:00 am. During this period, UAL 76 passed over our home at altitudes of less than 6,000 feet on 224 occasions.⁵ I am sure neither of you could tolerate jet aircraft noise at such an intense level on so many occasions between the hours of 4:00 am and 5:00 am.

The Eshoo Agreement Attempts to Mitigate the Noise Problem

More than ten years ago, jet aircraft noise over the Woodside VOR was noticeably increasing, resulting in numerous complaints by my neighbors and other affected areas of the Peninsula. In response to these complaints, and in order to mitigate the intrusion of excessive noise from low-flying jet aircraft, Congresswoman Anna Eshoo secured an agreement with the FAA and SFO regarding minimum altitudes for arriving jet aircraft over the Woodside VOR (the "Eshoo Agreement"). As confirmed in Congresswoman Eshoo's December 15, 2005, letter to Mr. Withycombe,

"[B]etween 1998 and 2001 the Federal Aviation Administration approved the requirement that aircraft approaching San Francisco International Airport fly at a higher altitude over several communities on the Peninsula. We agreed that the minimum altitude for aircraft flying over Skyline would be 8,000 feet, that the minimum altitude for aircraft flying over

³ Vanderheiden, Gregg, About Decibels (dB), <http://trace.wisc.edu/docs/2004-About-dB>; Wolfe, Joe, dB: What is a decibel?, <http://www.animations.physics.unsw.edu.au/jw/dB.htm>.

⁴ A decrease in altitude of a jet aircraft from 8,000 feet to 6,000 feet above my house increases noise levels by approximately 6.2 dB. Sengpiel, Eberhard, Damping of Sound Level with Distance; Kroo, Ilan, Noise. Listeners perceive a 6 dB increase as an approximately 50% increase in noise volume. Sengpiel, Eberhard, Decibel Levels and Perceived Volume Change.

⁵ Through August 31, 2011, UAL flights 76, 653 and 576 (all between the hours of 4:00 am and 5:00 am) have continued this painfully disruptive practice, passing over our property at less than 6,000 feet on at least 48 occasions since the first of this year.

Menlo Interchange would be 5,000 feet, and that air traffic controllers would enforce these regulations for approaching flights into San Francisco and Oakland Airports."

I have seen a recent email communication from Mr. Ganoung to Congresswoman Eshoo's office dated September 15, 2011, which was written in response to an inquiry I made to Congresswoman Eshoo's office. In his email, Mr. Ganoung confirmed the existence of the Eshoo Agreement but asserted that the FAA would honor this agreement "traffic permitting," typically in the late night and early morning hours. Mr. Ganoung also stated that the agreement would not be applied to aircraft on the Point Reyes or Big Sur approaches. I note that no such qualifications or exceptions are contained in Congresswoman Eshoo's letter to Mr. Withycombe. It is unclear from Mr. Ganoung's email how he knows of specific terms of an agreement reached more than 10 years ago and structured by Congresswoman Eshoo's office.

Systematic Violation of the Eshoo Agreement

It appears that that decision was made by the FAA and SFO to systematically violate the terms of the Eshoo Agreement. In his email of September 15, 2011, Mr. Ganoung asserted that San Francisco International Airport began working with Boeing Aircraft Company, NASA Ames and several airlines starting in 2006 on a flight plan procedure known as the Oceanic Tailored Arrival ("OTA"). Because the FAA is the sole organization responsible for the movement of aircraft, I assume Mr. Ganoung misspoke when he failed to include the FAA on this list.⁶ Mr. Ganoung states the OTA flight plan procedure is designed to reduce fuel burn, engine emissions and "to a degree, noise." Mr. Ganoung freely acknowledges in his email that OTA flights at the Woodside VOR will be below 8,000 feet.

Mr. Ganoung thus candidly admits that there will be no further efforts to comply with the Eshoo Agreement. No longer will jet aircraft deviate from the 8,000 foot minimum altitude "traffic permitting," as Mr. Ganoung contended in his email. Now, jet aircraft will approach SFO over the Woodside VOR ignoring the 8,000 foot minimum altitude as if the Eshoo Agreement never existed.

Failure to Comply with the National Environmental Policy Act

It appears that the FAA has permitted the adoption of the OTA flight plan, and determined to abandon the terms of the Eshoo Agreement, in violation of the National Environment Policy Act ("NEPA").

⁶ San Francisco International Airport, Aircraft Noise Abatement Office, Frequently Asked Questions, at 1, http://www.flyquietsfo.com/faq_pdfs/SFOANAO_FAQ_FAQ_200906.pdf.

Under NEPA, federal agencies (such as the FAA) are required to prepare an environmental impact statement ("EIS") when they propose to undertake "major Federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(2)(C).⁷ At a minimum, agencies contemplating a major federal action must prepare an environmental assessment to determine whether the action will cause a "significant" environmental impact. 40 C.F.R. § 1508.9(a). Even if the agency determines that an EIS is not required, it must still issue a "finding of no significant impact" explaining why the project is unlikely to have a significant impact on the environment. *See* 40 C.F.R. § 1508.13.

The FAA was therefore required by NEPA to prepare an environmental assessment to determine whether the new OTA flight plan, and the decision to abandon the Eshoo Agreement, will cause a "significant" impact on the environment. Certainly the possibility of a significant impact is present with the implementation of the OTA flight plan, since the altitude of aircraft approaching SFO over the Woodside VOR will be many hundreds if not thousands of feet below the 8,000 foot level that is established in the Eshoo Agreement, to which the FAA previously agreed. This is especially true since, as I previously mentioned, a decline in jet aircraft altitude above my house of 1,300 feet from an 8,000 foot level results in a 30 percent increase in noise volume and a 2,000 foot decline results in a 50 percent increase in noise volume. Moreover, it appears that another impact of the OTA flight plan will be an increase in the number of jet aircraft traffic approaching SFO over the Woodside VOR. This will result in attendant increases in noise, air pollution and other environmental impacts over the Skyline area.

In his October 15, 2010, letter to Mary Jane, Mr. Ong candidly disclosed facts establishing that the FAA was required to conduct an environmental assessment under NEPA with respect to its decision to abandon the Eshoo Agreement and adopt the OTA flight plan. In his letter, Mr. Ong took the position that an EIS was not required with respect to jet aircraft arrivals over the Woodside VOR because there was an "existing route with flights down as low as the established Minimum Vectoring Altitude (MVA) of 4,000 feet."⁸ If Mr. Ong intended to assert that the FAA has no obligations under NEPA with respect to the new OTA flight plan, he is mistaken. Given the environmental sensitivity of the Woodside VOR area, the FAA was required to conduct an environmental assessment before implementing the OTA flight plan (and perhaps an EIS), which it apparently did not do.

⁷ "Major federal action" under NEPA is defined to include "actions with effects that may be major and which are potentially subject to Federal control and responsibility." 40 C.F.R. § 1508.18 (emphasis added). The new OTA flight plan for flights arriving over the Woodside VOR is subject to FAA control and responsibility.

⁸ This altitude is expressed in feet above sea level.

According to the FAA's own environmental regulations, the Woodside VOR is a "Noise Sensitive Area."⁹ The FAA also provides specific guidance in its environmental regulations as to when it should perform an environmental assessment involving a noise sensitive area. FAA Order 1050.1E § 401n states that actions normally requiring an environmental assessment include: "New or revised air traffic control procedures which routinely route air traffic over noise sensitive areas at less than 3,000 feet AGL [above ground level]." The new OTA flight plan thus meets all the criteria requiring the FAA to conduct an environmental assessment: (1) the OTA flight plan is a new or revised air traffic control procedure; (2) the OTA flight plan routinely routes air traffic over a noise sensitive area; and (3) according to Mr. Ong, the altitude of aircraft over the Woodside VOR can be as low as 4,000 feet above sea level, which at my home is 1,700 feet above ground level.¹⁰

I understand that, to the extent the OTA flight plan routes air traffic above 3,000 feet AGL, the FAA may contend that it is relieved of any obligation to conduct an environmental assessment because a "categorical exclusion" applies.¹¹ If the FAA were to adopt this position, it would be wrong because "extraordinary circumstances" are present here, which require the FAA to conduct an environmental assessment in any event.

In its Order, the FAA has determined that even where it would not ordinarily be required to conduct an environmental assessment because of an applicable categorical exclusion, it must nevertheless do so if "extraordinary circumstances" are present. FAA Order 1050.1E §§ 201a and b; § 304. Extraordinary circumstances are present whenever a proposed action may have a significant impact on noise levels in noise sensitive areas. *Id.* at §§ 304 and 304f. The OTA flight plan meets this requirement. For example, under the OTA flight plan, jet aircraft are apparently permitted to fly at or below 6,000 feet over

⁹ FAA Order 1050.1E § 116(8) defines Noise Sensitive Area as "[a]n area where noise interferes with normal activities associated with its use. Normally, noise sensitive areas include residential... sites and parks [and] recreational areas (including areas with wilderness characteristics)...."

¹⁰ A decrease in altitude of jet aircraft from 8,000 feet to 4,000 feet above sea level increases noise levels by approximately 15.3 dB. Sengpiel, Eberhard, Damping of Sound Level with Distance; Kroo, Ilan, Noise. Listeners perceive a 15.3 dB increase as an approximately 190% increase in noise volume. Sengpiel, Eberhard, Decibel Levels and Perceived Volume Change.

¹¹ "Categorical exclusions . . . represent actions that the FAA has found, based on past experience with similar actions, do not normally require an EA or EIS because they do not individually or cumulatively have a significant effect on the human environment, with the exception of extraordinary circumstances as set forth in paragraph 304." FAA Order 1050.1E § 303a (emphasis added).

To the extent that the OTA flight plan routes air traffic exclusively above 3,000 feet AGL, it may fall within the terms of FAA Order 1050.1E § 311i, which lists as a potential categorical exclusion the "[e]stablishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL)." As I show, however, this categorical exclusion is not available because extraordinary circumstances are present.

the Woodside VOR. Under the FAA's own rules, the noise impact of such overflights is significant. As mentioned, a decrease in altitude of a jet aircraft from 8,000 feet to 6,000 feet above the Woodside VOR area increases noise levels by approximately 6.2 dB. Thus, the OTA flight plan may have a significant impact on noise levels in the Woodside VOR area and, as a result, extraordinary circumstances are present. This is confirmed by Appendix A § 14.5d of FAA Order 1050.1E, which provides that an increase of 5 or more decibels in community noise levels beneath aircraft routes above 3,000 feet AGL in a noise sensitive area warrants preparation of an environmental assessment.

Under FAA Order 1050.1E §§ 201a and b, whenever extraordinary circumstances are present, an environmental assessment (and perhaps an EIS) is required. Courts have agreed. *See High Sierra Hikers Ass'n v. Blackwell*, 390 F.3d 630, 641 (9th Cir. 2004) (holding that because extraordinary circumstances were present, the United States Forest Service violated NEPA when it failed to conduct an environmental assessment or an EIS). Therefore, because extraordinary circumstances are present here, the FAA was required to conduct an environmental assessment (or an EIS), which it failed to do.

The FAA's OTA flight plan represents new marching orders about how jet aircraft approaching SFO over the Woodside VOR will be managed with the potential for significant environmental impact. Whether arriving jet aircraft overfly the Woodside VOR below 3,000 feet AGL or above 3,000 feet AGL, the FAA's adoption of this OTA program and its decision to walk away from the Eshoo Agreement is subject to NEPA and the FAA was required to conduct an environmental assessment. *See City of Dania Beach, Fla. v. F.A.A.*, 485 F.3d 1181, 1188-89 (D.C. Cir. 2007) (holding FAA should have conducted an environmental assessment under NEPA where change in airport runway use amounted to "new marching orders" about how air traffic would be managed at airport).

Failure to Comply with the California Environmental Quality Act

In addition to the FAA's failure to comply with NEPA, SFO has apparently failed to comply with the California Environmental Quality Act ("CEQA"). CEQA reflects the policy of the state to develop, maintain and enhance a high-quality environment, which includes taking all actions necessary to provide the people of California with "freedom from excessive noise." Public Resources Code § 21001(a) and (b). As discussed below, it imposes requirements on any local agency undertaking a project that may have a significant effect on the environment similar to the requirements of NEPA. SFO, which is a department of the City and County of San Francisco,¹² is a "local agency" under

¹² San Francisco International Airport, The Organization, <http://www.flysfo.com/web/page/about/organization>.

CEQA and is required to comply with CEQA's statutory terms in developing the OTA flight plan and in deciding to abandon the Eshoo Agreement.¹³ It did not do so.

CEQA is a state statutory scheme intended to inform governmental decision-makers and the public "about the potential, significant environmental effects of proposed activities" and to identify the ways that environmental damage "can be avoided or significantly reduced." Cal. Code of Regs. § 14:15002. CEQA applies anytime a "local agency" undertakes "any project" that "may have a significant effect on the environment." Pub. Res. Code § 21151. The purpose of CEQA's statutory scheme is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made.

When CEQA applies, the local agency must prepare a series of reports to determine both the environmental impact of the proposed project and whether there are any ways that impact can be avoided or reduced. First, the agency must conduct an initial study to determine whether the project may have a significant effect on the environment. Cal. Code of Regs. § 14:15063(a). If the initial study reveals that the project may have a significant effect on the environment, the agency must then prepare an environmental impact report ("EIR"). Public Resources Code § 21151; Cal. Code of Regs. § 14:15063(b). Conversely, if the initial study reveals "no substantial evidence that the project or any of its aspects may cause a significant effect on the environment," the agency must instead prepare a negative declaration. Cal. Code of Regs. § 14:15063(b)(2).

SFO's decision to abandon the Eshoo Agreement and develop the OTA flight plan was subject to the requirements of CEQA. First, as mentioned, SFO is a "local agency." Second, the abandonment of the Eshoo Agreement and the development and implementation of the OTA flight plan was a "project." CEQA's guidelines define "project" as "an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Cal. Code of Regs. § 14:15378. CEQA's provisions explicitly identify noise as an important environmental factor. Public Resources Code § 21001(b). In fact, "through CEQA, the public has a statutorily protected interest in quieter noise environments." *Berkeley Keep Jets v. Port Commissioners*, 91 Cal. App. 4th 1344, 1379 (2001). Here, the new OTA flight plan results in a reduced altitude for aircraft over the Woodside VOR. Indeed, Mr. Ong has admitted that jet aircraft may overfly the Woodside VOR at altitudes as low as 1,700 feet above ground level. Because aircraft flying at lower altitudes create higher noise levels on the ground, abandoning the Eshoo Agreement and developing the OTA flight plan has the "potential for resulting in . . . a

¹³ CEQA regulations define "local agency" as including "cities, counties. . . and any board, commission, or organizational subdivision of a local agency when so designated by order or resolution of the governing legislative body of the local agency." Cal. Code of Regs. § 14:15368. SFO (acting through the Airport Commission) is a local agency designated by the City and County of San Francisco.

reasonably foreseeable indirect physical change in the environment" and was, therefore, a "project." Cal. Code of Regs. § 14:15378.

Finally, SFO's conduct described above may have a significant effect on the environment. Such a "significant effect" is defined by the regulations to mean a "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project[,] including . . . ambient noise" Cal. Code Regs. § 14:15382. There can be no question that jet aircraft flying below 8,000 feet, especially at night, substantially change the ambient noise at our home.

As a result, SFO has violated CEQA in several ways. First, it has failed to conduct an initial study as required by Cal. Code of Regs. § 14:15063(a) before deciding to abandon the Eshoo Agreement and embark on developing the OTA flight plan. Second, SFO did not prepare an EIR, which is required on any project that "may have a significant effect on the environment." Public Resources Code § 21151(a). Indeed, Mary Jane and I are in a position similar to that of neighborhood groups in *Berkeley Keep Jets v. Port Commissioners*, who contended that the Port of Oakland failed to prepare properly an EIR addressing the potential disturbance from increased nighttime flights out of Oakland International Airport. *Berkeley Keep Jets v. Port Commissioners*, 91 Cal. App. 4th at 1371. The court noted that "[petitioners] reported often being awakened in the middle of the night by aircraft noise, and being unable to talk on the telephone or carry on ordinary conversations when planes [flew] overhead." *Id.* at 1375. The court held for petitioners, writing that CEQA required the agency to "obtain the technical information needed to assess whether the [proposed action would] merely inconvenience the Airport's nearby residents or damn them to a somnambulate-like existence." *Id.* at 1382.

The new OTA flight path results in reduced altitude of jet aircraft flying over the Woodside VOR. Aircraft flying at reduced altitudes generate higher noise levels on the ground. Since the new OTA flight plan was developed, my wife and I have had our lives routinely disrupted by low-flying aircraft. Accordingly, SFO was required to conduct an initial study and most likely an EIR before turning its back on the Eshoo Agreement and developing the new OTA flight path.¹⁴ Because SFO failed to do so, it violated its obligations under CEQA.

* * * *

Aircraft flying into San Francisco International Airport over the Woodside VOR have shattered the tranquility of our home. We have communicated with you about this

¹⁴ Even if the initial study revealed "no substantial evidence that the project or any of its aspects may cause a significant effect on the environment," relieving SFO of the need to prepare an EIR, SFO was still required to prepare a negative declaration. Cal. Code of Regs. § 14:15063(b)(2). SFO failed to prepare a negative declaration, and thus violated its obligations under CEQA.

Mr. William C. Withycombe
Mr. Bart Ganoung
September 28, 2011
Page 10

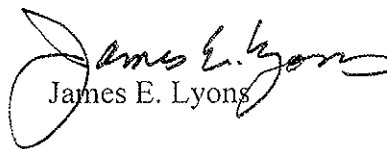
issue many times in the past, to no effect. We now insist that the FAA and SFO meet the legal obligations imposed on them by the Eshoo Agreement, the United States Congress and the California Legislature. In particular, with respect to the decision to abandon the Eshoo Agreement and develop and implement the OTA flight plan:

1. The FAA should prepare an environmental assessment under the NEPA and, if necessary, an EIS.
2. SFO should prepare an initial study under CEQA and, if necessary, an EIR.

Alternatively, it may be the case that I am mistaken that the FAA and SFO have not prepared an environmental assessment, an EIS or an EIR satisfying NEPA and CEQA, analyzing the environmental impact of the decision to abandon the Eshoo Agreement and to develop and implement the OTA flight plan. If that is the case, I request that you provide me with copies of any environmental reports or studies conducted by either the FAA or SFO addressing the noise impact of jet aircraft over the Woodside VOR. I am happy to reimburse any costs incurred in the production of such copies.

We, of course, reserve all of our legal rights to take appropriate action in court if necessary.

Very truly yours,


James E. Lyons

JEL/ecg

cc: David Burow, Council Member,
Woodside Town Council
The Honorable Anna G. Eshoo
David Ong, Noise System Manager,
San Francisco International Airport
Susan George, Town Manager of Woodside
Dave Carbone, Roundtable Project Manager,
SFO Community Roundtable
✓ Steve Alverson, Roundtable Coordinator
SFO Community Roundtable
Steve Toben, Former Mayor, Portola Valley (via email)



CITY OF BRISBANE

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September 29, 2011

Richard Newman
Chairperson
SFO Community Roundtable
1828 El Camino Real, Suite 705
Burlingame, CA 94010

Dear Richard:

I have reviewed the draft response to the Grand Jury recommendations. I have attached a copy with notations in red proposing changes and in blue making comments.

In general I thought the tone of the letter was dismissive of noise concerns that have been raised by the citizens in Brisbane and the City of Brisbane. Having the Roundtable accept the validity of noise issues in our community is essential for the City and Community to have confidence in the Roundtable being able to effectively address this issue. I have offered language specifically in GJ finding No. I that I believe addresses our concerns and adds to the understanding of this issue. I have also noted in my response that the Roundtable has added the Brisbane Noise Issue in its work program.

I believe the response missed the point of the Grand Jury recommendation No. 2 that addresses the issue of single event monitoring. The Grand Jury is commenting on the impact of single events v. the 24 hr averaging that waters down the impact. I believe we should acknowledge this weakness in the monitoring program. I believe my comments are in line with comments received at our last meeting from representatives of several cities including Portola Valley, Redwood City, Burlingame and Pacifica. I would like to emphasis that Brisbane's request is that the published route is adhered to.

I have also commented that the response to question No. 3 I thought was very good in that it attempts to focus our collective efforts on working with both the airlines and the FAA.

Editorially the use of the term "wholly" to disagree seems excessive and unnecessary to me.

I would request that we send a letter to the Grand Jury requesting an extension of time to respond and that we hold place our response on an upcoming agenda.

Sincerely

A. Sepi Richardson
City Councilwoman & Airport Roundtable Vice – Chairman

Cc: Adrienne Tissier
Brian Perkins





Grand Jury Findings

Grand Jury Finding Number 1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Roundtable Response: Partially Disagree

Explanation: The Roundtable agrees that there has been an increase in both total departures and night departures from SFO. These increases are commensurate with an overall increase in operations at SFO that is slowly returning to levels approximating those experienced in the pre-9/11 era. (see table below).

HISTORIC OPERATION NUMBERS AT SFO
2000 – 2010

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Operations ¹	430,554	387,599	351,453	334,515	354,073	353,774	359,415	379,568	388,104	380,311	388,758

¹ Operation numbers consist of both itinerant (air carrier, air taxi, general aviation, and military) and local (civil and military) operations.
Source: FAA Air Traffic Activity System (ATADS), 2011.

However, the Roundtable has not been shown any information that would suggest that flight patterns, particularly those over the communities in northwestern San Mateo County, have changed. **However it is noted that the FAA acknowledges that the published flight pattern is infrequently flown which accounts for the flights directly over Brisbane as opposed to the published route which would take planes to the northern border of Brisbane.** Southeast bound aircraft departures from SFO and OAK fly over the northwest portion of the County. According to a December 2010 report prepared by the SFO Aircraft Noise Abatement Office, Brisbane, which is located approximately 4 miles northwest of SFO, experiences noise from aircraft departing SFO's Runways 01L and 01R, bound for destinations southeast of the Bay Area (Southern California, Arizona, and Las Vegas). Aircraft on this departure path are at an average altitude of 4,300 feet above sea level over Brisbane. Similarly, Oakland's (OAK) departures bound for southeastern destinations also fly over the San Francisco Peninsula. The average altitude of aircraft departing OAK is approximately 8,800 feet as they fly over the peninsula. The next layer of traffic above OAK's departures is SFO's arrivals from the north, which then circle to Runways 28L and 28R; the average aircraft altitude on this approach is 10,500 feet (December 2010, p. 2). According to the Federal Aviation Administration (FAA), it has not changed its air traffic control procedures related to aircraft departures from either airport. **However, again it is noted that the actual flights do not conform to the established procedure.**

At the September 7, 2011 Regular Roundtable Meeting, SFO Aircraft Noise Abatement Office Staff gave a presentation on flight track data and noise measurement data collected by SFO to understand the scope and nature of the aircraft departure routes over the northwestern part of the County. The noise measurement data indicate that



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there are not severe or adverse noise impacts in the northwestern part of the County, as defined by state and federal aircraft noise standards. Those standards though do not accurately account for actual flight events that have negative noise impacts.

The Roundtable also disagrees that some of the areas currently experiencing the most severe aircraft noise impacts either declined to participate or were deemed ineligible for the original noise insulation program. Portions of the cities of Daly City, San Bruno, Millbrae, and South San Francisco were eligible to participate in the federal noise insulation program, per federal eligibility criteria. A combined total of over 15,000 homes, eight churches, and seven schools were insulated as a part of the program.¹ There is no portion of the City of Brisbane that meets the federal eligibility criteria for the federal sound insulation program. As noted above, there is no evidence supporting the claim that there are “severe impacts” in the City of Brisbane. It is clear, however, that the residents of Brisbane believe they have experienced a recent increase in aircraft noise, and the Roundtable is working with the City, FAA, and airlines to determine the cause of these concerns and what steps may be taken to address them. In fact the Roundtable at this meeting directed that the Brisbane noise complaint be added to the Roundtable work program.

Grand Jury Finding Number 2. Noise data collected by SFO and monitored by the Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Roundtable Response: Wholly Disagree

This response is confusing and perhaps at the heart of the issue. While the single events are measured the impact is watered down by a 24 hour noise averaging. I believe that was the thrust of the GJ's comments when they use the term “focus”.

Explanation: The SFO aircraft noise monitoring system measures every single aircraft noise event, including all arrivals and departures over a 24-hour period. This single-event data is used to calculate and map the Community Noise Equivalent Level (CNEL) noise levels and contours associated with aircraft operations out of SFO, as required by the State of California's noise regulations (California Code of Regulations; Title 21, Division of Aeronautics, Subchapter 6, Noise Standards). The Daily CNEL metric represents the average noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. Because SFO is considered a “noise impact” airport, state law requires that SFO staff measure aircraft noise with this 24-hour metric.

Grand Jury Finding Number 3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Roundtable Response: Partially Disagree

Good and effective response. The fly quiet program and the effort to work with the airlines and the FAA should be highlighted as the most effective and realistic manner to address community noise concerns.

¹ For more information on SFO's Residential Sound Insulation Program, please visit <http://www.flyquietsfo.com/rsip.asp>.

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Explanation: Public Utilities Code Section 21669.4 allows for a county to enforce noise regulations established by the State of California. Violation of a noise standard, per this section, is considered a misdemeanor and punishable by a \$1,000 fine for each infraction. However, the only noise standard that the State of California has adopted with respect to aircraft operations is the 65 dB CNEL (California Code of Regulations, Title 21, Section 5012). As described above, CNEL is a cumulative noise metric that aggregates single-event noise levels from individual aircraft operations and averages the noise impact over a 24-hour period. No standard exists on a federal or state level for maximum single-event noise levels; therefore, enforcement of Public Utilities Code Section 21669.4 by San Mateo County, which addresses violations of state noise regulations by individual aircraft, is not currently possible.

An alternative to punitive approach described in the Section 21669.4 of the PUC are voluntary noise abatement programs. These programs are established by airport proprietors to encourage aircraft operators to avoid certain noise sensitive locations on arrival or departure. The reasons such programs are voluntary is because once the aircraft has left the ground, it is under the jurisdiction of the FAA, which dictates the route flown by every pilot to their destination. Furthermore, pilots, who often must make flight path adjustments due to weather conditions, aircraft performance, safety etc., have the final say in where their aircraft fly, within the constraints of their clearance and FAA-approved deviations. Therefore, airports that operate voluntary noise abatement programs employ a variety of methods to inform and encourage air traffic controllers and pilots to utilize the preferred arrival/departure routes.² SFO's Fly Quiet Program was designed to monitor airline performance and to encourage adherence to the preferred noise abatement procedures by rewarding the desired behavior. The goal of the Fly Quiet Program is to minimize SFO's aircraft noise exposure on all of the communities near the Airport. The Roundtable has been a partner with the airport for thirty years, in these efforts.

Grand Jury Finding Number 4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the Roundtable.

Roundtable Response: Agree

Explanation: The Roundtable would have no objection to having members of the Roundtable be advised by Caltrans Division of Aeronautics staff.

Grand Jury Finding Number 5. Reports received by the Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

Roundtable Response: Wholly Disagree

Explanation: The Roundtable has always sought to provide a website that is easily accessible to the public. At least 72 hours prior to a scheduled meeting, the agenda and associated meeting packet are uploaded onto the Roundtable website. While an update to the website is planned for the near future, at no point has the site, or any of its content, been unavailable to the public for an extended period of time.

Grand Jury Finding Number 6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Roundtable Response: Agree

² SFO operates its own voluntary noise abatement program (<http://www.flyquietsfo.com/>).

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Explanation: The Roundtable Purpose and Bylaws maintains that all Representatives and their Alternates shall be elected officials from the member agencies/bodies they represent (except for the City and County of San Francisco Mayor's Office, City and County of San Francisco Airport Commission, and the City/County Association of Governments of San Mateo County (C/CAG) Airport Land Use Commission (ALUC)). All Representatives and Alternates who serve on the Roundtable (as well as its subcommittees) do so at the pleasure of their parent bodies. These officials represent their bodies, and by extension, their communities and their communities' concerns with regards to aircraft noise.³

Grand Jury Finding Number 7. The bylaws of the Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the Roundtable is not an elected official.

Roundtable Response: Agree

Explanation: Article IV of the Roundtable Purpose and Bylaws allows for any sitting member of the Roundtable to be elected to either the Chairperson or Vice-Chairperson positions by a majority vote of the Roundtable members. This includes all elected officials representing the various member agencies/bodies, as well as representatives from the City and County of San Francisco Mayor's Office, the City and County of San Francisco Airport Commission, C/CAG, and the ALUC. The current Chairperson of the Roundtable, Richard Newman, is not an elected official, but rather serves as a representative from the C/CAG Airport Land Use Committee, where he has served as Chair for nine consecutive years. At its September 7, 2011 Regular Meeting, the Roundtable affirmed its desire to conduct elections on an annual basis and to make the Chair and Vice Chair seats available to all member and to leave open those positions to all members.

Grand Jury Finding Number 8. The level of attendance by Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Roundtable Response: Partially Disagree

Explanation: The Roundtable disagrees with the finding regarding declining attendance by participating members. According to attendance records, during the period from 2008 through 2009, Roundtable member attendance was consistently around 70 percent. 2010 saw a small increase in attendance over the previous two years. Daly City said that it withdrew its Roundtable membership due to budgetary constraints. The Roundtable would welcome Daly City back as a member when it is financially capable of doing so.

Grand Jury Finding Number 9. Public participation at Roundtable meetings is minimal. With one exception, all of the elected members of the Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Roundtable Response: Partially Disagree

Explanation: The Roundtable agrees that noise complaints should not be the only source of public feedback, but it does believe that a decrease in complaints can be partially attributed to the efforts of the Roundtable. Reducing the number of noise complaints made by the public through implementation of safe and feasible noise mitigation

³ The SFO Roundtable's Purpose and Bylaws is available online at: [http://www.sforoundtable.org/pdf/SFO_RT_Bylaws_Version_3%20\(3\).pdf](http://www.sforoundtable.org/pdf/SFO_RT_Bylaws_Version_3%20(3).pdf).

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measures is one of the Roundtable's goals, which it tries to achieve through collaboration with the SFO Noise Abatement Office, SFO management, the FAA, and airlines.

Grand Jury Finding Number 10. Daly City withdrew as a member of the Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Roundtable Response: Agree

Explanation: As described above, at the time of its withdrawal from the Roundtable, Daly City indicated that it was withdrawing its Roundtable membership due to budgetary constraints. The Roundtable encouraged the City of Daly City to rejoin the Roundtable when their participation is determined feasible by their elected body.

Grand Jury Recommendations

The Roundtable appreciates the effort that went into developing the recommendations in the Grand Jury's Report. Over its 30-year history, the Roundtable has always strived to improve the way it operates and interacts with the affected communities, FAA, airlines, and SFO. Each of the Grand Jury's recommendations will be considered by the Roundtable at a future date. Recommendations that have the support of the full Roundtable may be incorporated into a future Roundtable Work Program.



SUPERIOR COURT OF CALIFORNIA, COUNTY OF SAN MATEO

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October 5, 2011

Mr. Richard M. Newman, Chairperson
SFO Community Roundtable
P.O. Box 1934
Burlingame, CA 94011

Re: Grand Jury Report - "County Officials Need to Make Noise about Aircraft Noise"

Dear Mr. Newman:

The San Mateo Civil Grand Jury is in receipt of your September 30, 2011, and October 4, 2011, letters to The Honorable Joseph E. Bergeron, 2010-2011 San Mateo County Grand Jury Judge. The purpose of this letter is to respond to the same.

In your September 30, 2011, letter, you requested that the SFO Roundtable be allowed to file a formal response to the Grand Jury report and you requested an extension of time for such response of ninety days past the October 4, 2011 deadline. Since the SFO Roundtable was mentioned in the Grand Jury's findings (#1-10 on pages 5-6) the Court will accept a formal response from the SFO Roundtable, with the response to such findings due on January 2, 2012 (*i.e.*, 90 days from the October 4th deadline). Although it is anticipated that the SFO Roundtable will respond to the aforementioned Grand Jury findings, it should be noted that since none of the Grand Jury's recommendations were directed towards the SFO Roundtable for action, it is not necessary for the Roundtable to respond them.

In your October 4, 2011, letter, you indicated that said letter was a response on behalf of yourself as an individual and not a formal response from the SFO Roundtable. You then requested that your comments be included "in the official record of this matter" and that such comments be published along with "the required responses." As you may be aware, only comments and responses from those agencies and officials submitting formal responses pursuant to Cal. Penal Code § 933 shall be included with the grand juries final report (*i.e.*, what you have referenced as the "official record"). In light of this fact, as well as the fact that the SFO Roundtable will be filing a formal response, your October 4, 2011, letter will not be forwarded with the report and other responses to the State Archivist.

Thank you for your correspondence on this issue.

Sincerely,

A handwritten signature in blue ink, appearing to be "John C. Fitton", is written over a blue line.

John C. Fitton
Court Executive Officer

cc: Honorable Joseph E. Bergeron, 2010-2011 San Mateo County Grand Jury Judge



CITY OF BRISBANE

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October 7, 2011

Richard Newman
SFO Community Roundtable
1828 El Camino Real, Suite 705
Burlingame, CA 94010

Dear Mr. Newman,

On behalf of the City of Brisbane City Council, staff and community, we would like to thank you and your staff on facilitating the October 5 community workshop at our City Hall. The recent workshop was well received by our citizens. We hope that the information shared at the meeting provides the FAA and SFO Noise Abatement with a clearer picture of the negative impact of loud aircraft over flight noise on our community.

I am glad you will be requesting authorization from the entire SFO Community Roundtable to send a formal request to the FAA on our behalf. We would like to see the FAA work with the SFO Noise Abatement Office to model following the Porte 3 departure as published with the hopes it resolves the noise issue for our community. We also encourage the FAA to investigate and quickly implement other methods for noise mitigation in our community.

We appreciate the SFO Community Roundtable's continued support as we work through our concerns and hope to continue collaborating towards a positive outcome for our citizens. Again, thank you very much for yours and your staff's time and effort.

Sincerely,

A. Sepi Richardson
Councilmember

ASR:mcss



**MEMORANDUM
OAKLAND AIRPORT COMMUNITY NOISE MANAGEMENT
FORUM**

Date: 9 October 2011

To: Forum Member Community Representatives

From: Mike McClintock, Forum Facilitator
(415) 203-9097

Subject: Annual Election of Officers

The July Forum meeting is when the Forum normally elects its officers (Co-Chairs). However, due to an oversight on my part, I failed to put this on the agenda for the last meeting. Hence, we will hold elections for the Co-Chairs at the October 19 meeting. The term of office for this period will be until the July 2012 meeting. Both Jim Prola (elected) and Walt Jacobs (citizen) have stated their desire to stand for re-election. Nominations will be open at the meeting. Anyone desiring to run for one of the two positions should place his or her name into nomination at that time. If no one else wishes to be nominated the two Co-Chairs will be deemed to have been re-elected for the full 2011-2012 term.

Please e-mail me at pdnwmike@aol.com or call me at (415) 203-9097 if you have any questions.

Thank you.

Mike

MEMORANDUM
OAKLAND AIRPORT COMMUNITY NOISE MANAGEMENT
FORUM

Date: 9 October 2011

To: Forum Members and Advisors

From: Mike McClintock, Forum Facilitator
(415) 203-9097

Subject: Annual Work Plan Update

The Forum Work Plan was last updated in July 2010. It is due to be updated again in January 2012. At our October 19 Forum meeting we will have a brief overview/update on the status of the various Work Plan elements. New Forum-authorized projects should be added to the Work Plan (e.g., FedEx Comparative Noise Study) and completed projects moved to the appropriate section.

A Work Plan Update Committee consisting of interested Forum members/advisors, Larry Galindo, Vince Mestre, Harvey Hartmann and myself will be formed and tasked to present a draft 2012 Work Plan at the Forum's January 2012 meeting. If you are interested in serving on this committee please let us know at the meeting.

Please e-mail me at pdnwmike@aol.com or call me at (415) 203-9097 if you have any questions.

Thank you.

Mike

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM WORK PLAN (2010-2011)

The Forum's Work Plan consists of three primary components:

1. Legislative and Regulatory Initiatives;
2. Studies; and
3. Presentations

1. LEGISLATIVE AND REGULATORY INITIATIVES

The "Initiatives" component of the Work Plan sets forth the Forum's legislative and policy agenda with respect to broadening the Forum's influence on federal aircraft noise legislation and the closing of ANCA loopholes for the benefit of communities affected by aircraft noise.

2. STUDIES

The "Study" component of the Work Plan is designed to address the technical issues of aircraft noise and air quality at OAK and its effects on local communities. In general, studies will require some degree of original research, technical analyses, and result in specific findings or conclusions and/or recommendations. The end product of a study task will be either a working paper or technical report prepared by a person or firm with the necessary qualifications and experience to develop a credible product.

3. PRESENTATIONS

The "Presentation" component of the Work Plan is an on-going feature of Forum meetings. Presentations are to be of an informational or educational nature, and are designed to inform Forum members on matters of interest. Presentations may also be made to interested groups as directed by the Forum. Presentations may be made by the facilitator, staff, advisors and other experts, individual Forum members, or members of the public. It will be the role of the Facilitator to arrange for informational presentations in accordance with the approved Work Plan. Individuals interested in an opportunity to make a presentation to the Forum should make a written request to the Facilitator. It would be up to the Forum to decide what additional presentations it would be interested in hearing. Because of the Forum's desire to conform to the Brown Act, individual presentations of more than five minutes must be placed on the Forum's agenda.

WORK PLAN (Initiatives, Studies and Presentations listed in order of relative priority):

A. Initiatives.

1. **Formalize the Forum's coalition building and outreach efforts with other regional noise forums.**

Status: This is an on-going initiative and staff is to investigate means to accomplish.

2. **Continue to lobby for the mandatory phase-out of Stage III hush-kitted aircraft from the air carrier and air cargo fleets.**

Status: This is an on-going Forum initiative.

3. **Support a FAA headquarters initiative to continue research into NextGen air traffic control, including CDA/OPD procedures, R-NAV/RNP GPS-based approach/departure procedures, the application of flight management systems to noise abatement procedures, and to assist airports and ATC with implementing CDA/OPD and R-NAV noise abatement procedures in the vicinity of airports to reduce aircraft approach noise and reduce emissions.**

Status: This is an on-going Forum Initiative that was expanded to include GPS, R-NAV/RNP, FMS and other satellite-based systems.

4. **Seek legislative modification or relief from ANCA and FAR Part 161 limitations.**

Status: This concern needs to be communicated to Congress and the FAA. The Forum will continue to work with elected representatives and regional airport noise coalitions to advance this position. Forum will monitor the actions of other airport community groups and seek to be part of a coalition.

5. **Continue to send Forum representatives to appropriate congressional meetings/hearings, industry conferences, and symposiums on aviation noise and air quality issues to support and actively seek measures in line with stated Forum legislative and regulatory goals, and to advance regulatory reform of key issues.**

Status: This is an ongoing initiative and is subject to available funding.

6. **Continue to send member representatives to the FAA NORCAL TRACON Facility to familiarize them with FAA air traffic control procedures and provide first hand community input to FAA staff.**

Status: This is an ongoing initiative and is subject to available funding and member interest.

7. **Request additional funding from Port to pursue above initiatives.**

Status: Forum to submit formal proposal to Port, as may be necessary.

8. **Continue to work through North Field and South Field Research Groups to encourage voluntary noise compliance efforts on the part of aircraft operators at Oakland International Airport.**

Status: This is an ongoing initiative whereby the Forum will continue to support the efforts and research needs of the NFRG and SFRG.

9. **Implement a Noise Abatement Award Program.**

Status: Program being implemented by Noise Office

- B. Studies.** The following study topics are included in the Work Plan in order of their relative priorities:

1. **Runway 27L preferential landing runway study.**

2. Monitor and support NASA aeronautics and other aviation industry research programs having the potential to produce important advances and improvements in environmental impacts (esp. noise and air quality), performance, efficiency, and safety of engines, airframes, and other components of aircraft construction.
3. Continue to study the potential benefit of Continuous Descent Approaches/Optimal Profile Descent (CDA/OPD) to provide noise reduction in the approach corridor to OAK. Review CDA/OPD procedures for potential benefits and/or impacts.
4. Continue to study the progress toward developing a National Stage 5 noise limit and the phase-out of aircraft not meeting Stage 4 limits.
5. Study effects of NextGen and other satellite-based aircraft advanced flight tracking capabilities using and their potential for significant noise reduction.
6. Study and recommend specific actions to be taken with re: ALUC adoption of CNEL 65dB noise limit and recommend noise easements for any new residential development near OAK with noise levels above CNEL 65dB and encourage communities to adopt same requirement.

C. Presentations. The following informational presentations are included in the Work Plan:

1. Bi-annual Noise 101 Program.
2. RAPC presentation on status of Regional Airport System Plans.
3. Ongoing updates of the Burbank, Van Nuys, and other Part 161 processes.
4. Status report on NextGen ATC program implementation.
5. Agendize a special presentation on helicopter operations and issues.
6. Provide for ongoing updates and recommendations from the South Field and North Field Research Groups, and conduct further studies/programs as identified (for example rolling takeoffs, etc.).
7. The ALUC Planning Process and the State of California Land Use Planning Handbook.
8. Physical and physiological effects of noise on people (HYENA).
9. Synthetic fuels development updates.
10. Port Air Quality and Environmental program updates.
11. Monitor AB 32 and other climate change initiatives.
12. Have representative(s) of news helicopter organizations make a presentation to the Forum.

D. Completed Studies and Presentations. The following major studies and presentations have been completed and are deleted or suspended from the current Work Plan. They may be recalled for updating at the Forum's pleasure:

1. Phase 1 study of temperature inversion effect on GRE noise;
2. Review and evaluate noise abatement procedures, and develop new or revised procedures;

3. Investigate the feasibility of operating restrictions or curfews, including restrictions on low overflights, and nighttime operations by large aircraft;
4. Runups and airport policy;
5. FAA air traffic control procedures and airspace use;
6. FAR Part 36 and Stage 3 aircraft noise standards;
7. The California Airport Noise Standards;
8. North Field operations;
9. Bay Area airport development plans (OAK, SFO & SJC);
10. New, quieter jet engine technologies;
11. Existing airport and airline noise abatement procedures;
12. OAK flight activities by time of day;
13. Feedback on noise complaints (Hotline);
14. Characteristics of noise;
15. Runway reconfiguration study;
16. Curfews Presentation;
17. 'Silent 7' type departure to the south;
18. General aviation preferential;
19. Continuous Descent Approach;
20. Crosswind Runway Analysis;
21. VFR operations noise analysis;
22. Runway 29 Rolling Takeoff Procedure;
23. Runway 29 arrivals over Silverlock neighborhood in Fremont;
24. Runway 29 ILS arrival over Hayward;
25. Runway 29 departure turns below 3000 feet over Alameda;
26. SALAD 1 departure procedures;
27. Quiet Aircraft Technology Developed for the Boeing 787 and Emerging New Technologies;
28. New Light Jets and Their Potential Effect on Aircraft Noise and Airport Operations, Including Small Aircraft Transportation, SAT;
29. Reports on OAK Airport Master Plan Progress;
30. Runway 11 Nighttime Right Turn Departure Procedure.
31. North Field corporate jet operations and compliance issues.
32. Review nighttime FedEx operational anomalies.
33. Review corporate jet noise procedures/noise transfer impacts.
34. Investigate helicopter noise issues.
35. Status of Port LEED projects.
36. Operations by lighter-than-air craft (blimps/zeppelins).

E. N.O.I.S.E. 2010 Legislative Priorities

The attached N.O.I.S.E. legislative priorities for 2010 are included in the Work Plan for information and reference only:

Work Plan Revised July 21, 2010

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM

MEETING NOTICE

Date: Wednesday, October 19, 2011

TIME: 6:30-8:30 P.M.

PLACE: BOARD ROOM
2ND FLOOR
PORT OF OAKLAND
530 WATER STREET
OAKLAND, CA

AGENDA

1. INTRODUCTIONS—MIKE McCLINTOCK , FACILITATOR
2. ANNOUNCEMENTS— MIKE McCLINTOCK
 - A. ANNUAL DUES 2011/12
3. APPROVAL OF MINUTES (JULY 20, 2011)—MIKE McCLINTOCK
4. ELECTION OF OFFICERS
5. PUBLIC COMMENT (THIS IS AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO SPEAK ON ISSUES NOT ON THE AGENDA BUT RELEVANT TO AIRPORT NOISE AT OAKLAND INTERNATIONAL AIRPORT—TWO MINUTE TIME LIMIT PER SPEAKER)
6. WORK PLAN REVIEW & CHANGES—MIKE McCLINTOCK
7. NOISE ABATEMENT OFFICE REPORT – LARRY GALINDO
 - A. ANOMS UPGRADE PROJECT OVERVIEW – STEVE ALVERSON, ESA
 - B. OAK NEW WEB PAGE – WAYNE BRYANT
 - C. WHISPER TRACK PRESENTATION – CHRIS SNIDEMAN
8. NOISE NEWS UPDATE – VINCE MESTRE
9. STATUS REPORTS-NORTH & SOUTH FIELD WORKING GROUPS - ROB FORESTER
10. CONFIRM-NEXT SCHEDULED MEETING DATE (JANUARY 18, 2012)
11. ADJOURNMENT

MEMORANDUM
OAKLAND AIRPORT COMMUNITY NOISE MANAGEMENT
FORUM

Date: 9 October 2011

To: Forum Member Community Representatives

From: Mike McClintock, Forum Facilitator
(415) 203-9097

Subject: Annual Dues Reminder

As a reminder each Forum member community is required to pay annual dues to support the Forum in the amount of \$1,000.00. To date only the following cities have paid their 2011-2012 dues:

- ✓ City of Berkeley
- ✓ City of San Leandro
- ✓ City of Hayward
- ✓ County of Marin
- ✓ County of Alameda
- ✓ City of Oakland

For those communities who have not yet paid please take care of this as soon as possible.

Please e-mail or call me at (415) 203-9097 if you have any questions.

Thank you.

Mike



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

October 18, 2011

Reply address:
P.O. Box 1934
Burlingame, CA 94011

Ms. Sepi Richardson
Councilmember
C/o Mr. Clay Holstine
City Manager
City of Brisbane
50 Park Place
Brisbane, CA 94005-1310

Re: SFO Community Roundtable workshop

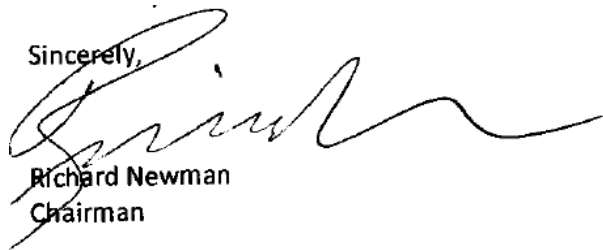
Dear Councilmember Richardson,

On behalf of the San Francisco International Airport Community Roundtable, thank you for hosting the aircraft noise workshop at Brisbane's City Hall on October 5th. The workshop was informative, respectful, and provided a clearer understanding of the community's concerns as we work cooperatively on the issue of aircraft noise over the City of Brisbane. The input and comments received from your community members was insightful, interesting and appreciated. We are also very thankful for the participation of SFO and the FAA, whose involvement is integral to addressing residents' desires for a quieter working and living environment.

As discussed at the workshop, one of the Roundtable's first priorities will be to formally request FAA's assistance in examining variations of radar vectors more closely mimicking the SFO PORTE THREE than those used at present in large numbers. Hopefully, revised departure procedures may lessen aircraft noise exposure in Brisbane, while still maintaining the safe and efficient use of airspace in the Bay Area.

The Roundtable looks forward to working collaboratively with City Council, the SFO staff, the FAA, airlines, and residents, as we explore possible avenues for addressing this important issue affecting your community.

Sincerely,



Richard Newman
Chairman

Cc: John Martin, SFO Airport Director



County Manager's Office



COUNTY OF SAN MATEO

COUNTY GOVERNMENT CENTER • REDWOOD CITY • CALIFORNIA 94063-1655
WEB PAGE ADDRESS: <http://www.co.sanmateo.ca.us>

BOARD OF SUPERVISORS
DAVE PINE
CAROLE GROOM
DON HORSLEY
ROSE JACOBS GIBSON
ADRIENNE TISSIER

DAVID S. BOESCH
COUNTY MANAGER/
CLERK OF THE BOARD

(650) 363-4123
(650) 363-1916 FAX

October 25, 2011

Captain Andrew Allen, Northwest Region Chief Pilot
United Airlines
Flight Operations – SFO SEA
San Francisco International Airport – SFOFO
First Floor – Terminal 3
San Francisco, CA 94128

Re: SFO Community Roundtable Meeting on Brisbane Noise Complaints

Dear Captain Allen:

On October 5, 2011, the San Francisco International Airport/Community Roundtable (Roundtable) held a special meeting in the City of Brisbane to address long standing aircraft noise complaints by Brisbane residents. We are very disappointed that no representative from your airline attended despite repeated attempts by Roundtable staff to schedule the meeting in cooperation with your airline.

There were approximately 100 Brisbane residents in attendance that evening. Many of them expressed serious problems with aircraft noise that significantly impairs their daily lives. In order for the Roundtable to fully understand and address the problems that were voiced that evening, it is imperative that we have open communication with your airline and your full participation in meetings of this kind. Your failure to attend the meeting demonstrates a disregard for the concerns of the Roundtable and the Brisbane community.

We hope that your airline will have a representative at all future Roundtable meetings where this matter is discussed, and that we will see more cooperation from your airline in addressing the noise impacts caused by your aircraft in San Mateo County.

Sincerely,

A blue ink signature of Dave Pine, consisting of stylized, overlapping horizontal strokes.

Dave Pine
San Mateo County Supervisor, District 1
Member, SFO Airport/Community Roundtable

A blue ink signature of Adrienne J. Tissier, featuring a large, stylized initial 'A' followed by the name 'Adrienne J. Tissier' in a cursive script.

Adrienne J. Tissier
San Mateo County Supervisor, District 5

cc: John Martin, San Francisco International Airport Director
Bert Ganoung, Airport Noise Abatement Manager
Richard Newman, Airport/Community Roundtable Chair

C1/C3

County Manager's Office



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DAVID S. BOESCH
COUNTY MANAGER/
CLERK OF THE BOARD

(650) 363-4123
(650) 363-1916 FAX

October 25, 2011

Perry Clausen, Manager ATC Systems
Southwest Airlines
PO Box 36611, HDQ-1DP
2702 Love Field Drive
Dallas TX 75235

Re: SFO Community Roundtable Meeting on Brisbane Noise Complaints

Dear Mr. Clausen:

On October 5, 2011, the San Francisco International Airport/Community Roundtable (Roundtable) held a special meeting in the City of Brisbane to address long standing aircraft noise complaints by Brisbane residents. We are very disappointed that no representative from your airline attended despite repeated attempts by Roundtable staff to schedule the meeting in cooperation with your airline.

There were approximately 100 Brisbane residents in attendance that evening. Many of them expressed serious problems with aircraft noise that significantly impairs their daily lives. In order for the Roundtable to fully understand and address the problems that were voiced that evening, it is imperative that we have open communication with your airline and your full participation in meetings of this kind. Your failure to attend the meeting demonstrates a disregard for the concerns of the Roundtable and the Brisbane community.

We hope that your airline will have a representative at all future Roundtable meetings where this matter is discussed, and that we will see more cooperation from your airline in addressing the noise impacts caused by your aircraft in San Mateo County.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave Pine".

Dave Pine
San Mateo County Supervisor, District 1
Member, SFO Airport/Community Roundtable

A handwritten signature in blue ink, appearing to read "Adrienne J. Tissier".

Adrienne J. Tissier
San Mateo County Supervisor, District 5

cc: John Martin, San Francisco International Airport Director
Bert Ganoung, Airport Noise Abatement Manager
Richard Newman, Airport/Community Roundtable Chair

C1/C3

With Little Notice, FAA Orders Voluntary Slot Controls at SFO

While many of us were at the ACI-NA 20th Annual Conference & Exhibition in San Diego, the FAA designated San Francisco International Airport a Level 2 airport under the International Air Transport Association [Worldwide Slot Guidelines](#).

In publishing the Oct. 17 [notice](#), the FAA cited the airport's plans to build runway safety areas for its four runways between 2012 and 2015 and the potential delays this work could have on flights.

The notice indicates the Level 2 designation would apply between the hours of 6 a.m. and midnight and would take effect beginning with the Summer 2012 travel season.

IATA defines Level 2 airports as those "where there is potential for congestion during some periods of the day, week, or season which can be resolved by voluntary cooperation between airlines." In these cases, an independent facilitator is appointed to facilitate development of airline schedules that will enable the airport to operate during the congested time periods at a reasonable level of service. This facilitation effort involves representatives from the affected airport, airlines, air traffic service providers, and other stakeholders.

The schedule modifications that take place at Level 2 airports are voluntary in so far as airlines serving the airport are not required to make them. However, as noted in IATA's *Worldwide Slot Guidelines*, "airlines operating at a Level 2 airport must be willing to make voluntary schedule adjustments in order to avoid exceeding the coordination parameters, otherwise the airport could be designated as Level 3 and require mandatory slot allocation."

The notice required the airlines serving SFO to submit schedule information to the FAA by last Thursday, a mere three days after the notice's publication. The FAA cited the rapidly approaching IATA Slot Conference—which will take place from Nov. 17-19 in Singapore—as the reason for the very tight submittal deadline.

For over a year, the airport has been working in partnership with FAA on a range of initiatives that will significantly boost its capacity by 2013. The airport is continuing these efforts, which include early deployment of "NowGen" air traffic improvements including:

- Reduced Simultaneous Offset Instrument Approach minimums, which would permit simultaneous approaches to Runways 28L and 28R when fog and other adverse weather conditions affect the airport
- Enhanced dependent parallel runway operations when weather conditions are too poor for SOIA approaches
- Area navigation offset approach procedures
- Required navigational performance/area navigation procedures

The San Francisco staff is hopeful that the Level 2 designation will provide them, the FAA, and their airline partners with an even broader toolkit to manage flight delays during the construction period.

ACI-NA will continue to track developments related to the notice and SFO's initiatives to manage flight delays during the project.

Source: ACI-NA Centerlines Weekly Update – 10/26/11



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

DATE: November 2, 2011

TO: Roundtable Members

FROM: Steve Alverson, Roundtable Coordinator

SUBJECT: Set the Date for a Special Meeting to Prepare an Official Response to the Grand Jury Report

RECOMMENDATION

Roundtable Members approve a special meeting to be convened at 7 pm on Wednesday, December 7, 2011 in the David Chetcuti meeting room in Millbrae, California to develop a response to the Grand Jury Report.

BACKGROUND

On July 6, 2011, the 2011-2012 San Mateo County Superior Court Grand Jury issued a report titled, "County Officials Need to Make Noise about Aircraft Noise." Although the Grand Jury Report was only directed to the San Mateo County Board of Supervisors, and no formal response from the Roundtable was required, at the Regular Roundtable meeting on September 7, 2011, a motion was made and subsequently approved for Roundtable Staff to prepare a formal response to the Grand Jury Report. Responses were due to the Grand Jury by October 4, 2011.

The Roundtable response was to address the findings presented in the Grand Jury Report by incorporating elements from response letters submitted by Chairperson Richard Newman, former Chairperson Gene Mullin, and from a staff report prepared by Roundtable Coordinator Steve Alverson. Additionally, the response was to indicate that the Roundtable would consider the recommendations of the Grand Jury Report where appropriate, but would not specifically discuss each of the recommendations.

A draft response letter was distributed to Roundtable members by Steve Alverson via e-mail on September 26, 2011. On advice of San Mateo County Counsel, the letter could only be submitted to the Grand Jury if no members requested a special meeting to discuss the letter.

DISCUSSION



On September 29, 2011, Vice Chairperson Sepi Richardson sent a letter to Chairperson Newman providing suggested changes to the Roundtable response, recommending that the Roundtable request an extension of time from the Grand Jury, requesting that the Roundtable's response to the Grand Jury Report be placed on an upcoming agenda.

In response to Vice Chairperson Richardson's request and in deference to the Roundtable's desire to submit a formal response to the Grand Jury, Chairperson Newman submitted a formal letter to the San Mateo County Superior Court on September 30, 2011 requesting an extension to the response deadline. In a response dated October 5, 2011, the Court indicated that it would accept the Roundtable's formal response to the Grand Jury Report's findings by January 2, 2012 (90 days from the original October 4, 2011 deadline).

CONCLUSION

Due to the fact that the next Regular Roundtable meeting is scheduled for February 1, 2012, and that upcoming holiday schedules will likely limit the availability of Roundtable members, the Roundtable may wish to consider convening a special meeting dedicated solely to developing a response to the Grand Jury Report. Roundtable Staff recommends that the Roundtable consider Wednesday, December 7, 2011 at 7 pm in the David Chetcuti meeting room in Millbrae for the special meeting.

SRA/pmw



Item VI.

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

DATE: November 2, 2011

TO: Roundtable Members

FROM: Steve Alverson, Roundtable Coordinator

**SUBJECT: Formal Request to FAA re: The Analysis of the PORTE THREE
Departure Procedure**

RECOMMENDATION/ACTION

The Roundtable authorize Chairperson Newman to prepare and submit a formal letter to Patty Daniel at the Northern California TRACON (NCT) requesting the FAA's assistance in modeling the effects on efficiency and safety of alternative ways in which to fly the PORTE THREE departure procedure that may result in aircraft overflying Brisbane at a higher altitude.

BACKGROUND

On October 5, 2011, Roundtable members, representatives from SFO, the FAA, and Brisbane residents participated in the Brisbane Community Aircraft Noise Workshop. The workshop, held at the City of Brisbane's Community Meeting Room, was in response to a rising number of complaints from Brisbane residents who believe that they are being adversely affected by noise associated with aircraft departing SFO. The purpose of the meeting was to take in data provided by SFO and the FAA, receive public input, and to collaboratively determine the appropriate steps towards minimizing (if possible) aircraft noise exposure in Brisbane.

DISCUSSION

One of the central topics discussed at the workshop was the use of the PORTE THREE instrument departure procedure, which directs pilots departing Runways 01L or 01R to intercept and proceed via the SFO R-350 and when they cross the SFO R-350/4 DME fix at or above 1,600 feet, turn left heading 200° to intercept and proceed via the PYE R-135 (see **Figure 1**). Residents are concerned that aircraft are turning prior to the SFO R-350/4 DME fix, instead beginning their 200° turn to intercept with the PYE R-135 sooner, and possibly flying over Brisbane at altitudes below or equal to 2,000 feet.

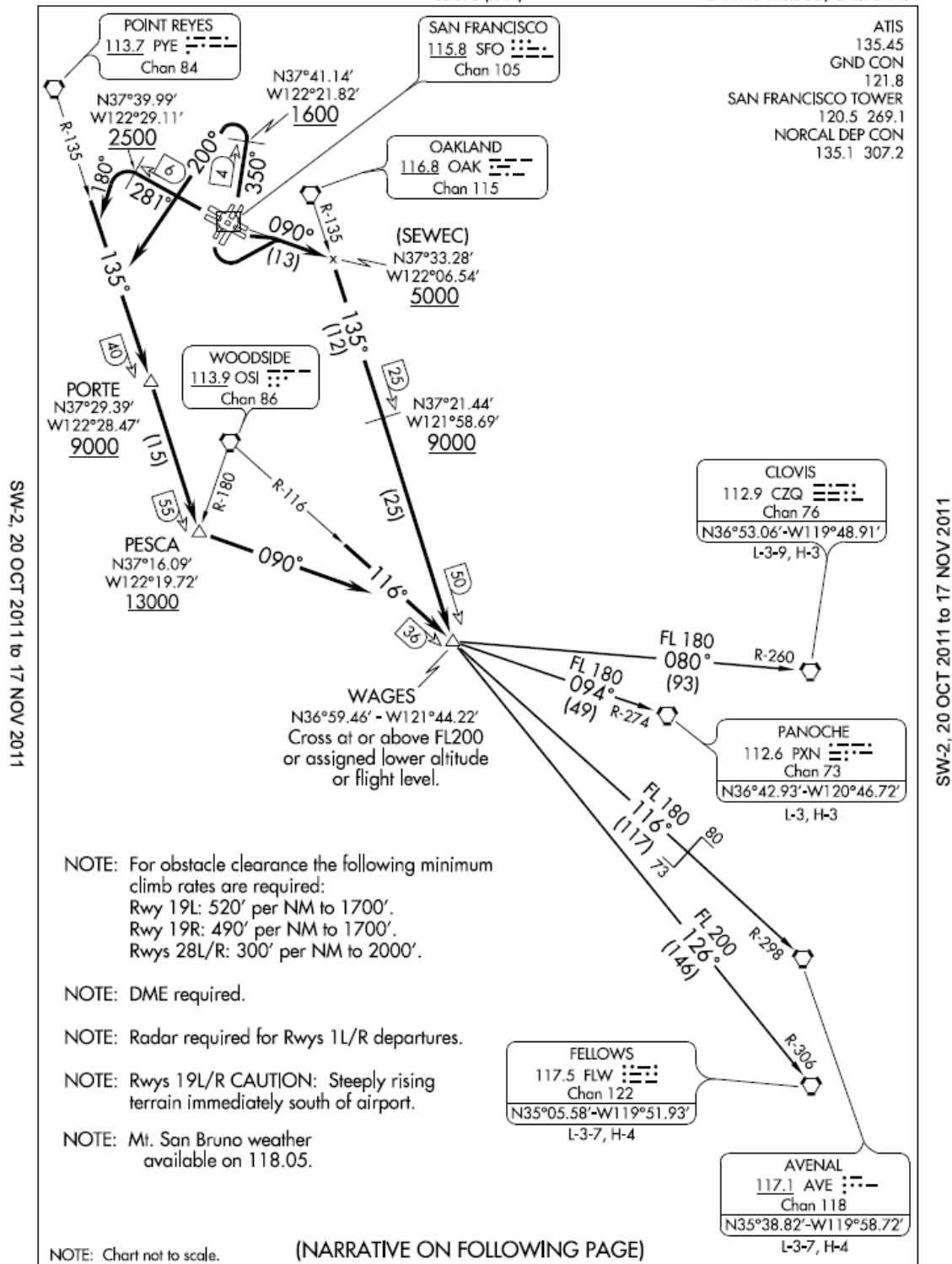


In her discussion with Roundtable members, FAA NCT representative, Patty Daniel, indicated that the majority of aircraft departing SFO are given radar vectors and do not follow the published instrument departure procedures due to the high volume of traffic at SFO, the weather conditions, and the congestion associated with Oakland and San Jose International Airports. Ms. Daniel explained that the purpose of a published procedure is to provide pilots with route guidance in the case of a communication (radio) failure. As soon as communication is established with NCT, there is no longer a need for the pilot to follow the published procedure and radar vectors are often provided.

When asked whether or not the FAA tracks an airline's strict adherence to a published procedure, such as the PORTE THREE departure, Ms. Daniel indicated that the FAA does not. The primary function of the TRACON, Ms. Daniel stated, is to ensure the safe and efficient use of the Bay Area airspace. Furthermore, Ms. Daniel described how air traffic controllers are instructed to vector aircraft and maintain a three-mile buffer around each aircraft in flight, and that preserving this separation is a controller's primary function. Once an aircraft using the PORTE THREE departure has reached an altitude of 2,000 feet, she indicated, air traffic controllers will instruct aircraft to turn a heading of 200°, whether or not they have crossed the SFO R-350/4 DME fix, because this clears the SFO R-350 for the next aircraft on departure. Roundtable members questioned whether or not aircraft performance could be an important factor in this issue, as newer aircraft have the ability to climb to an altitude of 2,000 feet more quickly, thus causing them to turn sooner than indicated by the PORTE THREE departure procedures. Ms. Daniel acknowledged this as a possibility.

The discussion of the use of the PORTE THREE departure ended with several general conclusions, including the following:

- Bay Area airspace is very complex, and airlines that fly this airspace use the same departure routes repeatedly to reach their destinations.
- The use of the PORTE THREE departure has increased, along with all other departure procedures, as the number of operations at SFO has risen back to 2000 levels.
- Air traffic controllers vector aircraft, and once an aircraft has reached the appropriate turning altitude, controllers will instruct pilots to turn their aircraft, whether the aircraft has reached the R-350/4 DME fix or not.
- Aircraft using the PORTE THREE departure may be turning sooner than the SFO R-350/4 DME fix because aircraft performance allows them to reach an altitude of 1,600 feet to be reached more quickly.
- FAA/TRACON does not specifically track whether or not aircraft turn before, at, or after the R-350/4 DME fix.



PORTE THREE DEPARTURE
 (PORTE3.WAGES) 07298

SAN FRANCISCO, CALIFORNIA
SAN FRANCISCO INTL (SFO)

FIGURE 1 – SFO PORTE THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1L/R: Intercept and proceed via SFO R-350. Cross SFO R-350/4 DME fix at or above 1600'. Turn left heading 200° to intercept and proceed via PYE R-135. Cross PORTE DME fix at or above 9000' and PESCA DME fix at or above 13,000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 10L/R and 19L/R: Turn left and climb via the SFO R-090 to intercept the OAK R-135 at or above 5000'. Proceed via the OAK R-135 to WAGES INT. Cross the OAK R-135/25 DME fix at or above 9000'. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via the SFO R-281, cross SFO R-281/6 DME fix at or above 2500', then turn left heading 180° to intercept and proceed via the PYE R-135 to cross PORTE DME fix at or above 9000' and PESCA DME fix at or above 13,000'. Then turn left heading 090° to intercept and proceed via the OSI R-116 to WAGES INT. Cross WAGES INT at or above FL 200 or assigned lower altitude or flight level. Thence via (transition) or (assigned route). Expect clearance to filed altitude 10 minutes after departure. When SFO VOR/DME is inoperative, Rwy 28 departures expect radar vector to PYE R-135 then resume SID.

AVENAL TRANSITION (PORTE3.AVE): From over WAGES INT via OSI R-116 and AVE R-298 to AVE VORTAC.

CLOVIS TRANSITION (PORTE3.CZQ): From over WAGES INT via CZQ R-260 to CZQ VORTAC.

FELLOWS TRANSITION (PORTE3.FLW): From over WAGES INT via FLW R-306 to FLW VORTAC.

PANOCHÉ TRANSITION (PORTE3.PXN): From over WAGES INT via PXN R-274 to PXN VORTAC.

SW-2, 20 OCT 2011 to 17 NOV 2011

SW-2, 20 OCT 2011 to 17 NOV 2011

CONCLUSION

Ms. Daniel indicated that the FAA is very willing to work with SFO, the Roundtable, and the City of Brisbane to examine alternatives that address the issue of aircraft overflight noise in Brisbane. Based upon the information provided at the workshop, Chairperson Newman indicated that he believes seeking FAA's assistance in examining the use of the PORTE THREE departure was the appropriate next step in this process. Specifically, with the authorization of the Roundtable, he would prepare a letter requesting that the FAA examine variations of radar vectors that more closely mimic the SFO PORTE THREE departure than those used at present. The purpose of this analysis would be to determine the effects on efficiency and safety of alternative ways in which to fly the PORTE THREE departure procedure that may result in aircraft overflying Brisbane at a higher altitude.

SRA/pmw

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Item VIII.A

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

DATE: November 2, 2011

TO: Roundtable Members

FROM: Steve Alverson, Roundtable Coordinator

SUBJECT: City of Brisbane Community Aircraft Noise Workshop

BACKGROUND

At its regular meeting on February 2, 2011, the Roundtable approved holding an aircraft noise workshop in the City of Brisbane to hear the community's concerns regarding increased aircraft noise and authorized Roundtable Staff to coordinate the details with the City of Brisbane, SFO staff, and FAA staff.

The community aircraft noise workshop was held at the City of Brisbane's Community Meeting Room on October 5, 2011 at 7 P.M. Representing the Roundtable was the following members: Chairperson Richard Newman, Vice-Chairperson Sep Richardson, Jeffrey Gee, Mike McCarron, Marge Colapietro, Dave Pine, Kevin Mullin, and Ken Ibarra. Bert Ganoung and Patty Daniel were both in attendance, representing the SFO Noise Abatement Office and Northern California TRACON, respectively. Both Bert and Patty gave presentations. Several members from the SFO Air Traffic Control were also in attendance.

No members from key airlines were in attendance.

DISCUSSION

Chairperson Newman began the workshop by defining the evening's goal, which was to listen to SFO staff, the FAA, and community members regarding the issue of overflight noise from SFO, and to cooperatively work together to try to minimize aircraft noise exposure in the City of Brisbane. Mr. Newman indicated that there appeared to be an increase in the number of flights departing in the direction of Brisbane, in part as a result of total flights returning to 2000-era levels, and that a substantial number are short-haul flights departing Runways 1L and 1R at SFO. Mr. Newman also said that it appears that the claim of earlier turns in larger quantities is borne out by the data resulting in more overflight of the noise-sensitive parts of Brisbane.



Bert Ganoung provided a similar presentation to the one given to the Roundtable at the September 7, 2011 meeting; showing ten years worth of operations and flight track data, as well as presenting the results of noise measurements specifically taken at key locations throughout the City of Brisbane. Mr. Ganoung described SFO's efforts to coordinate with airlines in the effort to reduce overflight noise in Brisbane. Mr. Ganoung concluded his presentation summarizing that the published departure routes have not changed, the City of Brisbane is consistently below 56 dB CNEL, and increased complaints are likely a result of operations returning to near-2000 levels. Mr. Ganoung did add that SFO is committed to working with the Roundtable, FAA, airlines, and the community to determine adverse effects and evaluate proposed solutions.

Patty Daniel, representing the FAA and NorCal TRACON was the next to present. Ms. Daniel described the Bay Area's air traffic system, how it works, factors that can cause it to change (e.g., weather, special events, etc.), and the FAA's role in ensuring the safe and efficient operation of that airspace. Ms. Daniel concluded her presentation by explaining that with three major airports in such close proximity (SFO, OAK, and SJC), the Bay Area's airspace is very complex, and any change to a published route or procedure can cause a reaction elsewhere, potentially resulting in increased noise and complaints in new locations.

Following the presentations, members of the Roundtable were given an opportunity to direct questions towards Mr. Ganoung and Ms. Daniel regarding their presentations and potential solutions to the issue of overflight noise impacts on the Brisbane community. The following items were the central topics of this discussion:

- An increase in the number of operations occurring at SFO is one of the primary suspects in the rise of noise complaints in the City of Brisbane.
- Frustration towards key airlines (Virgin, United, and Southwest) for their non-participation in the evening's workshop, despite great efforts to secure their involvement.
- Aircraft using the PORTE THREE departure procedure may be turning sooner (e.g., before 4 DME) because they are reaching the 2,000-foot turning altitude sooner.

After Roundtable members concluded their questions, the floor was opened to the public for questions and comments. Community member Jeff Zajas began the public comment portion of the workshop by describing his work with sfonoise.com and asking questions of Mr. Ganoung and Ms. Daniel. Following Mr. Zajas, Barry Corlett gave a slideshow presentation, examining some of the data that Mr. Ganoung had provided at previous meetings re: the issue of aircraft overflights in Brisbane. The central conclusion of Mr. Corlett's presentation was that airlines should follow the published PORTE THREE departure route and that the FAA should fully enforce, or examine changes to, this procedure to not only reduce noise, but also to improve safety for residents of Brisbane.

Following the introductory comments provided by Mr. Zajas and Mr. Corlett, numerous community members from Brisbane spoke before Roundtable members, describing their perspectives on the overflight noise generated by operations out of SFO, and the various health and safety concerns they have regarding this issue. The community members described experiencing increased aircraft noise levels resulting in among other issues increased annoyance and awakenings. In addition to Brisbane residents, George Mazingo, aide to Supervisor Adrienne Tissier was present, and indicated that the community has the support of Supervisor Tissier. Additionally, Assemblyman Jerry Hill spoke, and indicated that he would be writing the airlines about their non-attendance and that he thought the solution to the problem was getting pilots to turn at the 4 DME point established by the PORTE THREE departure route. Lastly, Brian Perkins, chief of staff for Congresswoman Jackie Speier, spoke indicating that Congresswoman Speier is committed to seeing this issue through, and that a solution must be fair to both the Airport and those living around it.

Chairperson Newman concluded the workshop by thanking everyone for their participation in the meeting, and indicating that the Roundtable would make it a priority to request the FAA to study the PORTE THREE departure, and the possibility of directing aircraft to fly further out on the 350 radial prior to turning. The purpose of this study, Mr. Newman stated, would be to determine if aircraft could, by turning later, avoid residential areas within the City of Brisbane.

SRA/pmw

Attachments: Agenda to the October 5, 2011 Brisbane Community Noise Workshop;
meeting notes from the October 5, 2011 Brisbane Community Noise Workshop

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NOTICE OF ROUNDTABLE PUBLIC WORKSHOP

DATE: Wednesday, October 5, 2011

TIME: 7:00 p.m. – 9:00 p.m.

PLACE: Community Meeting Room at Brisbane City Hall
50 Park Place, Brisbane, CA 94005
TEL: 415/508-2110 (C. H.)
(See map on reverse side)

TOPIC: *Commercial Aircraft Overflight in the Vicinity of Brisbane*

WORKSHOP AGENDA

1. **Welcome/Opening Remarks** – Richard Newman, Roundtable Chairperson (5 min.)
2. **Workshop Session -**
 - A. **Presentations Related to Aircraft Overflight** - Richard Newman (30 min.)
 1. **San Francisco International Airport:**
Bert Ganoung, Manager, Airport Noise Abatement Office
 2. **Federal Aviation Administration:**
Patty Daniel, Northern California TRACON
David Hearne, SFO Air Traffic Control Tower
 3. **Airline:**
Virgin America: Brad Lambert, Director of Operational Control
Captain Rob Bendall, Chief Pilot
 - B. **Public Comment** – Sepi Richardson, Roundtable Vice-Chairperson (30 min.)
3. **Closing Comments/Next Steps** – Richard Newman (5 min.)

* * * * *

Next Regular Roundtable Meeting: Wednesday, November 2, 2011, at 7:00 p.m.
at the David Chetcuti Community Room, Millbrae City Hall, Millbrae, California



MEMBERSHIP ROSTER OCTOBER 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
Dave Pine, Supervisor
Alternate: Don Horsley, 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 OCTOBER 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 Holoher, 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

Representative, Vacant

Alternate: Matt Grocotti, Council Member

CITY OF SAN MATEO

John Lee, Council Member

Alternate: Vacant

MEMBERSHIP ROSTER OCTOBER 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

David Hearne

Northern California Terminal Radar Approach Control (NORCAL TRACON)

Patty Daniel

ROUNDTABLE STAFF/CONSULTANTS

Steven R. Alverson, Roundtable Coordinator (Consultant)

Phil Wade, Roundtable Support (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

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

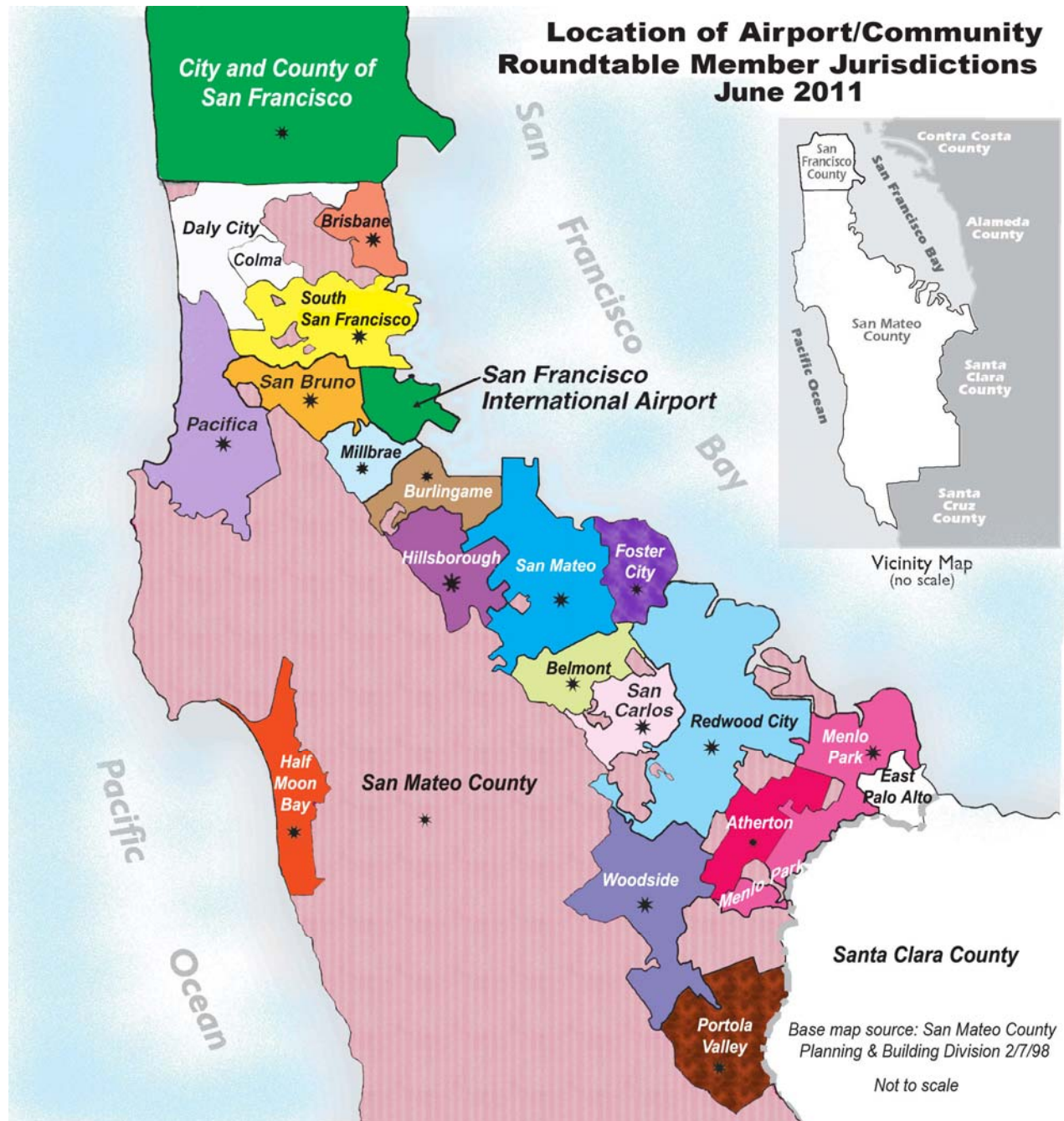
John Hampel, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

Akashni Bhan, Summer Noise Abatement Intern

William Brown, Summer Noise Abatement Intern

ROUNDTABLE MEMBER JURISDICTION MAP



ABOUT THE SFO 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)).



Item VIII.A/2

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

Meeting Notes **City of Brisbane Aircraft Overflight Noise Workshop** **Wednesday, October 5, 2011**

Roundtable Members Present

Michael McCarron, City and County of San Francisco Airport Commission
Dave Pine, County of San Mateo Board of Supervisors
Richard Newman, C/CAG Airport Land Use Committee (ALUC)/**Roundtable**
Chairperson
Sepi Richardson, City of Brisbane)/**Roundtable Vice-Chairperson**
Marge Colapietro, City of Millbrae
Jeffrey Gee, City of Redwood City
Ken Ibarra, City of San Bruno
Kevin Mullin, City of South San Francisco

Advisory Members Present

San Francisco International Airport
Bert Ganoung, Noise Abatement Manager

Federal Aviation Administration
Patty Daniel, Northern California TRACON

Airline/Flight Operations
None

Roundtable Staff/Consultants

Steve Alverson, Roundtable Coordinator
Phil Wade, Roundtable Support

1. Welcome/Opening Remarks

Chairperson Richard Newman called the meeting to order at 7:02 P.M., and welcomed the attendees, introduced members of the Roundtable that were present for the workshop, explained that the Roundtable was in convening a workshop in Brisbane at the request of Vice-Chairperson Sepi Richardson, and described the goals of meeting. Chairperson Newman informed the audience that noise issues in Brisbane were relatively new to the



Roundtable, and that the Chair and Roundtable staff was not aware until recently that meetings were occurring with City of Brisbane, FAA, and SFOO related to noise from aircraft departing SFO.

Vice-Chairperson Sepi Richardson also addressed the audience, thanking them for their attendance, and framed the issue for discussion that evening: excessive noise in Brisbane from aircraft departing SFO via the PORTE THREE departure.

2. Workshop Session

A. Presentations Related to Aircraft Overflight

1. *San Francisco International Airport*

Bert Ganoung, manager of the SFO Aircraft Noise Abatement Office, gave a presentation on recent analysis that SFO performed on the overflight issue in Brisbane. Bert acknowledged that SFO has seen a rise in noise complaints from Brisbane residents, and has begun actively looking at flight patterns, analyzing aircraft overflights, and working with the City and Roundtable to try find a way to minimize aircraft noise exposure for Brisbane Residents. Bert showed the “West Plan” air traffic diagram for the Bay Area and explained that the PORTE THREE departure is the main departure route that turns left towards southern destinations. He also explained that aircraft using the Shoreline departure route can affect Brisbane residents as well and that OAK operations also factor into the issue. Bert informed the audience that SFO’s analysis included ten years worth of operational data from 2000 to 2010, as well as the use of noise monitors (both fixed and mobile) in the City. Bert informed the audience that SFO is working hard to inform the airlines about the affected cities and their noise issue. He indicated that the airlines have been very good about working on this; in particular, Emirates, who will issue a “final letter” to their pilots if they do not fly the established routes.

Bert presented the historic overflights from 2000 through 2010, describing factors resulting in the dip in operations after 2001. He also described the various factors causing the recent resurgence in aircraft operations at SFO. Bert went on to describe the Community Noise Equivalent Level (CNEL) metric, how it works, and why SFO uses it when measuring noise. Bert stated that the three main airlines contributing to the aircraft noise exposure in Brisbane were Southwest, United, and Virgin America.

Bert explained SFO’s noise abatement obligations: continue working with the Roundtable; continue to monitor departures and noise; focus on heavy departures using the shoreline and quiet charted departures (contacting airlines to make sure they are aware of these procedures); duplicating the fly quiet video for airline distribution. He concluded his presentation stating that the published departure routes have not changed, while SFO’s aircraft operations have returned to near-2000 levels. The annual CNEL in Brisbane is consistently below 56 dB CNEL (1999-2011). Aircraft are quieter now than they were in 2000. SFO we must be mindful of all of the communities surrounding the Airport whenever there are proposals to change flight procedures.

Through the roundtable, the communities, airlines, FAA, and SFO will work together to determine any adverse effects and evaluate proposed changes.

2. *Federal Aviation Administration*

Patty Daniel, Traffic Management Officer at Northern California TRACON (NCT), began her presentation describing TRACON's role within the FAA and in air traffic management in general. After explaining how TRACON functions, who it serves, and what its service area is, Patty explained that there are published routes; however the airlines choose which routes to use. They're going to use the most advantageous route to get to their destination. The dispatchers will look at weather and file a route, but for the most part the airlines will choose their routes. Patty explained that West Plan Flight Tracks arrivals/departures from SFO use the PORTE THREE and Shoreline departure routes. PORTE departures can come off of Runways 1L and 1R or Runways 28L and 28R. The Southeast plan reverses the flow of traffic in the Bay Area, due to adverse weather conditions. When Southeast plan is in effect, aircraft will depart to the southeast and land to the southeast. Patty then explained mid-shift flight tracks, which are different from daytime flight tracks, and used until 7 AM, or 8 AM on weekends.

Patty explained that departures procedures have been in place for 30 years. She indicated that they are affected by weather, aircraft performance, aircraft weight, terrain, and pilot/controller technique. She also said that NCT and SFO have seen changes in airline/aircraft fleet make-up, increases in traffic volume, route/destination concentration, and that they are having a heavier flow today to Southern California and other southern state destinations than in recent years. Patty stated that the Bay Area's airspace is very complex. Any action/change can cause a reaction elsewhere, thereby creating adverse noise impacts in other communities, which would lead to increased complaints, etc.

Patty concluded her presentation by stating that the FAA will work with SFO and the Roundtable to try and address the issue of aircraft overflight noise in Brisbane.

3. *Airline*

No members from any of the airlines were present at the meeting.

B. Public Comment

1. *Questions from Roundtable Members*

Roundtable Member Kevin Mullin asked for clarification about what was driving the increase in aircraft noise over Brisbane. Bert Ganoung and Patty Daniel indicated that the increase in flights to pre-2001 levels is the primary contributor to the increase in noise levels.

Chairperson Newman asked Patty Daniel for clarification on how airlines choose their routes, and how much discretion airlines and pilots have in the routes they fly. Patty clarified that airlines will choose routes specified by FAA, and in a busy metro area such

as this one, will tend to stick with the same routes. She also explained that published routes help air traffic controllers have an idea of where aircraft might be if they lose communications with that aircraft.

Roundtable Member Dave Pine expressed his frustration with the airlines that were not in attendance at the meeting. Chairperson Newman explained that it was his understanding that Virgin America would be in attendance and did not know why they were not present that evening. Bert Ganoung also expressed his confusion as to why Virgin America was not in attendance. Member Pine suggested that the Roundtable send a letter to the airlines expressing their disappointment about their non-attendance.

Roundtable Member Pine asked about how the noise levels within the City of Brisbane compared to other locations on the peninsula. Bert Ganoung indicated that there were much noisier areas than Brisbane surrounding SFO. Member Pine then asked Bert Ganoung about Emirates agreeing to not use the Shoreline departure route, and whether or not that same policy would work with other airlines. Bert Ganoung and Patty Daniel indicated that airlines will use a procedure that is most efficient for the type of aircraft flying, the conditions, and their final destination.

Roundtable Member Jeff Gee requested additional historical data on the use of the PORTE THREE departure route from SFO and FAA. He then asked Patty Daniel what kind of process is involved to alter a published departure procedure. Patty indicated that it could take a minimum of 18 months to model, test, approve, and publish a new procedure, but two to five years is not unheard of. Member Gee then asked if slowing or speeding up an aircraft would be considered a procedure change, and whether or not that would be easier to do than changing a departure route. Bert Ganoung indicated that the operation of the aircraft (e.g., throttling up or down) would be at the discretion of the airline, and that it would be a voluntary procedure. Member Gee asked if aircraft, due to improved technology, etc., are now reaching 2,000 feet sooner, doesn't that affect the location of the flight tracks? Patty indicated that yes it would affect the location of the flight tracks. Member Gee then asked whether these tolerances were up to the pilot or TRACON. Patty indicated there were a lot of factors involved in how air traffic controllers will guide aircraft, but that maintaining the required "bubble" of separation between aircraft was the top priority. Member Gee then asked if it was possible to establish certain types of procedures for certain types of aircraft. Patty indicated that the FAA cannot favor any aircraft type and that all routes must be flyable by any type of aircraft.

Chairperson Newman asked Patty Daniel if asking airlines to fly out to the four mile fix that is already established on the PORTE THREE departure prior to turning, instead of turning once they hit 2,000 feet, would be considered an operational change, or a procedural change requiring lengthy analysis. Patty indicated that it would be considered an operational change.

Vice-Chairperson Richardson asked Patty Daniel what the "Quiet Three" departure was. Patty indicated that it was only used between 10 PM and 7 AM for aircraft heading north, and that when aircraft reach Richmond; they'll either go north towards SAC or east

towards Linden. Vice-Chairperson Richardson asked how many aircraft turn at the 4-mile marker when using the PORTE THREE departure. Ms. Daniel indicated that was something they did not track at TRACON. She further stated that the FAA teaches controllers to vector aircraft; not to use procedures that were put in place pre-radar. In order to move aircraft safely/efficiently, she said, they use vectors—we teach our controllers to vector.

Vice-Chairperson Richardson asked how many complaints does it take to make a change at the airport. Bert Ganoung replied that it could take just one. Vice-Chairperson Richardson stated that she knew there have been days when 200 calls have been made, and it feels like the calls are being ignored. Mr. Ganoung replied SFO asks for calls to identify anomalies. He explained that the calls may help identify flights that are excessively noisy or unusual events. If an aircraft performs a procedure poorly, and SFO didn't catch it, the community is SFO's eyes and ears. There are a lot of operations, so the community's calls are helpful and can call SFO's attention to special circumstances.

Vice-Chairperson Richardson asked Bert Ganoung to describe the PORTE THREE departure, which he did for Runway 1L/R and Runway 28L/R departures. He stated that a pilot can lead the turn at 2,000 feet just like we lead our turns in a car, but that the SFO Aircraft Noise Abatement Office doesn't know what a pilot's DME is indicating. The same would be true, he continued, if a controller gives a direction, aircraft can make a standard turn, and lead the turn knowing they'll be at 2,000 feet when they're on their heading; it depends on the pilot.

Vice-Chairperson Richardson thanked Bert Ganoung and Patty Daniel for participating in the workshop and listening to their concerns.

2. Public Comment

Vice-Chairperson Richardson opened the public comment segment of the workshop by introducing Jeff Zajas and Barry Corlett. Mr. Zajas began by saying that he and several other citizens started sfonoise.com to bring awareness to the issue of aircraft overflight noise in Brisbane. Mr. Zajas stated that one of the biggest problems is that no one seems to know what the issue is, and they get conflicting information. Mr. Zajas asked Bert Ganoung and Patty Daniel about the discrepancy between airlines following FAA-approved procedures and routes, but then the pilots making their own choices. Ms. Daniel clarified by indicating that the reason there is some give and take, but the pilot is in ultimate command. Mr. Zajas then suggested that data shows that aircraft cross over downtown Brisbane at altitudes below 2,000 feet. Ms. Daniels responded saying that she has not seen that data, but offered that pilots may lead their turns, but that TRACON does not give that direction to pilots. Mr. Zajas then asked Ms. Daniel why aircraft are turning early, if there is no reason for them not to head out to the 4-mile marker. Ms. Daniels responded indicating that air traffic controllers may turn aircraft early if they see that a higher performing aircraft is taking off behind the first aircraft. Mr. Zajas then asked that if controller technique factors into the issue, then can't they direct aircraft to fly out further, or turn at higher altitudes? Ms. Daniel answered that many factors are

involved; that a higher turn may put aircraft over people's houses that haven't experienced that before. Ms. Daniel added that, in her experience, it doesn't matter what the altitude is, if someone knows that an aircraft is over their house, they'll have a problem with it. She concluded that the FAA was going to work with them on this issue. Mr. Zajas concluded by emphasizing that aircraft are turning early, and in his opinion they don't have to.

The next speaker was Barry Corlett. Mr. Corlett provided a PowerPoint presentation that offered similar data and information that was seen in Bert Ganoung's presentation earlier in the evening. He echoed Mr. Zajas statement that the problem was aircraft departing on the PORTE THREE are not using the proper route and turning early, which takes them over downtown Brisbane. Mr. Corlett pointed out that while noise was the primary issue, safety is also a concern. Mr. Corlett ran through the data obtained during SFO's study of overflight noise in Brisbane, and noted that not enough monitors were used to capture an accurate picture of noise in Brisbane. Mr. Corlett concluded his presentation by offering the following solutions: adhere to the published PORTE THREE procedure—the 4-mile marker must be observed; consider changes to the SFO Roundtable's 'no noise shifting' mandate; modify the procedure—climb to 3000 feet prior to turning as proposed by Virgin America; and safety is primary concern of all—higher altitude means greater safety. Mr. Corlett also added that additional monitors were needed in Brisbane; that a metric should be established for those planes that turn early so the FAA can assess and report the reason/cause; that a better process for tracking noise infractions, rather than relying on resident complaints, should be developed; and that full and open access to noise data should be provided.

Following Mr. Corlett's presentation, George Mazingo, aide to Supervisor Adrienne Tissier, introduced himself and stated that Supervisor Tissier believed the airlines should be held responsible, and that they were ready to bring the matter to Congresswoman Jackie Speier. Following Mr. Mazingo, Assemblyman Jerry Hill introduced himself, stating that he would be writing letters to the airlines re: their non-attendance at this meeting. Mr. Hill stated that the solution seemed to be to get the airlines to turn at the appropriate point. Following Mr. Hill, Brian Perkins, chief of staff for Congresswoman Jackie Speier, spoke; stating that the congresswoman is committed to seeing this problem through, and that the FAA must be urged to take a serious look at the problem to find a solution that is successful for everyone and not just for some.

Following Mr. Mazingo, Mr. Hill, and Mr. Perkins, numerous community members addressed the Roundtable members present. Each resident who spoke expressed their concern and frustration with the noise from aircraft overflights. Residents cited both health and safety concerns as reasons for why a solution should be developed quickly.

3. Closing Comments

Chairperson Newman concluded the meeting by thanking Bert Ganoung and Patty Daniel for their willingness to participate in the workshop. He also thanked community members for their input. Mr. Newman stated that the next step to addressing the issue, based upon the discussion he heard that evening, was to formally request the FAA to examine in more depth the use of the PORTE THREE departure by airlines operating at SFO. In this way, he concluded, perhaps something can happen that does not require republishing procedures that would take years.



San Francisco International Airport

Commercial Aircraft Overflight in the Vicinity of Brisbane

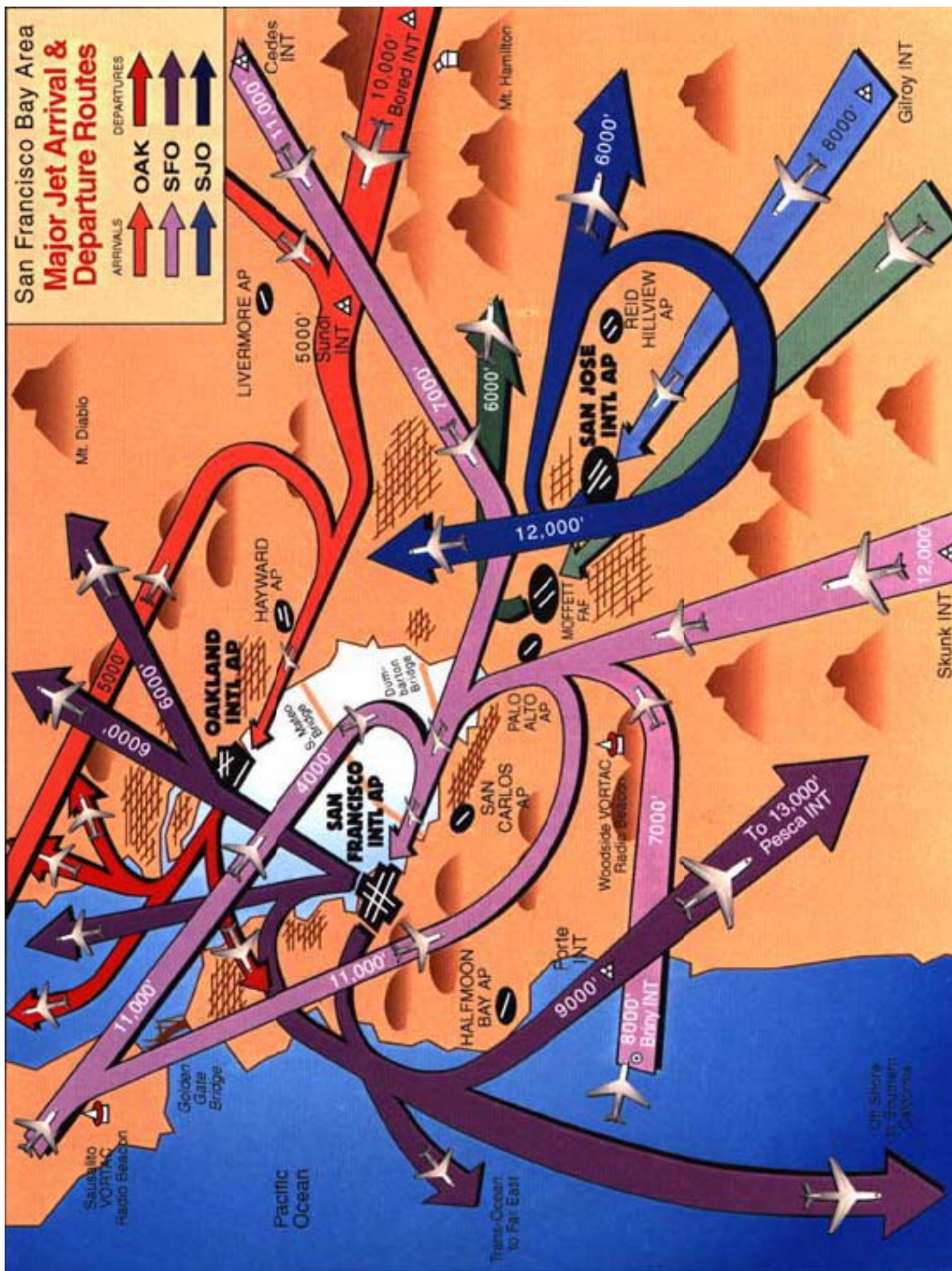
Airport/Community Roundtable Public Workshop
October 5, 2011

Background

- Brisbane, CA has had a consistently high number of complaints from a few individuals.
- The number of individuals complaining has increased sharply over the last two years.
- SFO Noise Abatement has been asked by Brisbane City Council members to look into “changes in flight patterns”
- The City Management and City Council of Brisbane met with SFO Airport management and Noise Abatement staff in October 2010.
- SFO Noise Abatement staff analyzed the overflight and noise activity over the City of Brisbane with portable noise monitors in 2010 and 2011.

Responsible Parties

- SFO Airport Management
 - Responsible for the safe efficient running of the Airport
- Federal Aviation Administration
 - Responsible for the safe and efficient running of the National Airspace System.
- Airlines
 - Responsible for the safe and efficient running of the airline.



Analysis

- Identified and analyzed departure procedures that are overflying the City of Brisbane.
- Analyzed operations at SFO from 2000 – 2010 and in 2011.
- Analyzed airlines and aircraft type changes 2000 – 2010.
- Analyzed historical noise and flight tracks from 2000 through 2010.
- Measured and analyzed the noise at four locations in Brisbane from 10/28/10 through 11/18/10 and three locations from 4/27/11 through 5/17/11 .

SFO PORTE THREE Departure Procedure

DeLorme Street Atlas USA® 2009

DeLORME

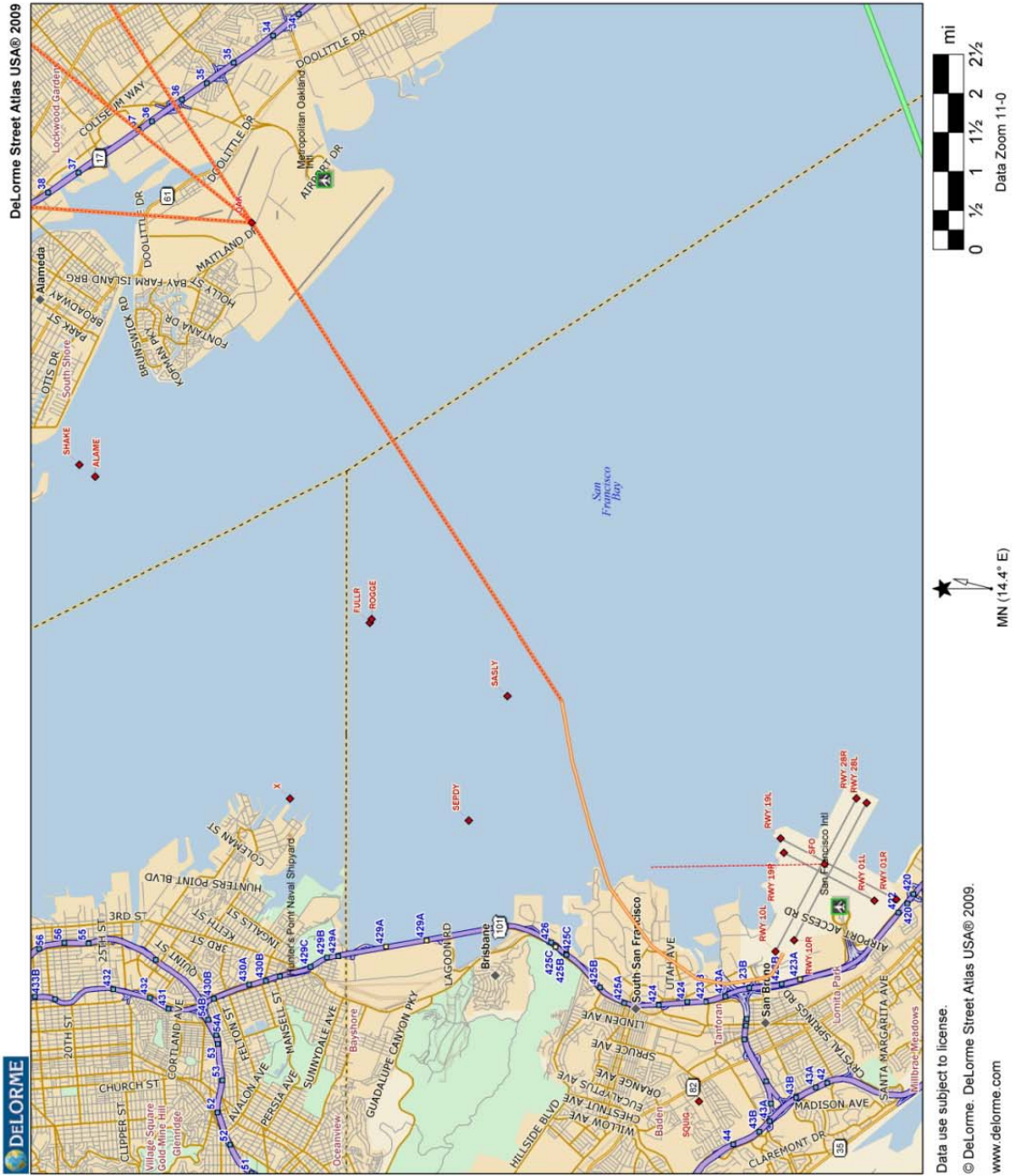


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 www.delorme.com

MN (14.4°E)

Data Zoom 11-0

SFO SHORELINE ONE Departure Procedure



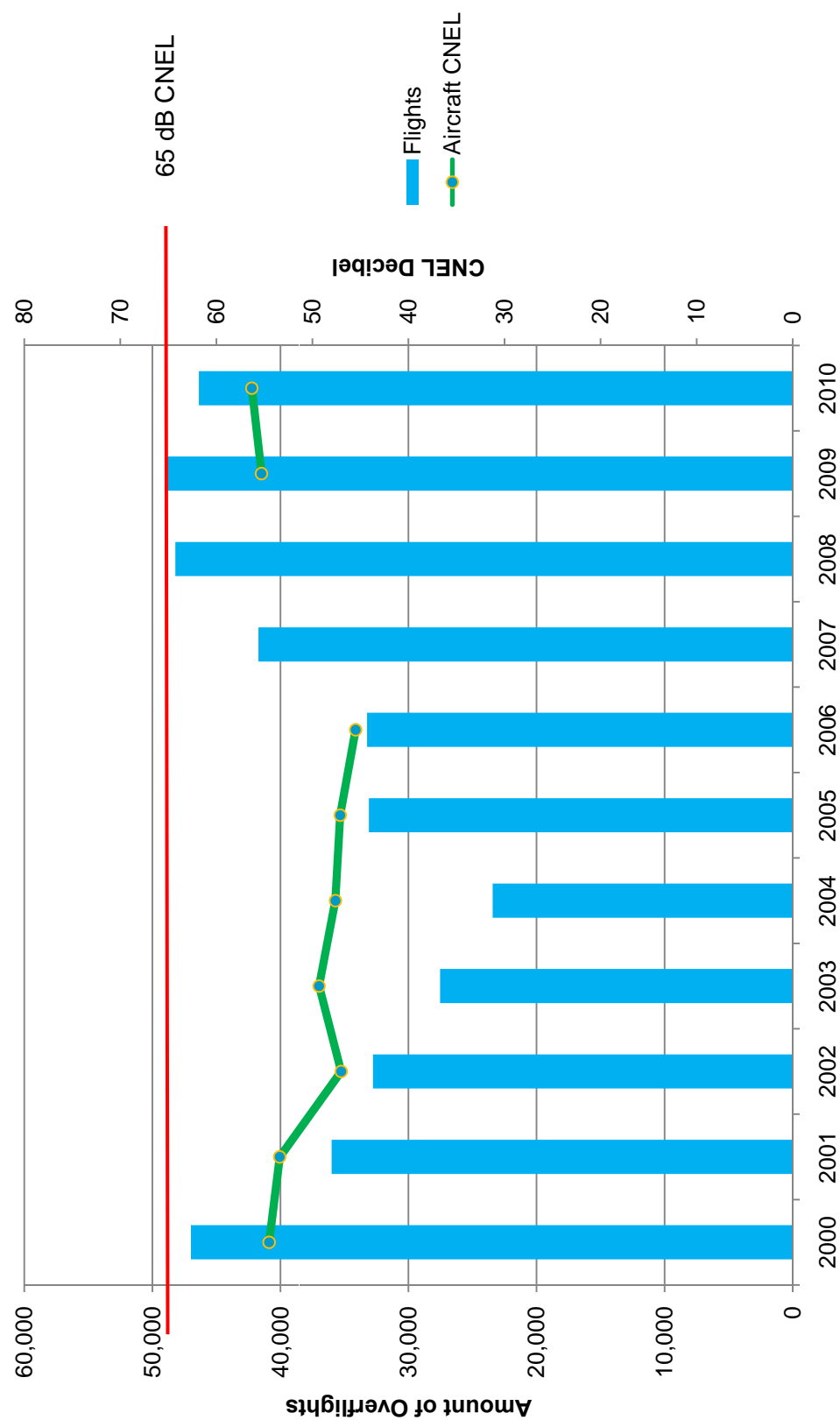
Brisbane overflights 2000 through October 2010

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Flights*	46,988	36,002	32,776	27,532	23,425	33,089	33,239	41,718	48,201	49,018	46,368
YTY Increase or Decrease	0%	-23%	-9%	-16%	-15%	41%	0%	26%	16%	2%	-5%
Increase or Decrease vs. 2000	0%	-23%	-30%	-41%	-50%	-30%	-29%	-11%	3%	4%	-1%

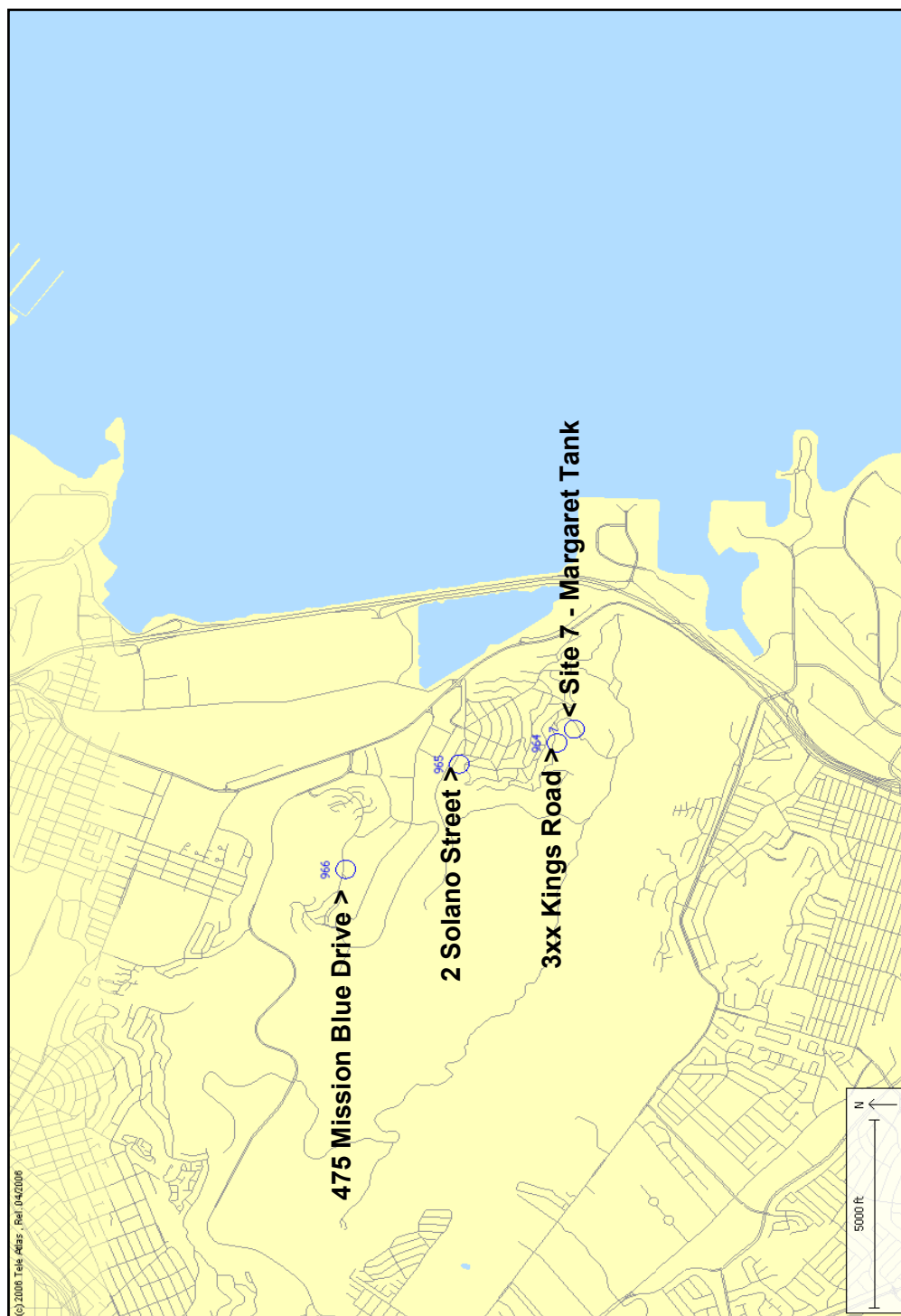
*Note: Brisbane flights were counted using a gate tool within the ANOMS™ Software used by the SFO Noise Abatement Office. The Brisbane -3 gate was used in this analysis as it has for the previous Brisbane analysis capturing SFO PORTE and OFFSHORE Departures only.



Brisbane Overflights versus Aircraft CNEl by Year



Noise Monitoring Locations



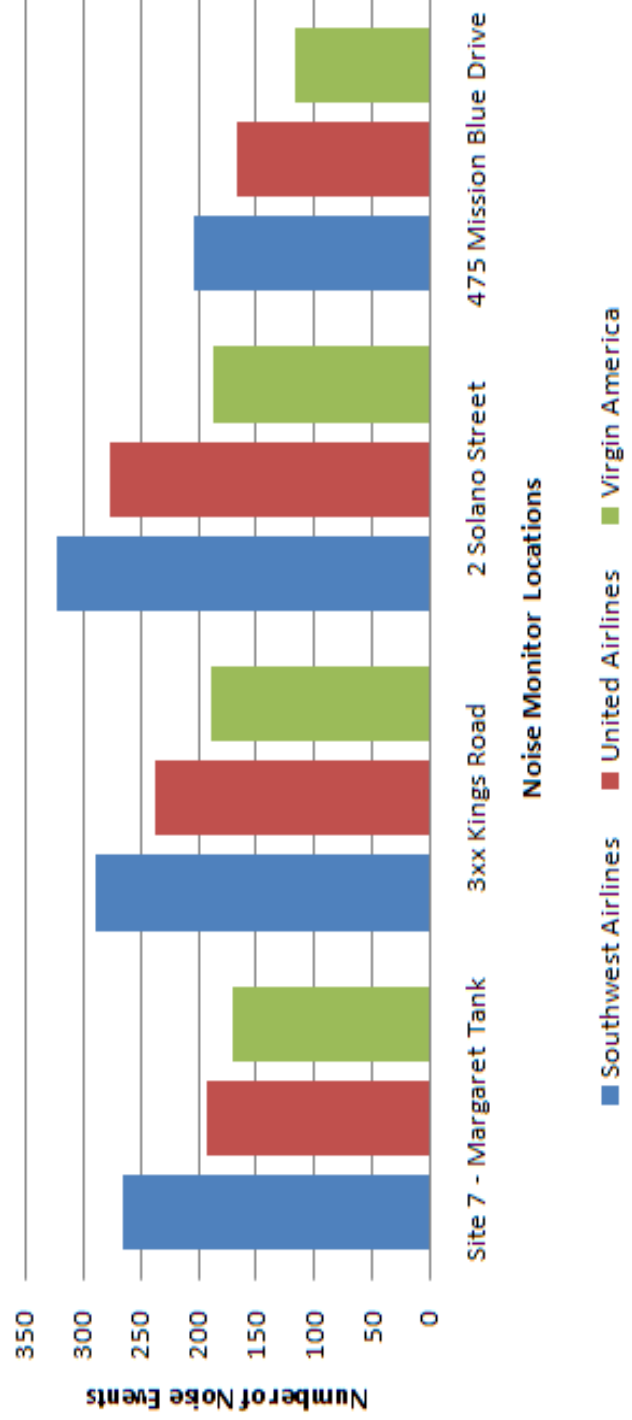
Airlines

- Three airlines came to the forefront with number of operations, complaints and noise levels.
 - Southwest Airlines
 - United Airlines
 - Virgin America Airlines
- Aircraft noise levels in the City of Brisbane are often below the community noise levels by five to ten decibels.

Top Three Noise Contributing Airlines 2010 Study

Airlines	Site 7 - Margaret Tank	3xx Kings Road	2 Solano Street	475 Mission Blue Drive
Southwest Airlines	265	288	323	202
United Airlines	191	236	276	166
Virgin America	170	188	186	115

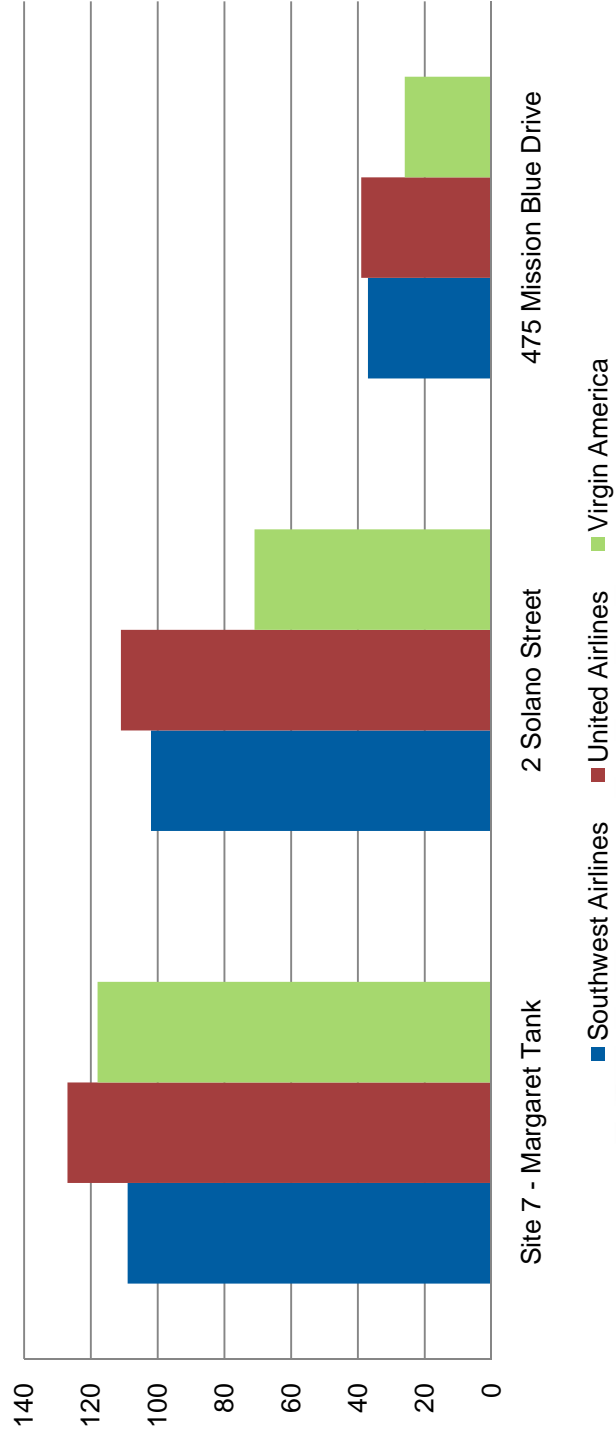
Top 3 Noise Contributors



Top Three Noise Contributing Airlines 2011 Study

Airline	Site 7 - Margaret Tank	2 Solano Street	475 Mission Blue Drive
Southwest Airlines	109	102	37*
United Airlines	127	111	39
Virgin America	118	71	26

Top Three Noise Contributors



SFO Noise Abatement Obligations

- To continue working with the Airport/Community Roundtable, the Airlines and the Federal Aviation Administration for quieter operations over Brisbane.
- We will continue to monitor departures and noise for improvements reporting back through the Airport/Community Roundtable .
- Focus on heavy departures using the SHORELINE and QUIET chartered departures.
- Duplicating the Fly Quiet Video for airline distribution.

Summary

- Charted departure procedure routes have not changed.
- The number of flight operations at SFO have returned to near 2000 levels.
- Annual aircraft CNEL noise levels in the City of Brisbane are consistently below 56 decibels CNEL (1999-2011).
- Aircraft utilizing established departure procedures are quieter in 2010 than 2000.
- Must be careful to avoid shifting noise to nearby communities.

Next Steps

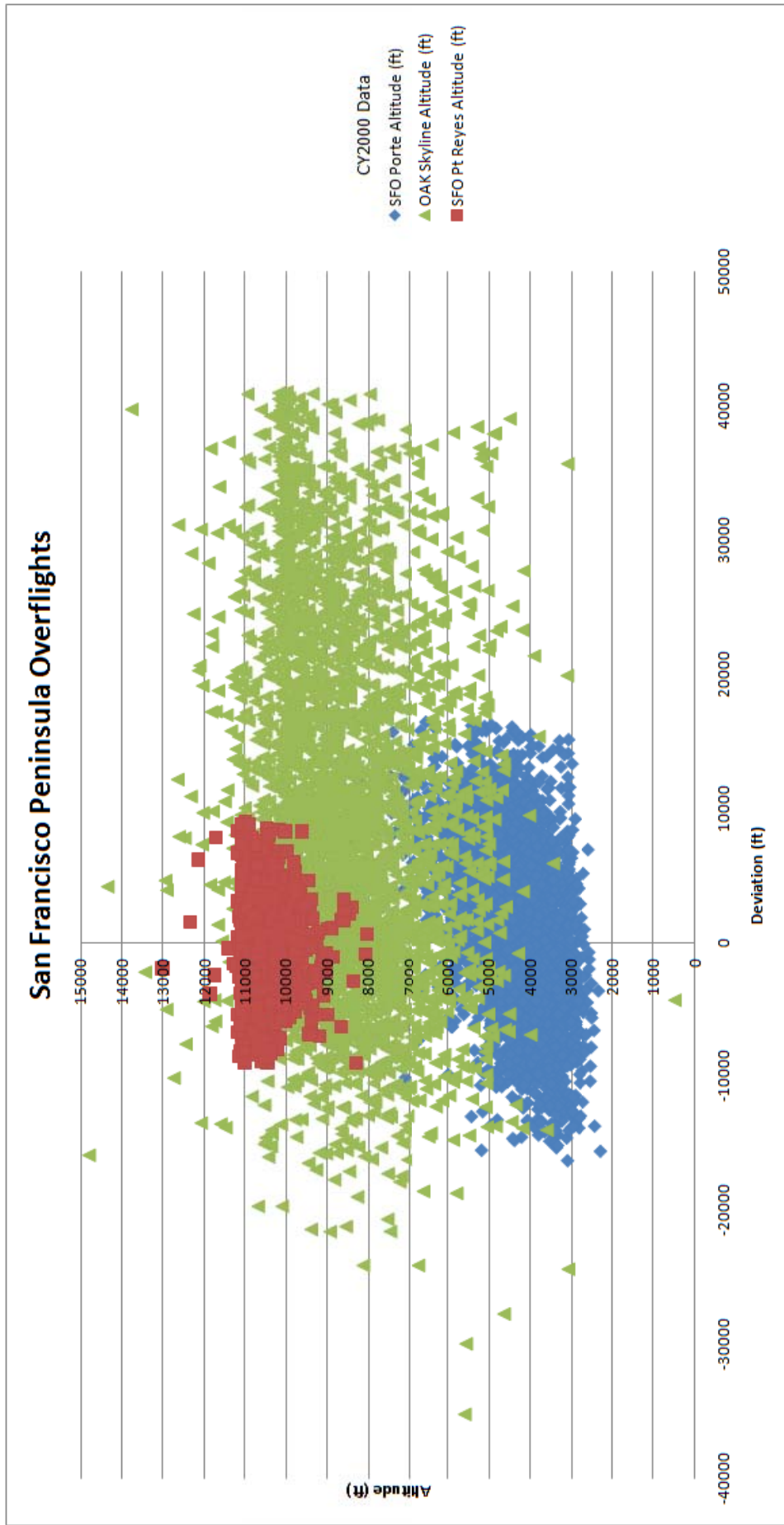
Through the Airport/Community Roundtable, the communities, the airlines, the Federal Aviation Administration and the Airport will work together to determine any adverse effects and evaluate proposed changes.



San Francisco International Airport

Questions?

Peninsula Overflight Interactions



Northern California TRACON

Overview

Presented to: Airport Community Roundtable

Brisbane Workshop

By: Patty Daniel

Date: October 5, 2011



Federal Aviation
Administration



Federal Aviation Administration

- The FAA is part of the United States Federal Government
- There are many different divisions of FAA (Flight Standards, Certification, Airports, Technical Operations, Air Traffic, etc.)
- Northern California TRACON is a part of the Air Traffic Organization
- Air Traffic is a service organization – providing service to many competing entities (Airlines, Military, Business and General Aviation, Airports, etc.)
- Air Traffic's purpose is to safely and efficiently separate aircraft
- The TRACON's function is to separate arrivals and departures to and from the underlying airports in our delegated airspace.

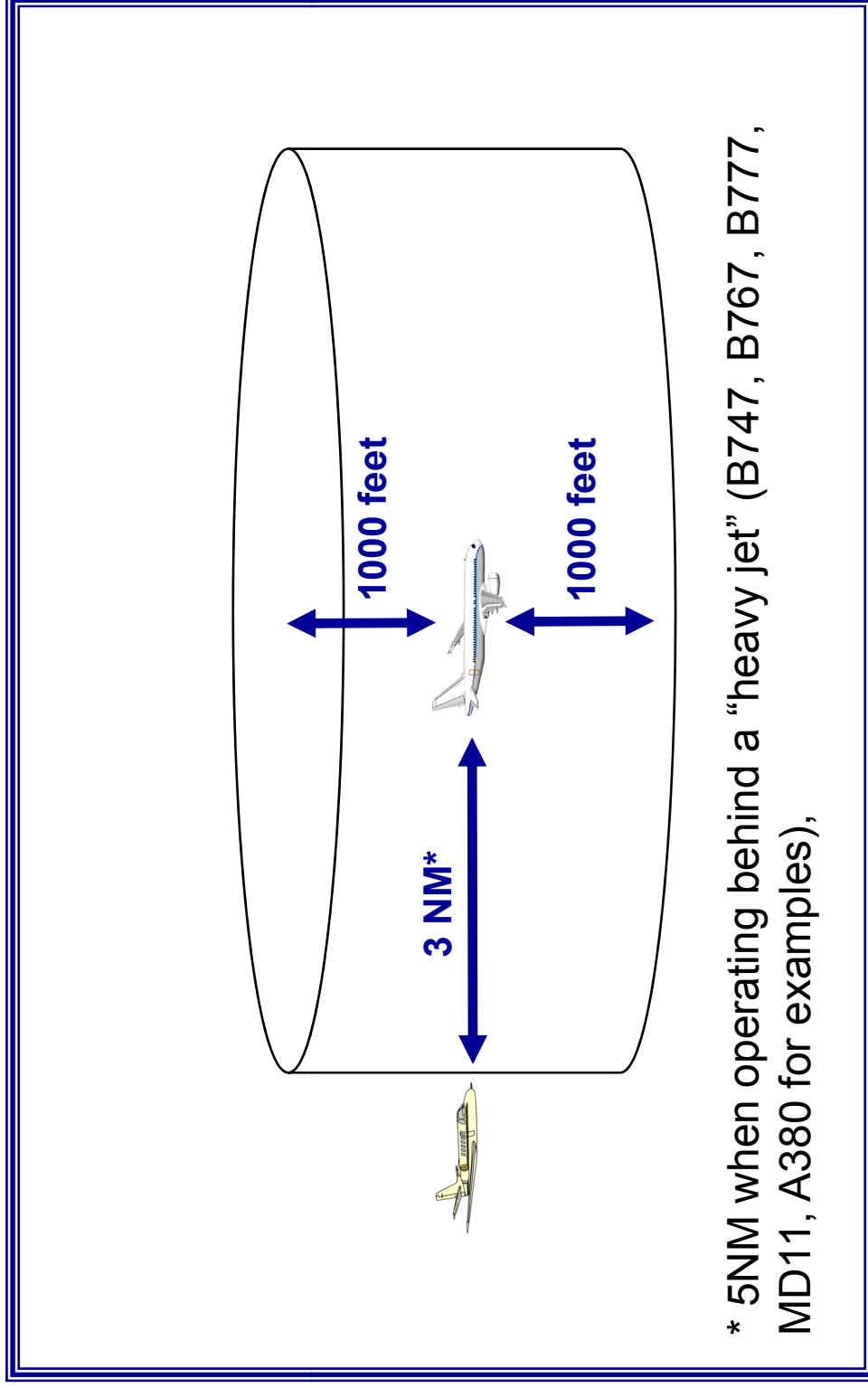
143

Northern California TRACON

- Opened in 2002-phased in 4 facilities
- Combined O90, MCC, SCK & MRY
- Averages 4200 operations/day
- Third or fourth busiest TRACON in US
- Serves three major airports – SFO, OAK, SJC
- Employs 250 operational CPC/OSs
- Airspace is divided into 5 operational areas
- Airspace = surface to FL 190



Radar Separation Requirement



NCT Airspace

Divided into:

5 Operational Areas

5 Areas are divided
into:

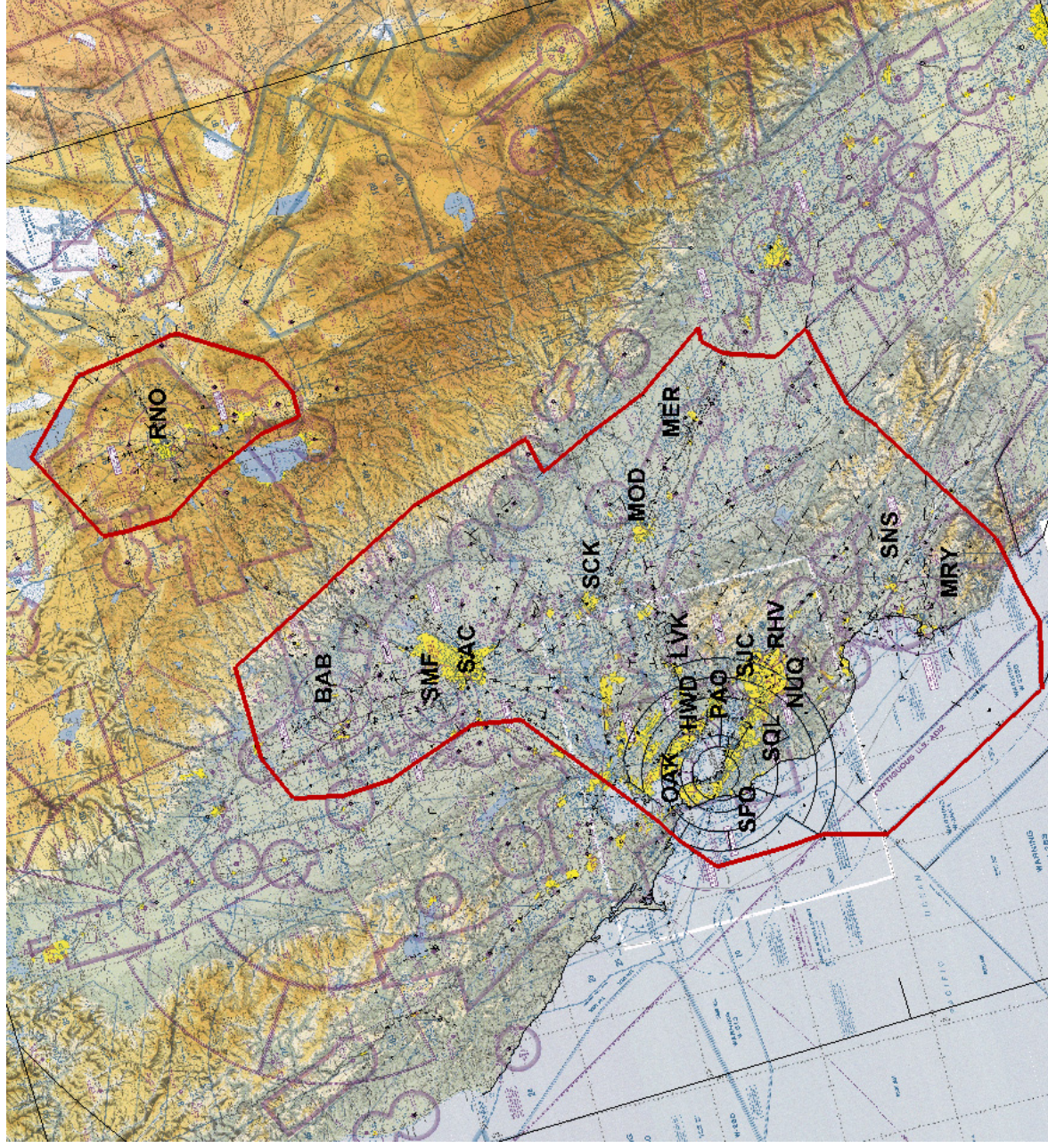
A – 7 sectors

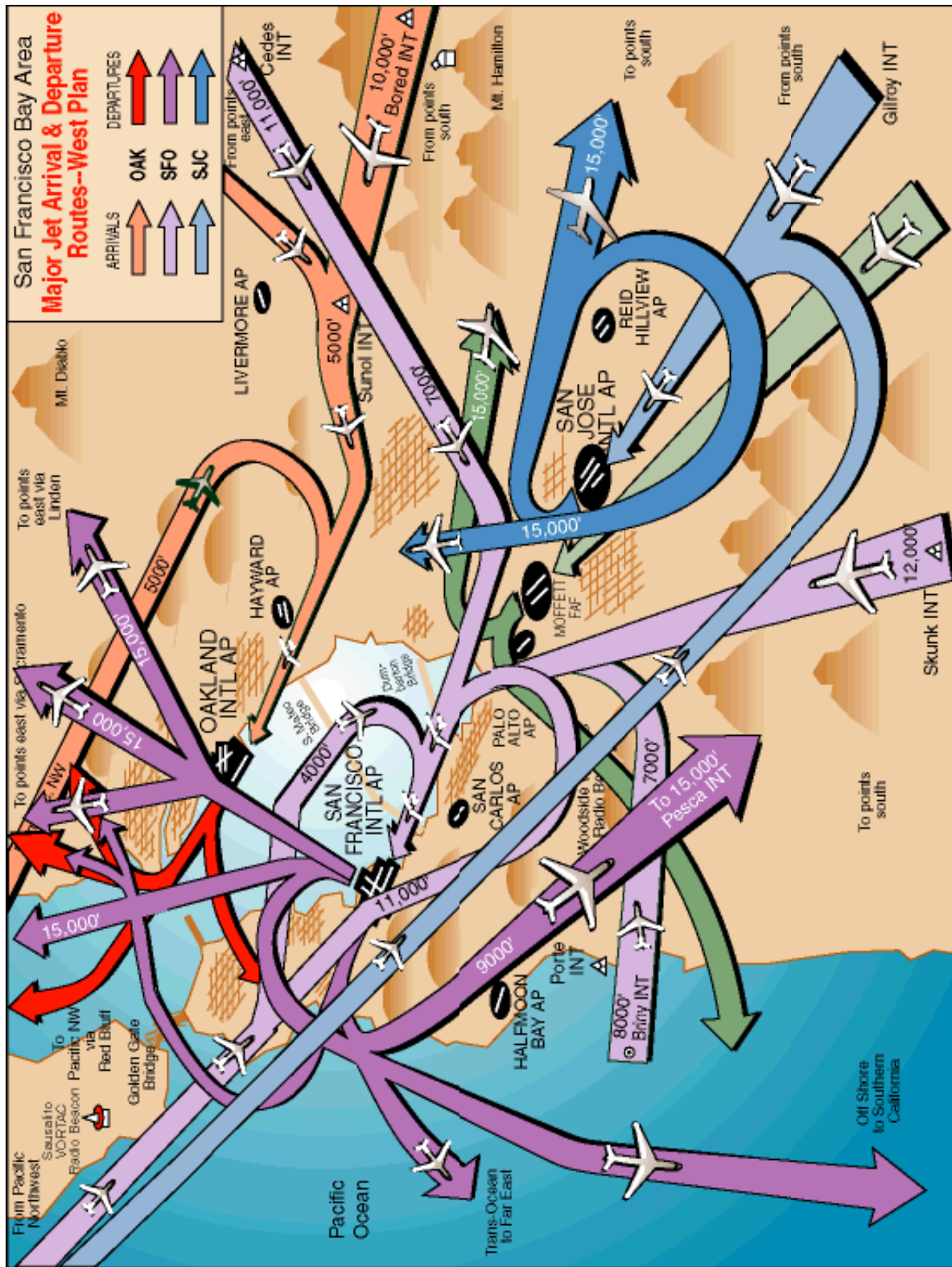
B – 6 sectors

C – 6 sectors

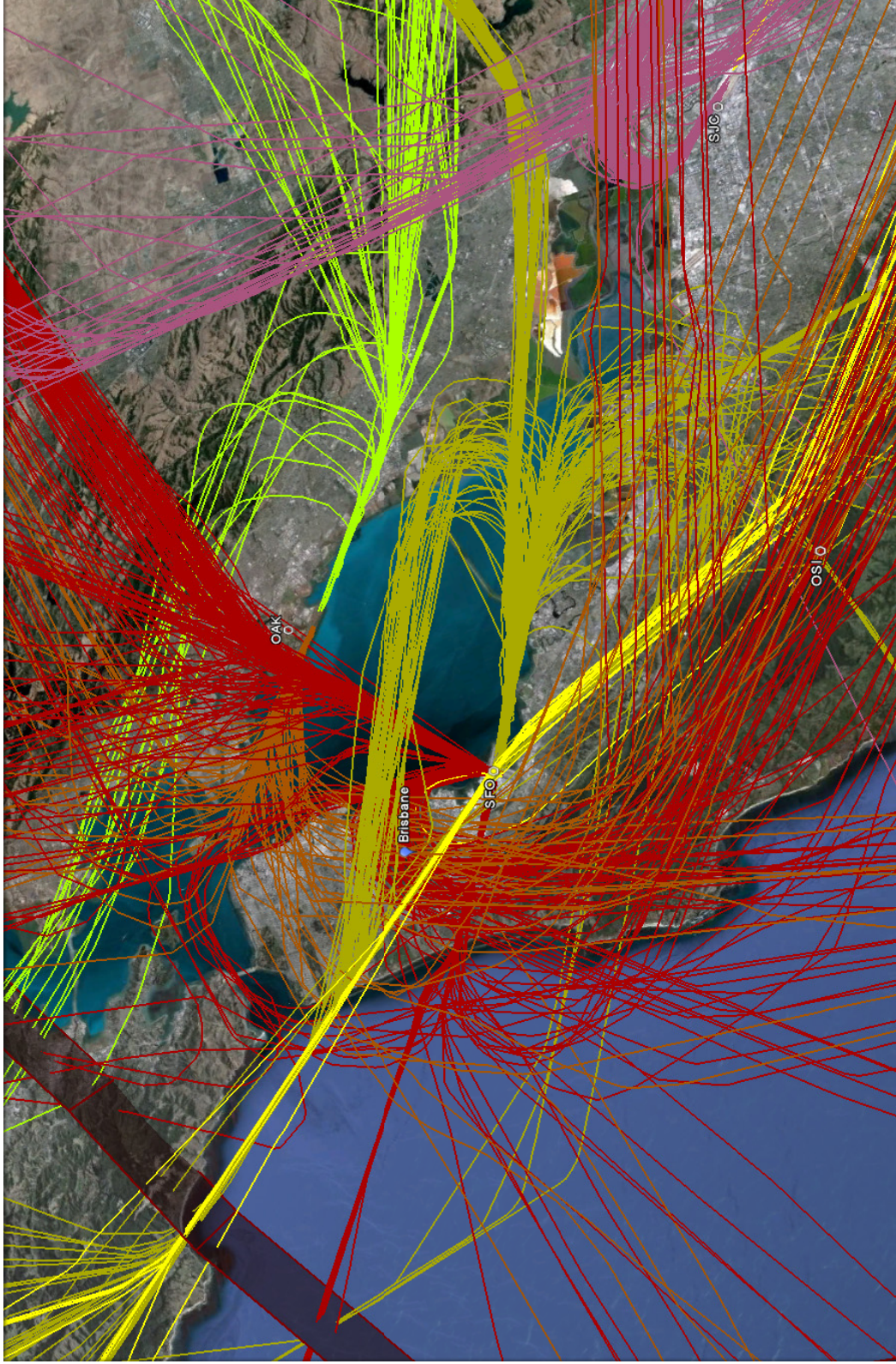
D – 5 sectors

E – 6 sectors





West Plan Flight Tracks – 02/10/11 0800L – 1600L

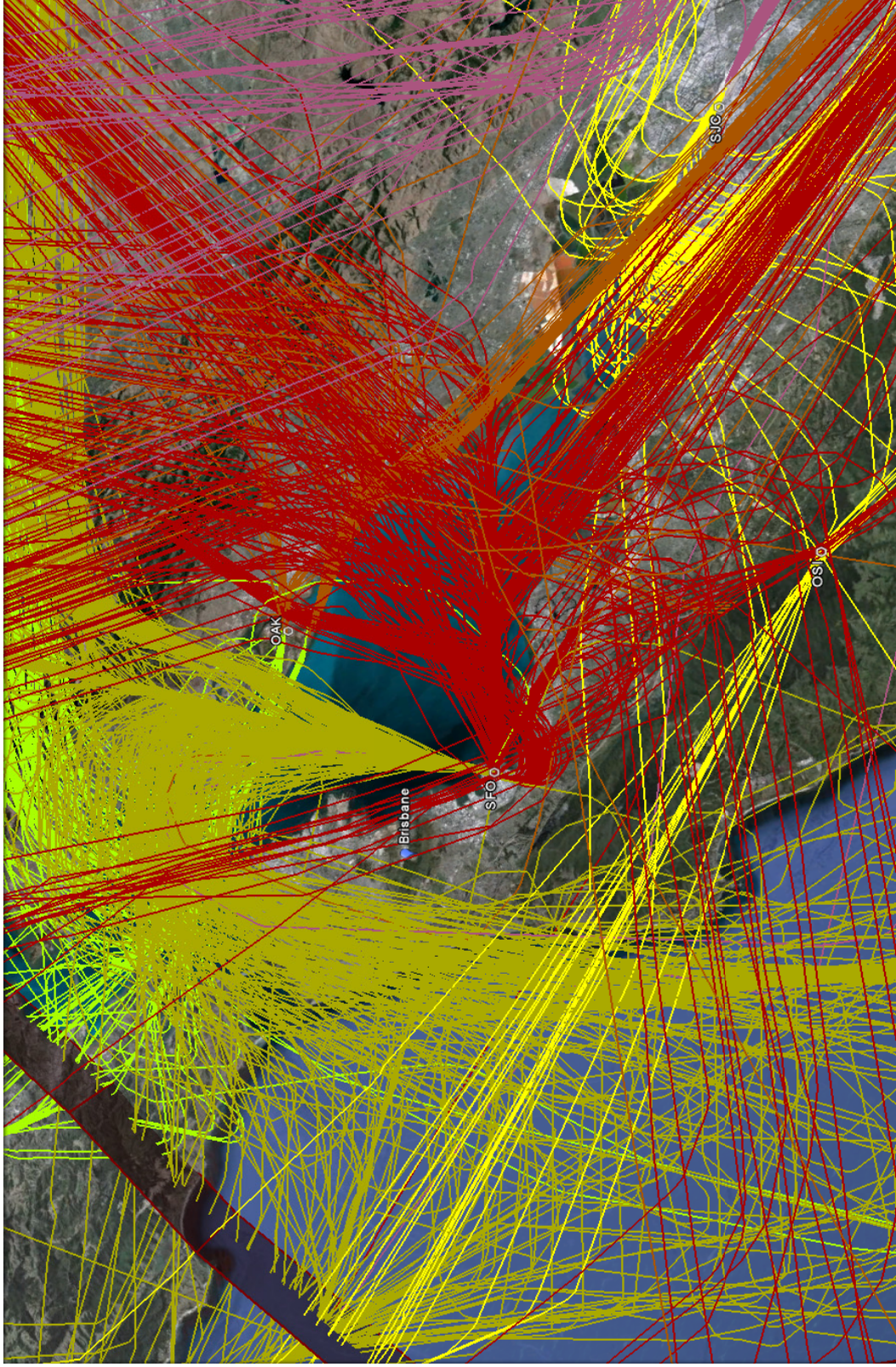


Northern California TRACON - Overview
October 5, 2011



Federal Aviation
Administration

Southeast Plan Flight Tracks – 03/22/11 1000L – 2300L

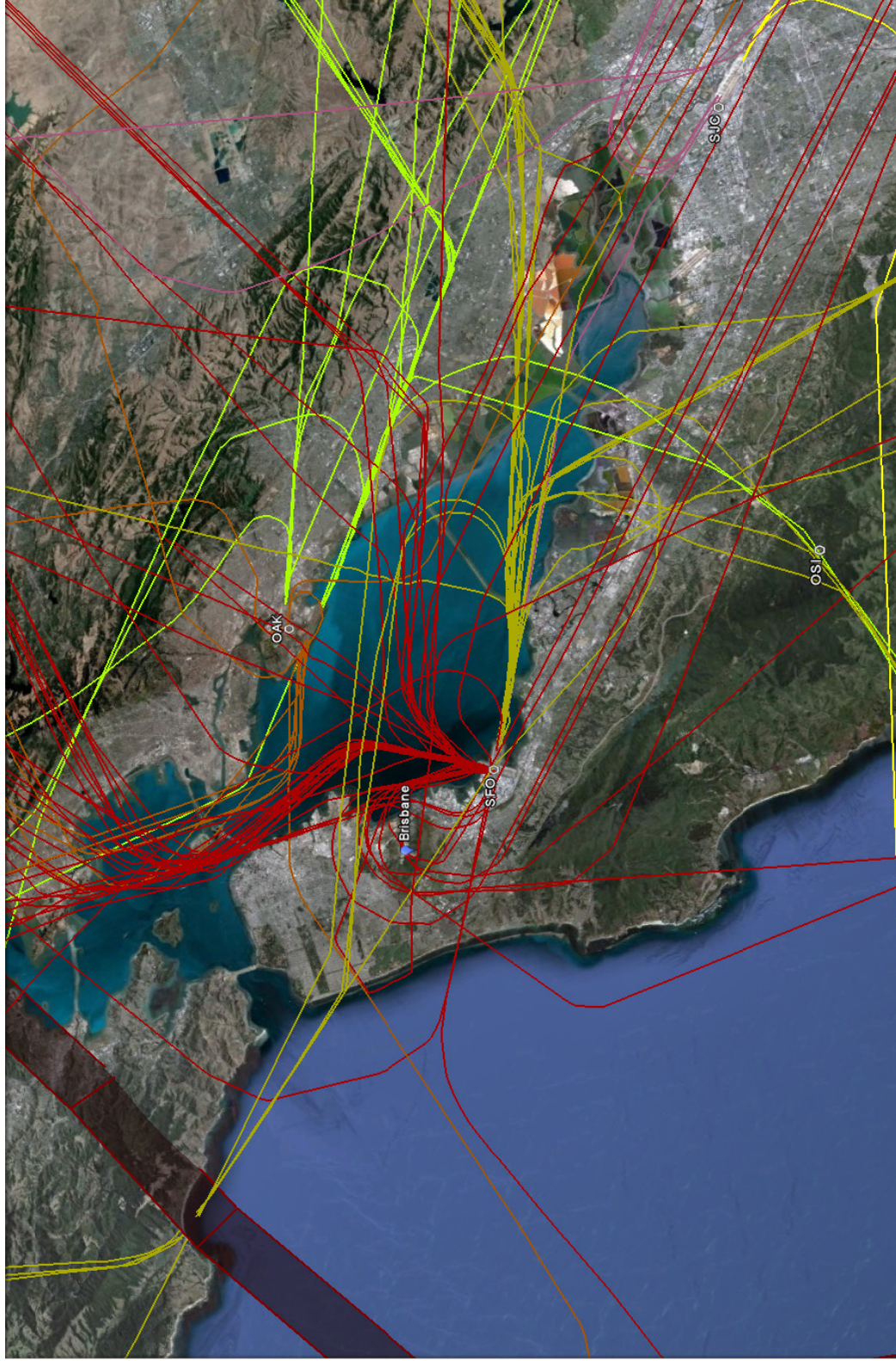


Northern California TRACON - Overview
October 5, 2011



Federal Aviation
Administration

Mid- shift Flight Tracks – 09/29/11 2200L – 0700L



NCT SFO Departure Noise Abatement Procedures

Runways 1:

- Do not vector aircraft on the PORTE DP below 2,000 feet. Do not vector this traffic any further left than 180° until crossing the SFO 281° radial southbound.
- Vector aircraft enroute to the San Jose complex along the PORTE DP route until crossing the SFO 281° radial, then direct OSI to depart OSI heading 110° (heading 140° during SJCE).
- When lateral spacing is required, vector LIN, RBL, and SAC transition jet departures to the northwest to remain over the Bay whenever possible.
- During periods of light traffic, randomly vector SAC, LIN, and RBL jet departures to minimize concentrating successive departures over the same geographical location.



NCT SFO Departure Noise Abatement Procedures

- Oceanic departures may be vectored to conform to the PORTE DP route if the aircraft crosses 4 miles north of SFO at or above 2,000 feet. After the aircraft passes the SFO 281° radial, a direct route to the appropriate oceanic composite fix may be approved.
- Vector aircraft which are unable to comply with this climb restriction over the Bay and pass over the north end of the Golden Gate Bridge.
- Between the hours of 2200 and 0700 local (Sundays to 0800), vector oceanic departures over the Bay to pass over the north end of the Golden Gate Bridge.
- Between the hours of 2200 and 0700 local (Sundays to 0800) and other periods of light traffic, issue the QUIET DP jet aircraft routed via SAC, LIN, and RBL. Also during these hours and during other periods of light traffic, an effort should be made to vector LIN and PORTE departures eastbound over the Bay until abeam DECOT then proceed on course.



NCT SFO Departure Noise Abatement Procedures

Runways 10:

- Between the hours of 2200 and 0700 local (Sundays to 0800), vector oceanic departures over the Bay to pass over the north end of the Golden Gate Bridge.

Runways 28:

- Do not vector jet aircraft prior to crossing the SFO 6 DME.
- Between the hours of 2200 and 0700 local (Sundays to 0800), do not vector aircraft off the MOLEN DP.
- Between the hours of 2200 and 0700 local (Sundays to 0800), vector aircraft issued the SFO DP west of the Peninsula Shoreline and over the north end of the Golden Gate Bridge.



- **NCT's departure procedures have remained the same for over 30 years; however**
- **Departures are affected by:**
 - Weather (wind, temperature, etc.)
 - Aircraft performance
 - Weight
 - Terrain
 - Pilot technique
 - Controller technique
- **NCT and SFO have seen changes in:**
 - Airline/Aircraft fleet make-up
 - Volume
 - Route/Destination concentration

Summary

- **Airspace and associated procedures are very complex in a busy metropolitan area**
- **Often, any action (change) may result in a reaction somewhere else within the system**
- **Possible adverse reactions may include**
 - Adverse noise impacts on surrounding communities
 - Increased fuel consumption
 - Airport delays
 - More flying miles for airlines
 - Increased carbon emissions/decreased air quality



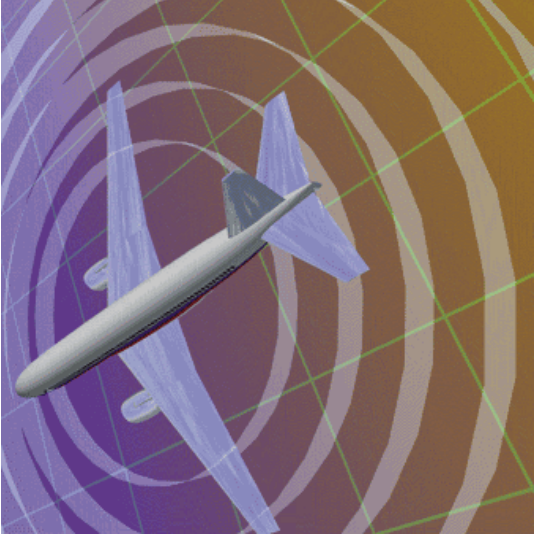
Summary (cont)

- The FAA and NCT will work with the SFO Airport Community Roundtable, the SFO International Airport, and the airlines to assist in evaluating, modeling and possibly implementing any Community Roundtable proposals that could mitigate aircraft noise over Brisbane.



Thank You

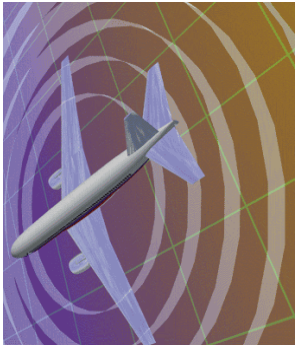




Increased Traffic over Brisbane CA

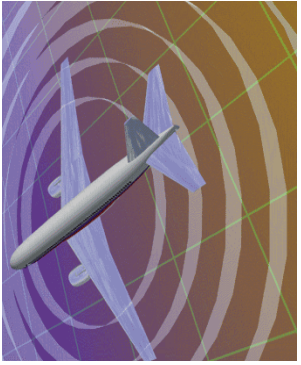
SFONoise .com

Barry Corlett, Peggy Corlett,
Peter Grace, Jeff Zajas



10 Year Study from SFO Abatement Program

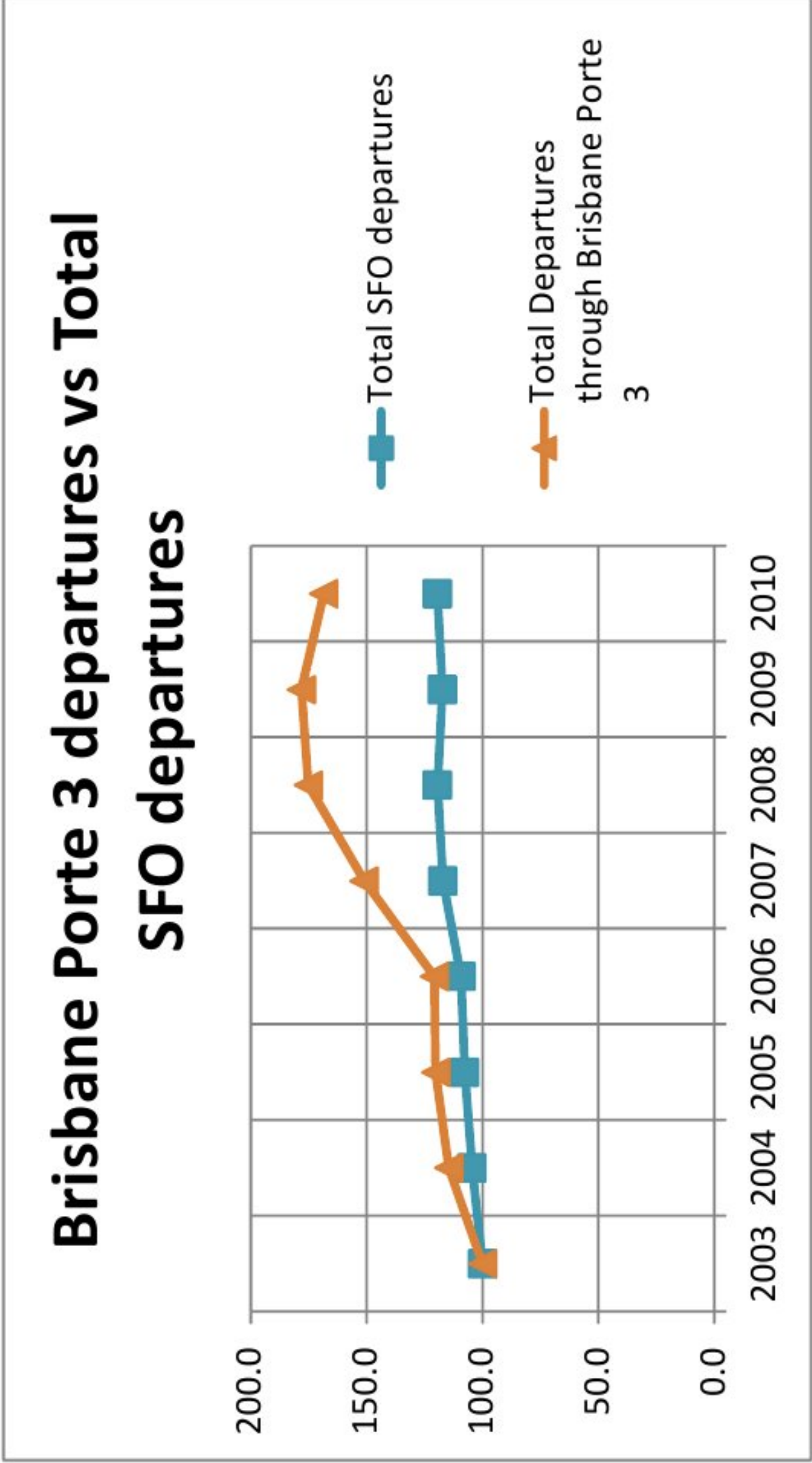
- After an outcry from residents about increased noise over Brisbane, SFO Abatement program conducted a study of traffic over a 10 year period.
- SFO Abatement program presented to Brisbane Council and reported: "what had happened is that SFO Traffic returned to pre 9/11 levels" .
- Meetings were held with SFO Abatement & FAA TRACON.
- SFONoise.COM analyzed the 10yr data. This tells us that something has changed.



Our Findings

- Currently 32% of all SFO departures fly over Brisbane
- Translates to a 38% Increase of flights from pre 9/11 levels
- Contrary to SFO Roundtable mandate, noise has shifted to Brisbane
- Based upon current capacity and airline flight expansion plans, it will become much worse unless this is addressed soon

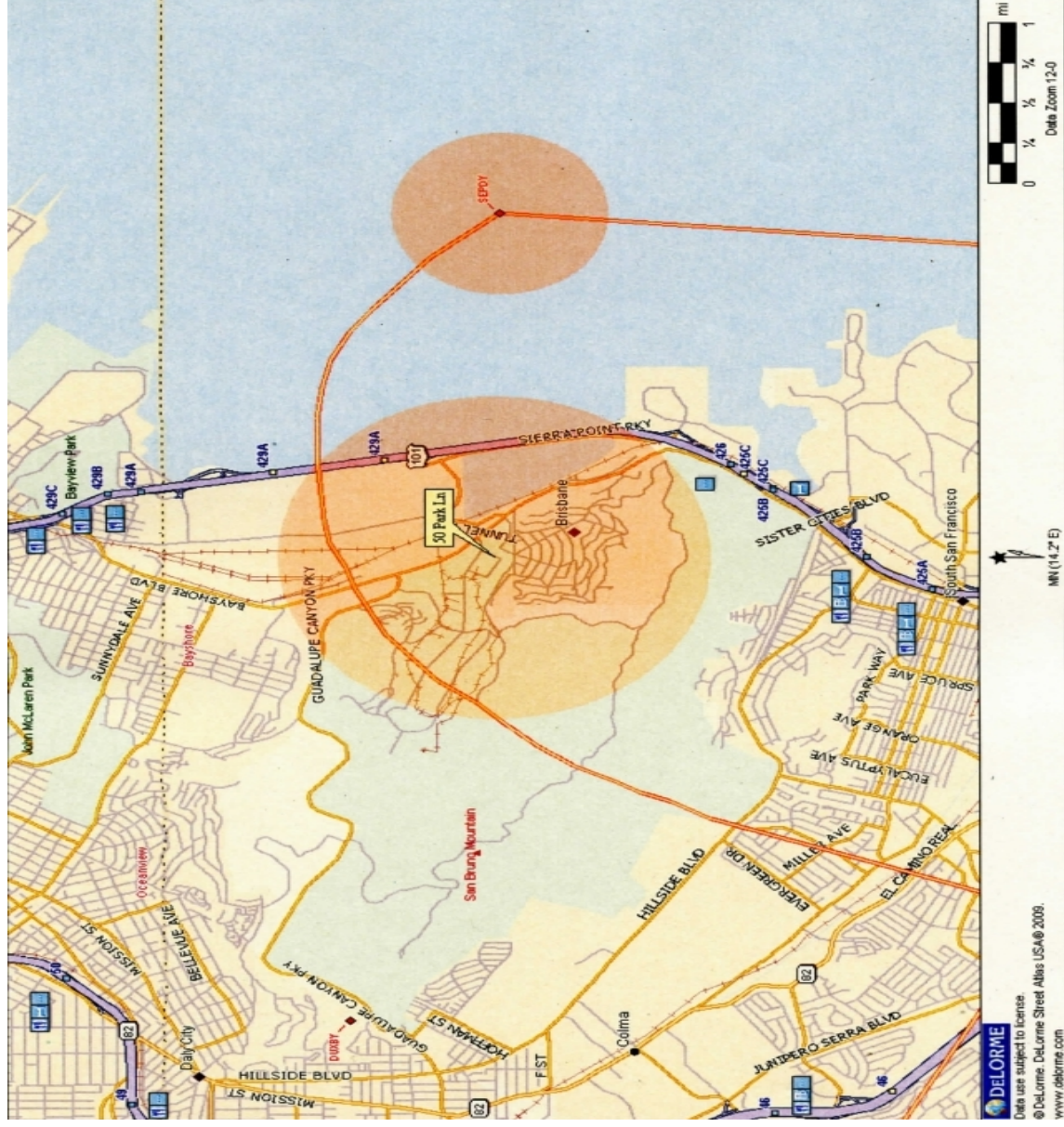
PORT E3 departures impact Brisbane the most



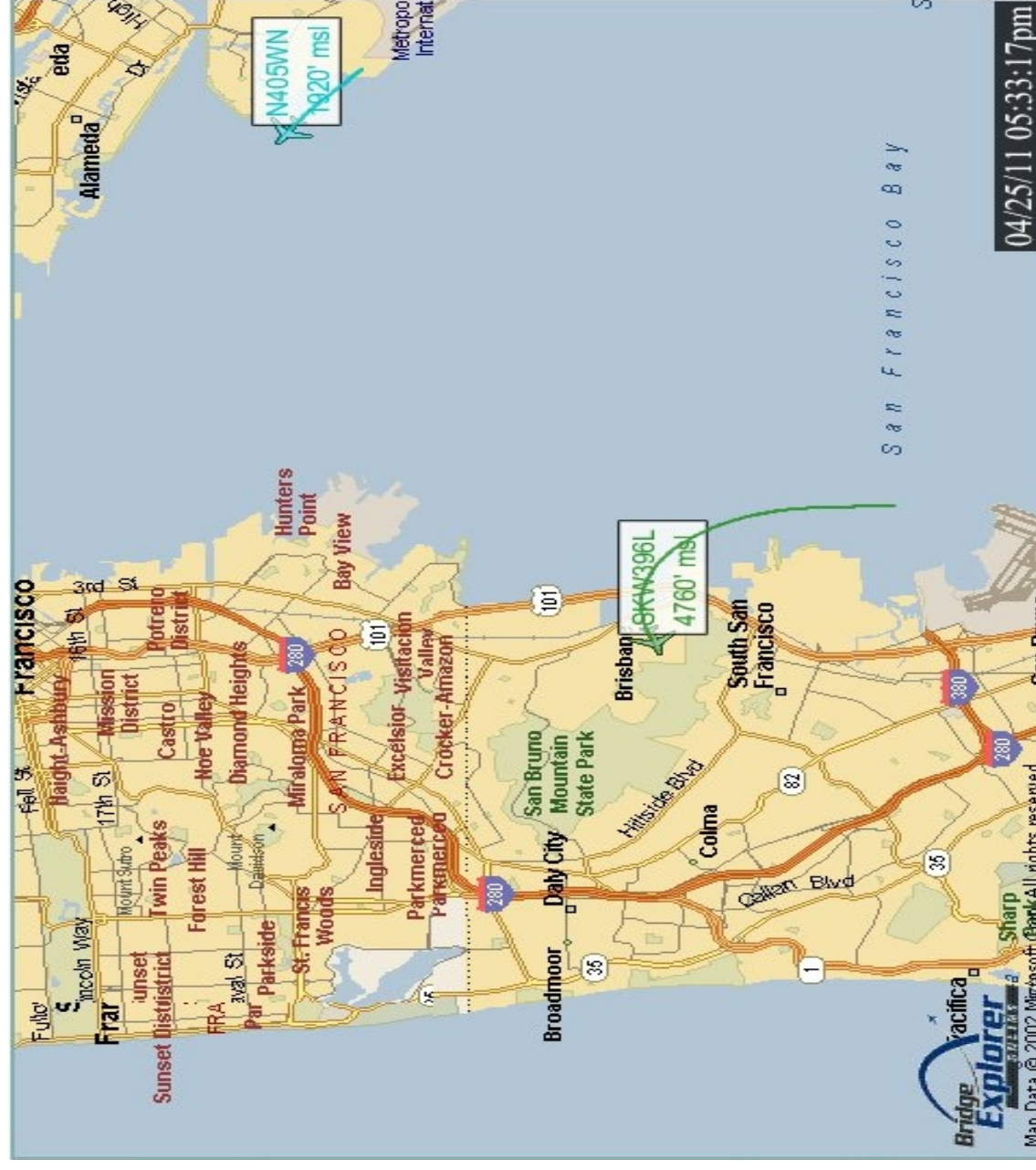
Monthly data supplied by
Bert Ganoung, Manager, Aircraft Noise Abatement, San Francisco International Airport, (650) 821-5100, (650) 821-5112 FAX

Published PORTE3 route not being followed

Published Route



What is actually happening



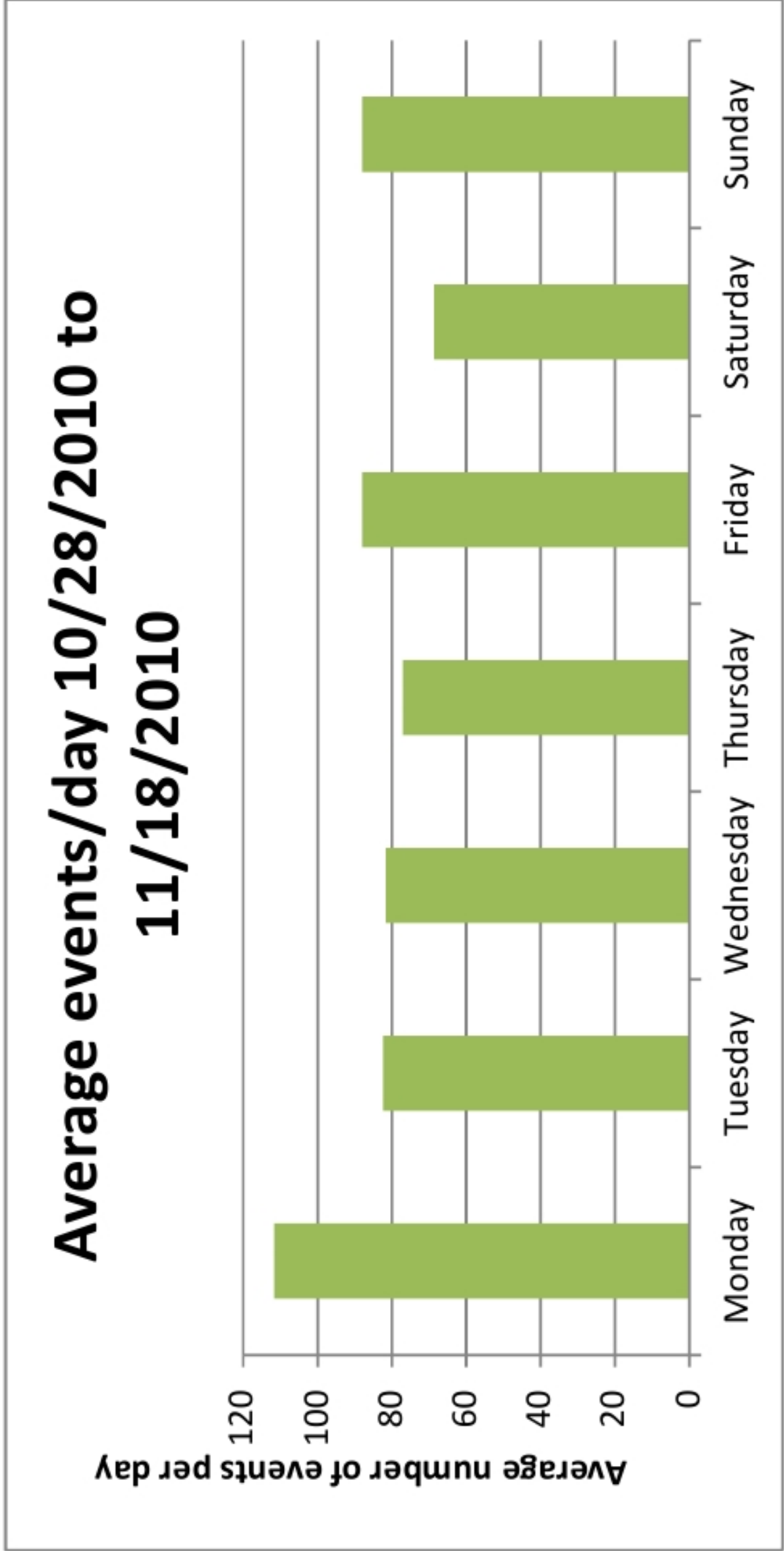
Flights are turning earlier than the 4 mile marker

Published PORTE3 route not being followed



Flights are turning earlier than the 4 mile marker

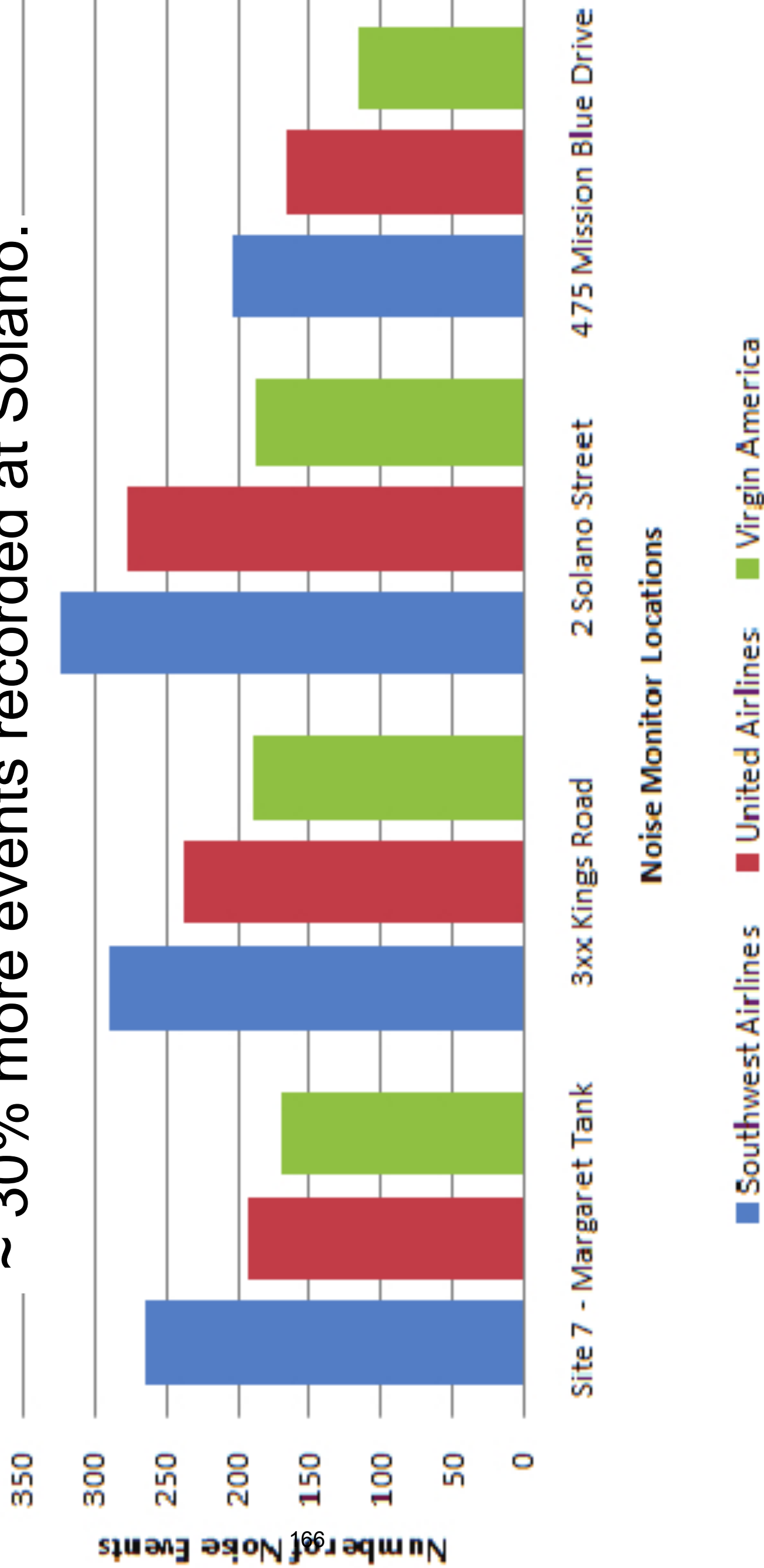
Number of Daily Events

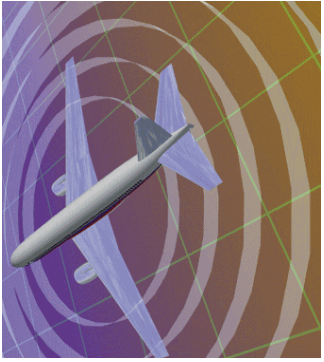


Short term study showed that a single monitoring station does not accurately reflect all noise events in Brisbane.

Top 3 Noise Contributors

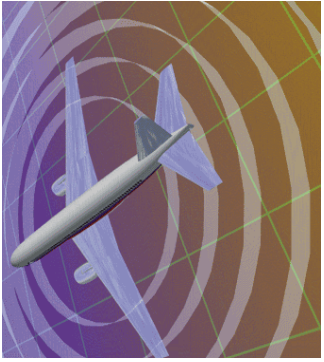
~ 30% more events recorded at Solano.





How do we address this problem?

- Adhere to the published PORTE3 route.
 - Compliant with SFO Roundtable 'no noise shifting' mandate.
- Modify departure procedures for the PORTE3.
 - Climb to 3000 feet prior to turning as proposed by Virgin America.



Additional Steps

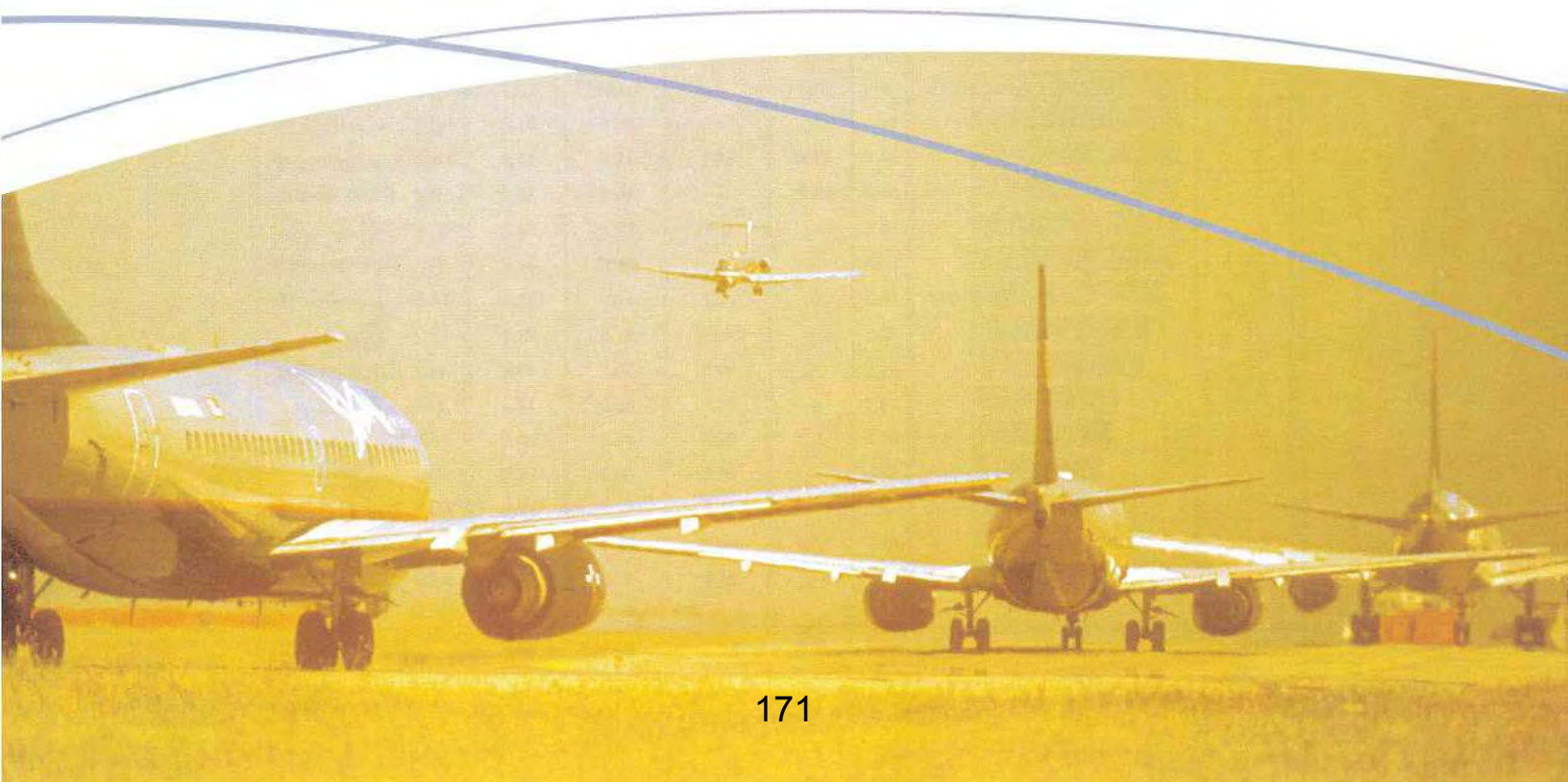
- Add additional sound monitor stations to monitor noise over Brisbane accurately.
 - One monitor is not sufficient.
- Establish a metric for those planes that turn early so FAA can assess and report reason/cause and possible future resolution.
- Create a better process to track noise infractions rather than relying on residents to highlight a problem
 - Provide full access to monitoring data.

Thank you

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Fly Quiet Report

**Presented at the November 2, 2011
Airport Community Roundtable Meeting**
SFO Aircraft Noise Abatement Office
Third Quarter 2011



Fly Quiet Program

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

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

Program Goals

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

Program Reports

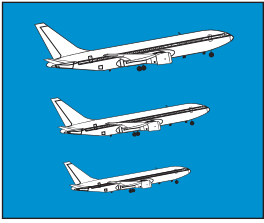
Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow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

Program Elements

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



SFO's Fly Quiet Ratings



Fleet Noise Quality

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



Noise Exceedance

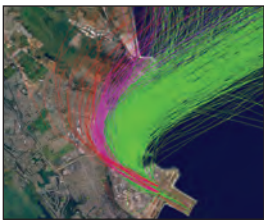
Eliminating high-level noise events is a long-standing goal of the Airport and the Airport Community Roundtable. As a result the Airport has established single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher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

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



Nighttime Preferential Runway Use

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



Shoreline Departure Quality

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

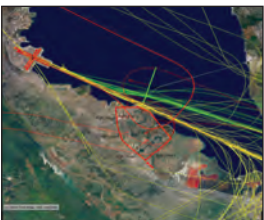
In order to evaluate each airline's performance when flying a Shoreline Departure, a corridor was established using Interstate 101 (green colored flight tracks) as a reference point. The corridor runs north along 101, beginning approximately one-mile north-northwest of the end of Runways 28L and 28R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



Gap Departure Quality

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

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






















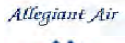















Foster City Arrival Quality

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










Airline Fly Quiet Summary Report - 3rd Quarter 2011

July 1 to September 30, 2011

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures Shoreline Gap		Arrivals Foster City	Final Score	Airline Fly Quiet Rating					
	RPA	10.00	10.00	-	10.00	-	-	10.00	<div><div></div></div>					
	ANA	7.42	9.97	-	-	6.94	-	8.11	<div><div></div></div>					
	DLH	9.15	9.95	-	10.00	3.29	-	8.10	<div><div></div></div>					
	ASH	10.00	9.99	-	-	3.84	-	7.94	<div><div></div></div>					
	MES	10.00	9.98	-	8.00	6.46	5.00	7.89	<div><div></div></div>					
	ACA	7.31	9.89	-	9.46	5.56	6.79	7.80	<div><div></div></div>					
	JAL	5.64	9.97	-	-	7.58	-	7.73	<div><div></div></div>					
	ATN	6.15	9.94	-	8.33	5.42	-	7.46	<div><div></div></div>					
	ABX	4.87	8.97	7.33	9.17	7.50	6.85	7.45	<div><div></div></div>					
	AFR	8.58	9.91	-	8.33	2.78	-	7.40	<div><div></div></div>					
	SKW	10.00	9.99	3.33	9.45	5.63	5.39	7.30	<div><div></div></div>					
	FFT	6.42	9.96	-	9.71	2.50	7.84	7.28	<div><div></div></div>					
	FDX	4.06	8.71	-	10.00	7.08	6.44	7.26	<div><div></div></div>					
	AMX	5.82	9.66	3.59	10.00	6.25	7.55	7.15	<div><div></div></div>					
	SWR	8.17	9.97	-	-	3.19	-	7.11	<div><div></div></div>					
	SCX	5.82	9.94	3.33	10.00	5.63	6.88	6.93	<div><div></div></div>					
	SWA	5.74	9.90	3.33	10.00	5.89	6.71	6.93	<div><div></div></div>					
	JBU	4.85	9.92	3.33	8.08	7.17	7.97	6.89	<div><div></div></div>					
	DAL	6.68	9.85	3.33	8.75	4.80	7.91	6.89	<div><div></div></div>					
	AWE	5.07	9.88	3.33	8.80	6.25	7.77	6.85	<div><div></div></div>					
	VRD	5.38	9.95	4.29	8.70	5.77	6.79	6.81	<div><div></div></div>					
	WJA	5.82	9.99	-	9.17	2.00	-	6.74	<div><div></div></div>					
	TAI	5.46	9.73	3.55	-	7.50	7.04	6.66	<div><div></div></div>					
	BER	4.05	10.00	-	5.00	7.40	-	6.61	<div><div></div></div>					
	AAY	1.90	9.52	10.00	-	-	5.00	6.61	<div><div></div></div>					
	AAL	5.91	9.89	3.48	8.96	3.31	7.55	6.52	<div><div></div></div>					
	UAL	5.95	9.75	3.50	9.61	3.19	6.67	6.45	<div><div></div></div>					
	ASA	5.41	9.90	-	10.00	1.90	5.00	6.44	<div><div></div></div>					
	KLM	4.66	9.95	-	-	4.50	-	6.37	<div><div></div></div>					
									6.23	SFO AVERAGE				
	CCA	3.43	9.90	-	-	5.08	-	6.13	<div><div></div></div>					
	VIR	3.43	9.95	-	-	4.80	-	6.06	<div><div></div></div>					
	COA	5.85	9.83	3.40	7.12	1.48	7.70	5.90	<div><div></div></div>					
	TRS	5.82	9.89	3.33	6.00	1.88	8.09	5.83	<div><div></div></div>					
	HAL	3.84	9.82	3.33	10.00	2.48	5.00	5.75	<div><div></div></div>					
	LPE	3.84	10.00	-	-	3.32	-	5.72	<div><div></div></div>					
	NCA	3.43	8.26	-	-	4.49	6.18	5.59	<div><div></div></div>					
	EVA	6.82	8.03	0.47	-	5.49	6.67	5.50	<div><div></div></div>					
	UAE	7.42	9.92	0.00	5.00	4.57	-	5.38	<div><div></div></div>					
	SIA	7.42	7.94	0.22	-	5.27	-	5.21	<div><div></div></div>					




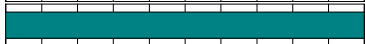

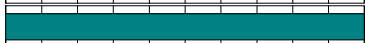

































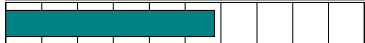















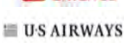











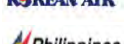





Airline Fly Quiet Summary Report - 3rd Quarter 2011

July 1 to September 30, 2011

Airline		<i>Fleet Noise Quality</i>	<i>Noise Exceedance</i>	<i>Nighttime Runway Use</i>	<i>Departures Shoreline Gap</i>	<i>Arrivals Foster City</i>	<i>Final Score</i>	Airline Fly Quiet Rating											
 BAW	3.43	9.76	-	-	2.05	-	5.08	<div><div></div></div>											
 CLX	3.43	9.20	-	-	1.25	5.00	4.72	<div><div></div></div>											
 AAR	4.76	6.27	0.98	-	4.55	6.09	4.53	<div><div></div></div>											
 KAL	4.53	3.04	1.84	-	5.08	5.74	4.05	<div><div></div></div>											
 WOA	3.43	0.57	5.00	-	1.25	6.25	3.30	<div><div></div></div>											
 PAL	4.19	0.00	0.00	-	3.73	8.33	3.25	<div><div></div></div>											
 CPA	3.43	1.76	0.52	-	3.25	6.33	3.06	<div><div></div></div>											
 CAL	3.43	1.27	0.33	-	4.07	5.63	2.94	<div><div></div></div>											
 ANZ	3.46	0.06	0.00	-	2.08	-	1.40	<div><div></div></div>											
SFO Average		5.66	8.55	2.89	8.76	4.47	6.60	6.23											

Fleet Noise Quality - 3rd Quarter 2011




















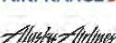

















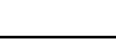
July 1 to September 30, 2011

Airline		Nationwide	San Francisco		Fleet Noise Quality Rating
		Fleet Noise Quality Rating	Average Daily Jet Operations	Score	
	MES	10.00	2	10.00	
	RPA	10.00	1	10.00	
	SKW	10.00	82	10.00	
	ASH	10.00	2	10.00	
	DLH	6.09	2	9.15	
	AFR	5.49	1	8.58	
	SWR	5.17	1	8.17	
	ANA	5.43	1	7.42	
	SIA	5.93	2	7.42	
	UAE	7.89	1	7.42	
	ACA	6.75	10	7.31	
	EVA	5.05	2	6.82	
	DAL	4.92	28	6.68	
	FFT	6.41	5	6.42	
	ATN	5.83	0	6.15	
	UAL	5.83	127	5.95	
	AAL	3.94	30	5.91	
	COA	5.98	18	5.85	
	AMX	5.54	1	5.82	
	SCX	5.82	1	5.82	
	TRS	6.97	6	5.82	
	WJA	5.82	2	5.82	
	SWA	5.70	41	5.74	
				5.66	
	JAL	4.20	1	5.64	
	TAI	5.18	2	5.46	
	ASA	5.10	13	5.41	
	VRD	5.31	40	5.38	
	AWE	5.67	17	5.07	
	ABX	1.52	2	4.87	
	JBU	6.13	10	4.85	
	AAR	3.93	2	4.76	
	KLM	4.67	1	4.66	
	KAL	4.05	2	4.53	
	PAL	5.09	1	4.19	
	FDX	2.80	1	4.06	
	BER	5.92	0	4.05	

Airline	Nationwide		San Francisco		Fleet Noise Quality Rating
	Fleet Noise Quality Rating		Average Daily Jet Operations	Score	
 HAL	HAL	6.21	1	3.84	
 LPE	LPE	4.38	1	3.84	
 ANZ	ANZ	4.00	1	3.46	
 BAW	BAW	4.34	2	3.43	
 CAL	CAL	3.62	2	3.43	
 CCA	CCA	3.46	1	3.43	
 CLX	CLX	3.43	0	3.43	
 CPA	CPA	4.18	2	3.43	
 NCA	NCA	3.90	1	3.43	
 VIR	VIR	5.84	1	3.43	
 WOA	WOA	4.72	0	3.43	
 AAY	AAY	1.91	0	1.90	
AVERAGE		5.42	10	5.66	


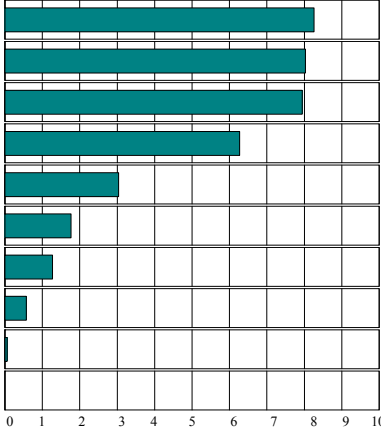

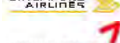





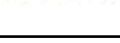

Noise Exceedance Rating Report - 3rd Quarter 2011

July 1 to September 30, 2011

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 BER	0	69	0	10.00	
 LPE	0	93	0	10.00	
 RPA	0	187	0	10.00	
 ASH	1	374	3	9.99	
 WJA	1	364	3	9.99	
 SKW	42	15,156	3	9.99	
 MES	2	389	5	9.98	
 JAL	1	187	5	9.97	
 SWR	1	184	5	9.97	
 ANA	1	183	5	9.97	
 FFT	7	865	8	9.96	
 VRD	69	7,272	9	9.95	
 KLM	2	184	11	9.95	
 VIR	2	184	11	9.95	
 DLH	4	361	11	9.95	
 SCX	3	239	13	9.94	
 ATN	1	74	14	9.94	
 JBU	30	1,824	16	9.92	
 UAE	3	182	16	9.92	
 AFR	5	261	19	9.91	
 ASA	46	2,302	20	9.90	
 SWA	163	7,529	22	9.90	
 CCA	4	184	22	9.90	
 AAL	127	5,565	23	9.89	
 TRS	26	1,093	24	9.89	
 ACA	43	1,802	24	9.89	
 AWE	74	3,071	24	9.88	
 DAL	155	5,097	30	9.85	
 COA	120	3,377	36	9.83	
 HAL	7	192	36	9.82	
 BAW	18	366	49	9.76	
 UAL	1,207	23,335	52	9.75	
 TAI	18	320	56	9.73	
 AMX	18	257	70	9.66	
 AAY	1	10	100	9.52	
 CLX	1	6	167	9.20	
 ABX	79	369	214	8.97	
 FDX	35	130	269	8.71	
				8.55	
					SFO AVERAGE





































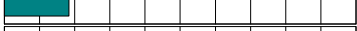
















Noise Exceedance Rating Report - 3rd Quarter 2011

July 1 to September 30, 2011

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 NCA	55	152	362	8.26	
 EVA	136	332	410	8.03	
 SIA	157	367	428	7.94	
 AAR	236	304	776	6.27	
 KAL	539	372	1449	3.04	
 CPA	718	419	1714	1.76	
 CAL	565	311	1817	1.27	
 WOA	51	26	1962	0.57	
 ANZ	273	132	2068	0.06	
 PAL	362	174	2080	0.00	
TOTAL					5,409 86,226
SFO AVERAGE					301 8.55












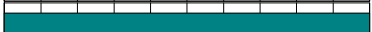








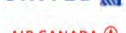








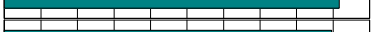

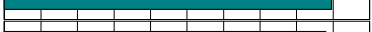
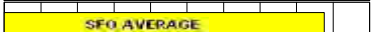




















Nighttime Preferential Runway Use - 3rd Quarter 2011

July 1 to September 30, 2011

Airline		Nighttime Departures (1:00 am to 6:00 am)						Nighttime Runway Use Rating
		Total	10L/R	28L/R Shoreline	01L/R	28L/R Straight	Score	
	AAY	1	100%	0%	0%	0%	10.00	
	ABX	65	60%	2%	37%	2%	7.33	
	WOA	10	50%	0%	0%	50%	5.00	
	VRD	7	14%	0%	86%	0%	4.29	
	AMX	77	4%	1%	94%	1%	3.59	
	TAI	121	4%	0%	94%	2%	3.55	
	UAL	102	4%	2%	89%	5%	3.50	
	AAL	23	0%	4%	96%	0%	3.48	
	COA	48	4%	0%	90%	6%	3.40	
	AWE	4	0%	0%	100%	0%	3.33	
	DAL	98	1%	0%	97%	2%	3.33	
	HAL	1	0%	0%	100%	0%	3.33	
	JBU	12	0%	0%	100%	0%	3.33	
	SCX	3	0%	0%	100%	0%	3.33	
	SKW	27	0%	0%	100%	0%	3.33	
	SWA	3	0%	0%	100%	0%	3.33	
	TRS	15	0%	0%	100%	0%	3.33	
							2.89	
	KAL	87	18%	0%	0%	82%	1.84	
	AAR	41	10%	0%	0%	90%	0.98	
	CPA	96	5%	0%	0%	95%	0.52	
	EVA	107	5%	0%	0%	95%	0.47	
	CAL	92	3%	0%	0%	97%	0.33	
	SIA	92	2%	0%	0%	98%	0.22	
	ANZ	1	0%	0%	0%	100%	0.00	
	PAL	8	0%	0%	0%	100%	0.00	
	UAE	1	0%	0%	0%	100%	0.00	
TOTAL		1,142						
SFO AVERAGE			11%	0%	53%	36%	2.89	









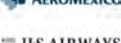


















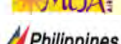







Shoreline Departure Rating - 3rd Quarter 2011

July 1 to September 30, 2011

Airline	Shoreline Departures					Shoreline Departure Rating
	Total	Successful	Marginal	Poor	Score	
 AMX	1	100%	0%	0%	10.00	
 ASA	26	100%	0%	0%	10.00	
 DLH	1	100%	0%	0%	10.00	
 FDX	7	100%	0%	0%	10.00	
 HAL	1	100%	0%	0%	10.00	
 RPA	3	100%	0%	0%	10.00	
 SCX	7	100%	0%	0%	10.00	
 SWA	20	100%	0%	0%	10.00	
 FFT	17	94%	6%	0%	9.71	
 UAL	285	93%	6%	1%	9.61	
 ACA	28	89%	11%	0%	9.46	
 SKW	182	90%	9%	1%	9.45	
 ABX	6	83%	17%	0%	9.17	
 WJA	6	83%	17%	0%	9.17	
 AAL	72	83%	13%	4%	8.96	
 AWE	25	76%	24%	0%	8.80	
					8.76	
 DAL	52	79%	17%	4%	8.75	
 VRD	69	77%	20%	3%	8.70	
 AFR	3	67%	33%	0%	8.33	
 ATN	3	67%	33%	0%	8.33	
 JBU	13	62%	38%	0%	8.08	
 MES	5	60%	40%	0%	8.00	
 COA	52	54%	35%	12%	7.12	
 TRS	5	40%	40%	20%	6.00	
 BER	1	0%	100%	0%	5.00	
 UAE	1	0%	100%	0%	5.00	
TOTAL	891					
SFO AVERAGE		77%	21%	2%	8.76	


















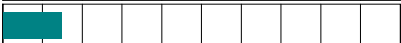




Gap Departure Climb Rating - 3rd Quarter 2011

July 1 to September 30, 2011

Airline		Gap Departures		Gap Departure Quality Rating
		Total	Score	
	JAL	74	7.58	<div><div></div></div>
	ABX	3	7.50	<div><div></div></div>
	TAI	2	7.50	<div><div></div></div>
	BER	25	7.40	<div><div></div></div>
	JBU	23	7.17	<div><div></div></div>
	FDX	3	7.08	<div><div></div></div>
	ANA	90	6.94	<div><div></div></div>
	MES	6	6.46	<div><div></div></div>
	AMX	1	6.25	<div><div></div></div>
	AWE	83	6.25	<div><div></div></div>
	SWA	186	5.89	<div><div></div></div>
	VRD	99	5.77	<div><div></div></div>
	SKW	241	5.63	<div><div></div></div>
	SCX	2	5.63	<div><div></div></div>
	ACA	9	5.56	<div><div></div></div>
	EVA	160	5.49	<div><div></div></div>
	ATN	3	5.42	<div><div></div></div>
	SIA	180	5.27	<div><div></div></div>
	KAL	166	5.08	<div><div></div></div>
	CCA	92	5.08	<div><div></div></div>
	VIR	83	4.80	<div><div></div></div>
	DAL	269	4.80	<div><div></div></div>
	UAE	91	4.57	<div><div></div></div>
	AAR	147	4.55	<div><div></div></div>
	KLM	35	4.50	<div><div></div></div>
	NCA	76	4.49	<div><div></div></div>
			4.47	<div><div></div></div>
	CAL	153	4.07	<div><div></div></div>
	ASH	14	3.84	<div><div></div></div>
	PAL	82	3.73	<div><div></div></div>
	LPE	29	3.32	<div><div></div></div>
	AAL	174	3.31	<div><div></div></div>
	DLH	181	3.29	<div><div></div></div>
	CPA	205	3.25	<div><div></div></div>
	SWR	90	3.19	<div><div></div></div>
	UAL	2357	3.19	<div><div></div></div>
				<div><div>SFO AVERAGE</div></div>






























































Gap Departure Climb Rating - 3rd Quarter 2011

July 1 to September 30, 2011

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 AIRFRANCE AFR	121	2.78	
 FRONTIER FFT	4	2.50	
 HAWAIIAN HAL	56	2.48	
 AIR NEW ZEALAND ANZ	65	2.08	
 BRITISH AIRWAYS BAW	168	2.05	
 WESTJET WJA	5	2.00	
 Alaska Airlines ASA	25	1.90	
 AirTran TRS	4	1.88	
 Continental Airlines COA	196	1.48	
 Cargolux CLX	2	1.25	
 WORLD WOA	8	1.25	
TOTAL			6088
SFO Average			4.47

Foster City Arrival Rating - 3rd Quarter 2011

July 1 to September 30, 2011

Airline	Foster City Arrivals					Foster City Arrival Rating
	Total	Successful	Marginal	Poor	Score	
 PAL	3	67%	33%	0%	8.33	
 TRS	136	62%	38%	0%	8.09	
 JBU	106	59%	41%	0%	7.97	
 DAL	277	58%	41%	0%	7.91	
 FFT	37	57%	43%	0%	7.84	
 AWE	150	55%	45%	0%	7.77	
 COA	222	54%	46%	0%	7.70	
 AMX	92	51%	49%	0%	7.55	
 AAL	216	51%	48%	0%	7.55	
 TAI	120	41%	59%	0%	7.04	
 SCX	8	38%	63%	0%	6.88	
 ABX	65	37%	63%	0%	6.85	
 VRD	148	36%	63%	1%	6.79	
 ACA	70	36%	64%	0%	6.79	
 SWA	248	35%	64%	1%	6.71	
 UAL	780	34%	66%	1%	6.67	
 EVA	3	33%	67%	0%	6.67	
					6.60	
 FDX	59	29%	71%	0%	6.44	
 CPA	15	27%	73%	0%	6.33	
 WOA	12	25%	75%	0%	6.25	
 NCA	51	24%	76%	0%	6.18	
 AAR	46	22%	78%	0%	6.09	
 KAL	88	15%	85%	0%	5.74	
 CAL	16	13%	88%	0%	5.63	
 SKW	142	8%	91%	1%	5.39	
 AAY	1	0%	100%	0%	5.00	
 ASA	18	0%	100%	0%	5.00	
 CLX	1	0%	100%	0%	5.00	
 HAL	1	0%	100%	0%	5.00	
 MES	1	0%	100%	0%	5.00	
TOTAL 3,132						
SFO AVERAGE		32%	68%	0%	6.60	