



REGULAR MEETING ANNOUNCEMENT

MEETING No. 278

Wednesday, February 1, 2012 - 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> - | ACTION |
| Richard Newman, Roundtable Chairperson / Steve Alverson, Roundtable Coordinator | |
| II. <u>Election of Roundtable Officers for Calendar Year 2012</u> | |
| A. Election of Roundtable Chairperson – Richard Newman | ACTION |
| B. Election of Roundtable Vice-Chairperson – Roundtable Chairperson | ACTION |
| III. <u>Public Comment on Relevant Items NOT on the Agenda</u> – Roundtable Chairperson | INFORMATION |
| Note: Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item. | |

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.

- | | |
|--|-----------------------------|
| IV. <u>Consent Agenda Items</u> – Roundtable Chairperson | INFORMATION / ACTION |
| A. Review of Airport Director's Report for October 2011 | Pgs. 21-28 |
| B. Review of Airport Director's Report for November 2011 | Pgs. 29-36 |
| C. Review of Airport Director's Report for December 2011 | Pgs. 37-44 |
| D. Review of Brisbane Noise Workshop Meeting Overview for October 2011 | Pgs. 45-51 |
| E. Review of Roundtable Regular Meeting Overview for November 2011 | Pgs. 53-65 |
| F. Review of Roundtable Special Meeting Overview for December 2011 | Pgs. 67-74 |
| G. Review/Approval of Correspondence/Information Items for February 2012 | Pgs. 75-117 |

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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|-------|---|---|
| V. | <u>Airport Director's Comments</u> – John Martin, Director,
San Francisco International Airport (<i>Verbal Report</i>) | INFORMATION |
| VI. | <u>Recognition of Roundtable Representatives and Alternates for 2012</u> | INFORMATION / ACTION |
| | A. Welcome to New Roundtable Representatives and Alternates:
Kirsten Keith, Alternate, City of Menlo Park – Roundtable Chairperson | |
| | B. Adoption of Resolution 12-01 to Recognize Council Member John Lee for
His Service on the Roundtable as the Representative for the City of San Mateo | Pg. 120 |
| | C. Adoption of Resolution 12-02 to Recognize Council Member Steve Toben for
His Service on the Roundtable as the Representative for the Town of Portola Valley | Pg. 121 |
| | D. Adoption of Resolution 12-03 to Recognize Council Member Cy Bologoff for
His Service on the Roundtable as the Alternate for the City of Brisbane | Pg. 122 |
| | E. Adoption of Resolution 12-04 to Recognize Andrew Cohen for His Service on the
Roundtable as the Alternate for the City of Menlo Park | Pg. 123 |
| | F. Adoption of Resolution 12-05 to Recognize Dave Carbone for His Service as the
Roundtable Program Manager / Acknowledgement of Service and Presentation
from the Airport Commission – John Martin | Pg. 124 |
| | G. Adoption of Resolution 12-06 to Recognize Connie Shields for Her Service as the
Roundtable Administrative Assistant | Pg. 125 |
| VII. | <u>FY 2011 – 2012 Roundtable Work Program Items:</u> | |
| | A. Update of Crossing Altitude of Oceanic Arrivals Over the Woodside VOR:
History and Current Altitude Findings – Bert Ganoung, SFO Aircraft
Noise Abatement Officer; Comments by Mr. Jim Lyons | INFORMATION / ACTION
Pgs. 127-160 |
| | B. Review of Fly Quiet Program Quarterly Report – Bert Ganoung, SFO Aircraft
Noise Abatement Officer | INFORMATION
Pgs. 161-174 |
| | C. Update on FAA's PORTE THREE Departure Analysis
– Roundtable Chairperson (<i>Verbal Report</i>) | INFORMATION |
| | D. Budget Update for FY 2010/2011 – Roundtable Chairperson (<i>Verbal Report</i>) | INFORMATION |
| | E. Review/Approval of Resolution 12-07: Designating Roundtable Meeting
Dates, Time, and Place for Calendar Year 2012 – Roundtable Chairperson | INFORMATION / ACTION
Pgs. 175-178 |
| | F. Appoint a Roundtable Work Program Subcommittee to Prepare a
Draft Work Program for FY 2012/2013 – Steve Alverson | INFORMATION / ACTION
Pg. 179 |
| VIII. | <u>Aviation Noise News Update</u> – Steve Alverson (<i>Verbal Report</i>) | INFORMATION |
| IX. | <u>Member Communications / Announcements</u> – Roundtable Chairperson | INFORMATION |
| X. | <u>ADJOURN</u> – Roundtable Chairperson | ACTION |

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

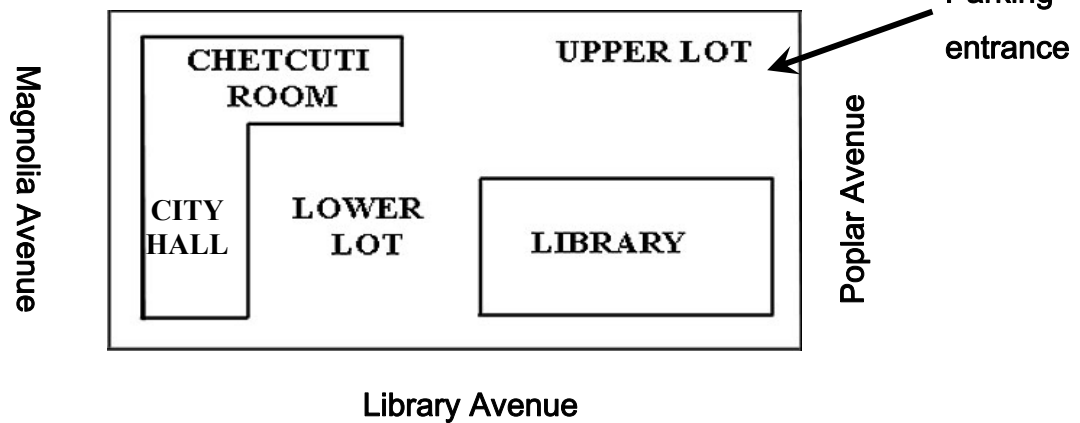
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AIRPORT/COMMUNITY ROUNDTABLE **REGULAR MEETING PLACE**

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
T (650) 692-6597
F (650) 692-6152
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

~ February 2012 ~

Chairperson:

RICHARD NEWMAN

Chairperson, C/CAG* Airport Land Use Committee (ALUC)
Phone: (877) 372-7901 (Toll free)

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 (Consultant):

Phil Wade

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

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 FEBRUARY 2012

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: Bill Widmer, 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: Vacant

CITY OF BURLINGAME

Michael Brownrigg, Council Member

Alternate: Ann Keighran, Council Member

* City/County Association of Governments of San Mateo County



MEMBERSHIP ROSTER FEBRUARY 2012 (Continued)

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CITY OF FOSTER CITY

Charlie Bronitsky, Council Member

Alternate: Steve Okamoto, 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: Kirsten Keith, Council Member

CITY OF MILLBRAE

Robert Gottschalk, Council Member

Alternate: Wayne Lee, Council Member

CITY OF PACIFICA

Sue Digre, Council Member

Alternate: Pete DeJarnatt, Council Member

TOWN OF PORTOLA VALLEY

Ann Wengert, Council Member

Alternate: Maryann Derwin, 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

Matt Grocott, Council Member

Alternate: Bob Grassilli, Council Member

CITY OF SAN MATEO

Representative: Vacant

Alternate: Vacant

MEMBERSHIP ROSTER FEBRUARY 2012 (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 Andy Allen, 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)

SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT STAFF

Bert Ganoung, Noise Abatement Manager

David Ong, Noise Abatement Systems Manager

Ara Balian, Noise Abatement Specialist

John Hampel, Noise Abatement Specialist

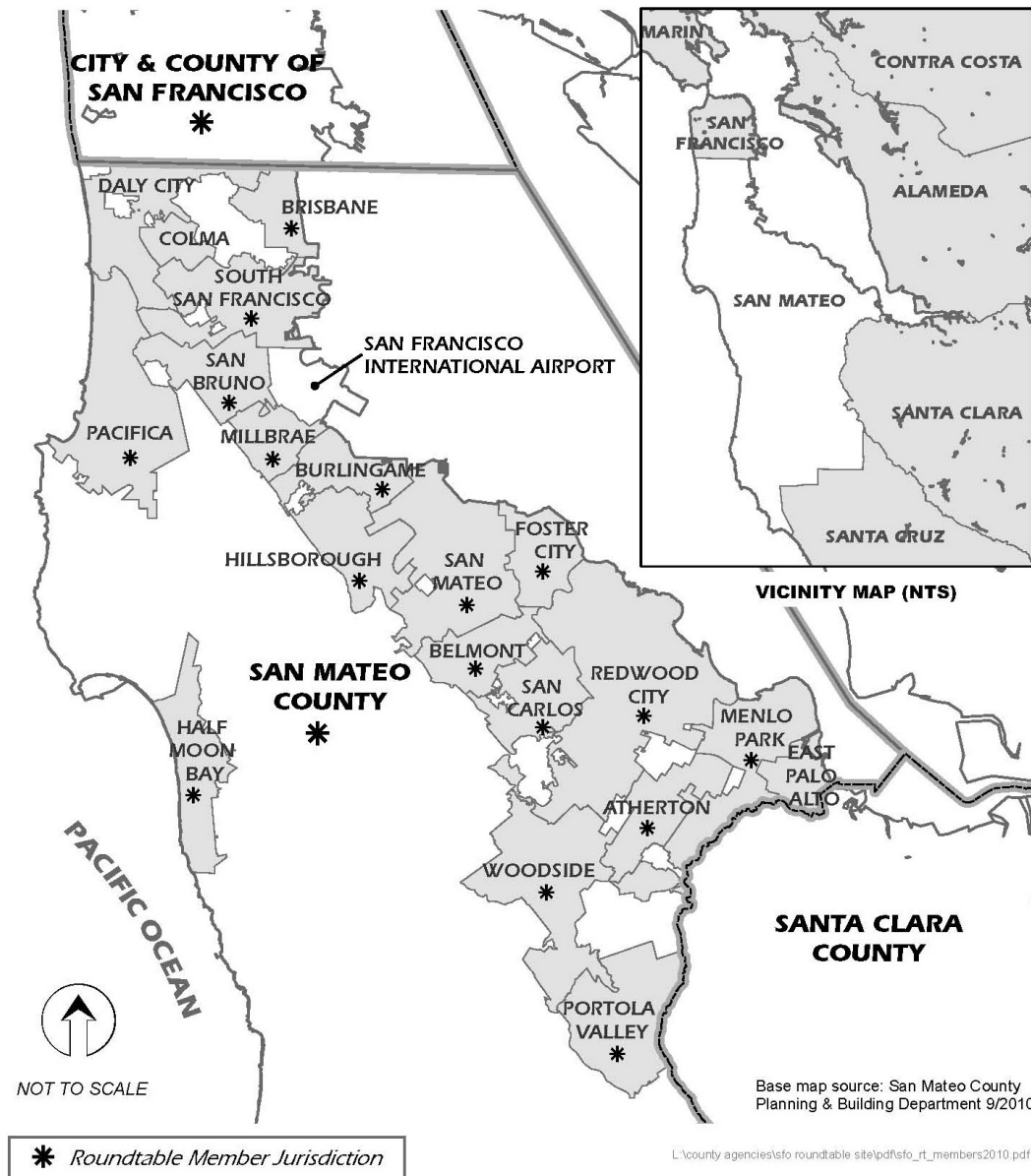
Joyce Satow, Noise Abatement Office Administration Secretary

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

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



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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 # 278
~ February 1, 2012 ~**

Agenda Items IV. A - G



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airport director's report

Presented at the February 1, 2012

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

October 2011



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **October 2011**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	37	9281	4	9.98	
FFT	2	288	7	9.97	
ASA	6	776	8	9.97	
VRD	28	2373	12	9.95	
AWE	13	1008	13	9.94	
TRS	4	255	16	9.93	
KLM	1	62	16	9.93	
DLH	2	122	16	9.93	
HAL	1	60	17	9.93	
ASH	2	116	17	9.92	
DAL	29	1612	18	9.92	
BU	12	666	18	9.92	
COA	20	1085	18	9.92	
AAL	36	1870	19	9.92	
SWA	50	2500	20	9.91	
ACA	15	468	32	9.86	
JAL	2	62	32	9.86	
BAW	5	117	43	9.81	
CCA	3	62	48	9.79	
UAL	388	7846	49	9.78	
ATN	2	38	53	9.77	
AMX	5	78	64	9.72	
TAI	6	88	68	9.70	
ANZ	8	52	154	9.32	
ABX	21	122	172	9.24	
FDX	10	44	227	9.00	
AAY	2	8	250	8.90	
AAR	27	78	346	8.48	
SIA	52	125	416	8.17	
NCA	23	46	500	7.81	
EVA	74	97	763	6.65	
KAL	128	136	941	5.87	
WOA	32	26	1,231	4.60	
CPA	218	132	1,652	2.75	
CAL	169	94	1,798	2.11	
PAL	139	61	2,279	0.00	
TOTAL	1,572	31,854	11,337		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **October 2011**



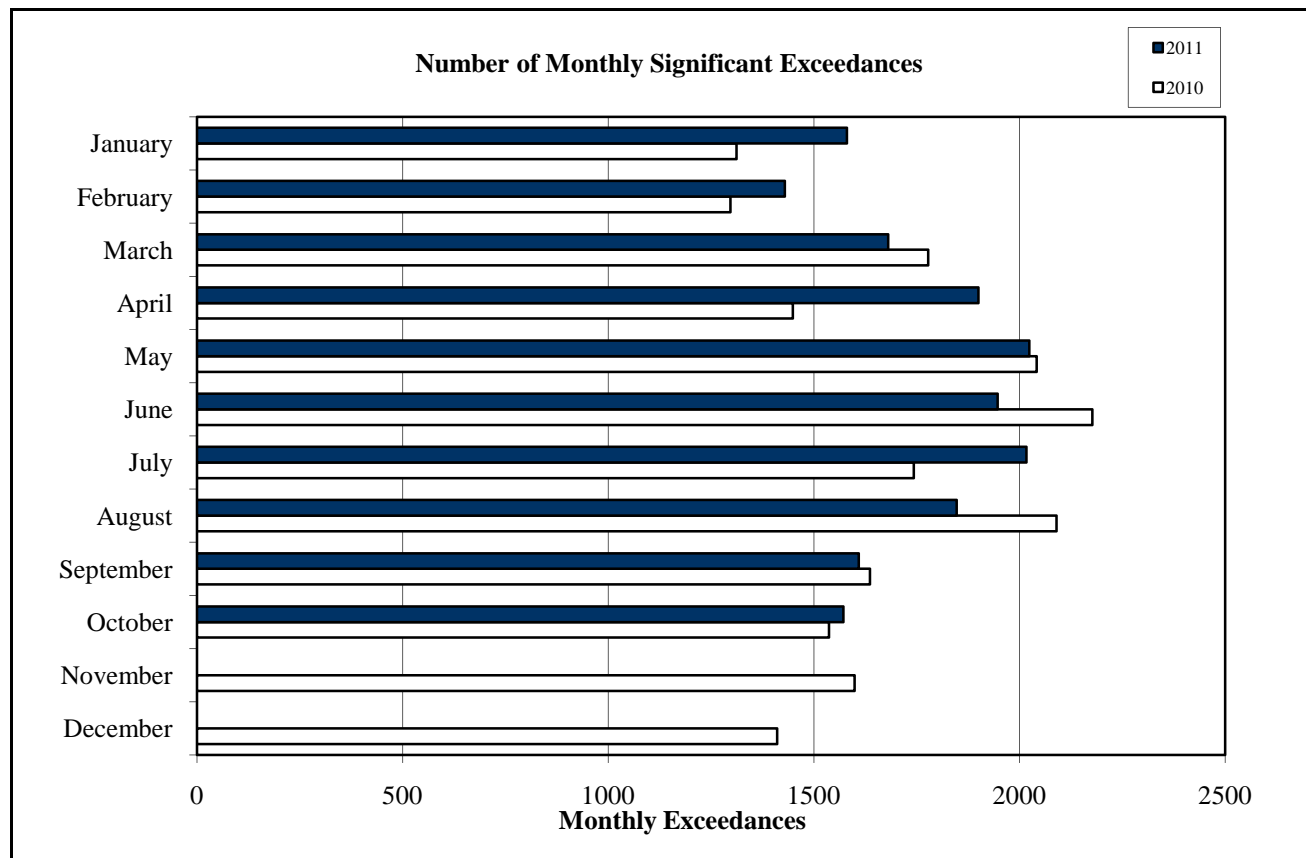
San Francisco International Airport

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	1609	-27
October	1556	1474	1724	1537	1572	35
November	1304	1635	1400**	1599		-
December	1251	1821	1494**	1411		-
Annual Total	17090	20772	21150	20071	17606	
Year to Date Trend	17090	20772	21150	20071	17606	545

(#) 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

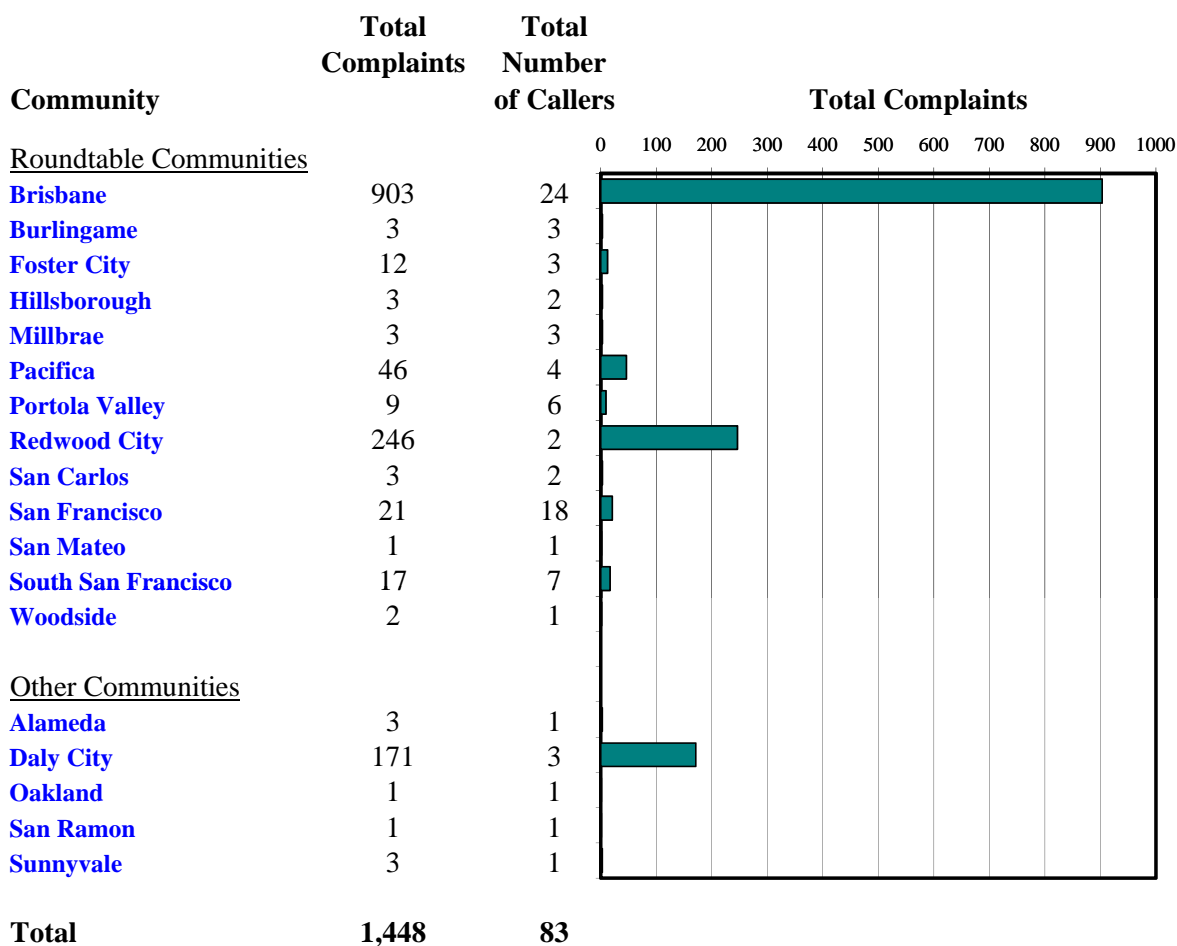
Period: **October 2011**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



This map illustrates the distribution of bird sightings across the San Francisco Bay Area. The data is represented by yellow circles, each containing a number indicating the count of sightings at that location. The highest concentrations are found in the San Francisco Peninsula, particularly in the areas around San Francisco, San Bruno, and San Mateo. Other notable clusters are visible in the East Bay (Oakland, Alameda) and the South Bay (San Jose, Redwood City). The map includes major geographical features such as San Francisco Bay, San Rafael Bay, and various state parks. Major highways (Interstates 980, 880, 280 and State Routes 24, 13, 92, 82, 84, 35, 237, 85) are shown in red, and major cities and towns are labeled in black text. The map also shows the boundaries of Alameda County, Contra Costa County, San Francisco County, and San Mateo County.

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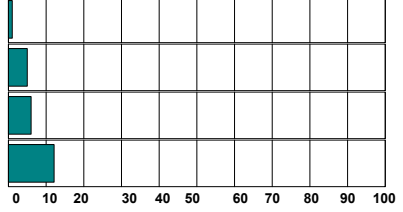



Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **October 2011**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	HAL	2	66.7	7%	
	AAL	6	6.5	21%	
	DAL	7	8.8	25%	
	UAL	13	3.3	46%	
Total		28			

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.

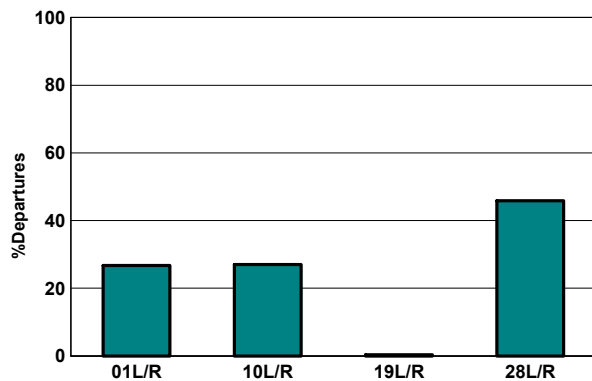


Runway Utilization (1 am to 6 am)

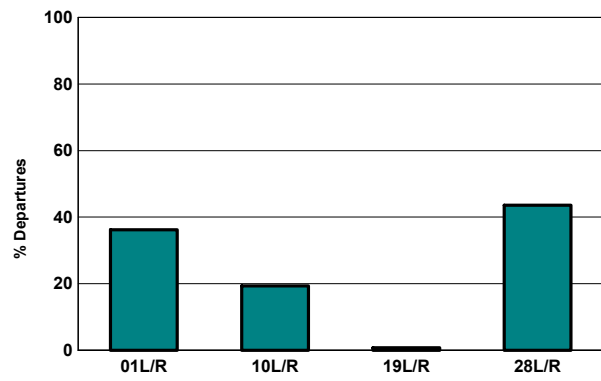
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	76	57	59	95	85	168	249	200	101	88	-	-	1,178
10L/R	78	73	141	32	52	53	24	40	49	89	-	-	631
19L/R	-	7	17	-	-	-	-	-	-	1	-	-	25
28L/R	27	60	96	169	180	203	198	175	160	151	-	-	1,419
Total	181	197	313	296	317	424	471	415	310	329	-	-	3,253
01L/R	42%	29%	19%	32%	27%	40%	53%	48%	33%	27%	0%	0%	36%
10L/R	43%	37%	45%	11%	16%	13%	5%	10%	16%	27%	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%	46%	0%	0%	44%

Current Month (1 am to 6 am)



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

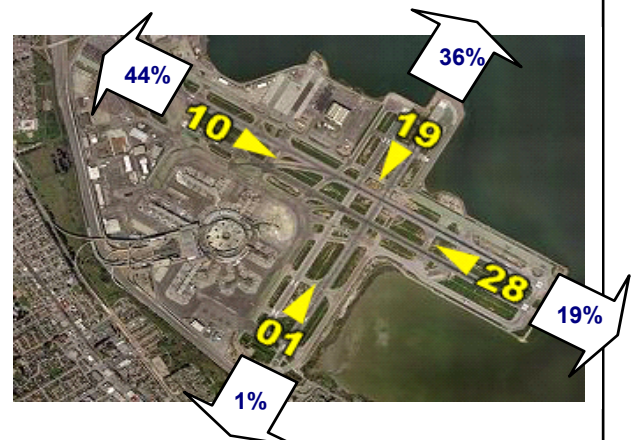


Current Month (1 am to 6 am)



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: October 2011

Time of Day : All Hours



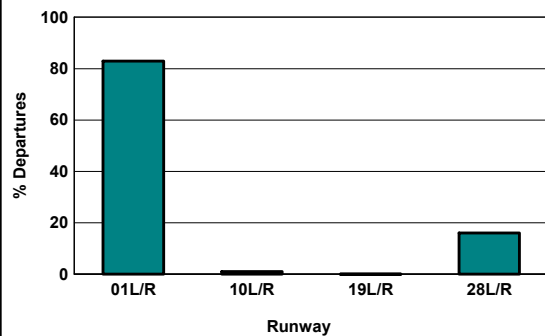
San Francisco International Airport

Runway Utilization (All Hours)

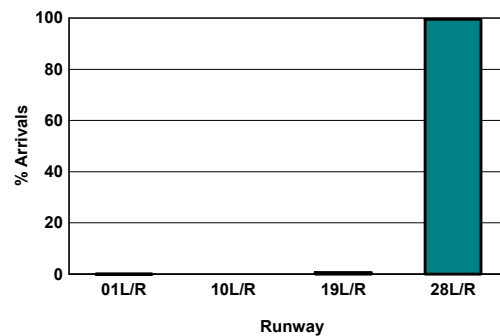
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	13,720	179	1	2,652	16,552
Arrivals	1	0	91	16,476	16,568
Percentage Utilization					
Departures	82.9%	1.1%	0.0%	16.0%	100%
Arrivals	0.0%	0.0%	0.5%	99.4%	100%

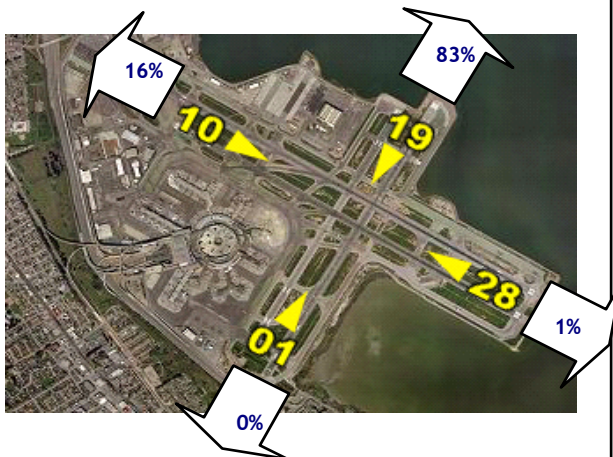
Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

airport director's report

Presented at the February 1, 2012

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

November 2011



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **November 2011**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	21	8690	2	9.99	
ACA	2	381	5	9.97	
FFT	3	318	9	9.95	
VRD	35	2458	14	9.93	
HAL	1	64	16	9.92	
CCA	1	60	17	9.92	
VIR	1	58	17	9.92	
ASA	14	754	19	9.91	
AAL	32	1700	19	9.91	
AWE	18	916	20	9.90	
JBU	12	574	21	9.90	
SWA	58	2433	24	9.88	
DAL	39	1449	27	9.87	
DLH	4	116	34	9.83	
SCX	2	56	36	9.82	
COA	44	1086	41	9.80	
TRS	9	218	41	9.80	
UAL	377	7236	52	9.74	
ANZ	3	42	71	9.65	
BAW	10	116	86	9.58	
AMX	6	61	98	9.52	
ABX	13	119	109	9.46	
TAI	10	84	119	9.42	
FDX	7	53	132	9.35	
LPE	6	26	231	8.87	
AAR	22	76	289	8.58	
SIA	53	119	445	7.82	
EVA	77	101	762	6.26	
KAL	100	118	847	5.84	
CPA	198	138	1,435	2.96	
NCA	73	50	1,460	2.84	
CAL	162	100	1,620	2.05	
PAL	109	60	1,817	1.09	
WOA	53	26	2,038	0.00	
TOTAL	1,575	29,856	11,975		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **November 2011**



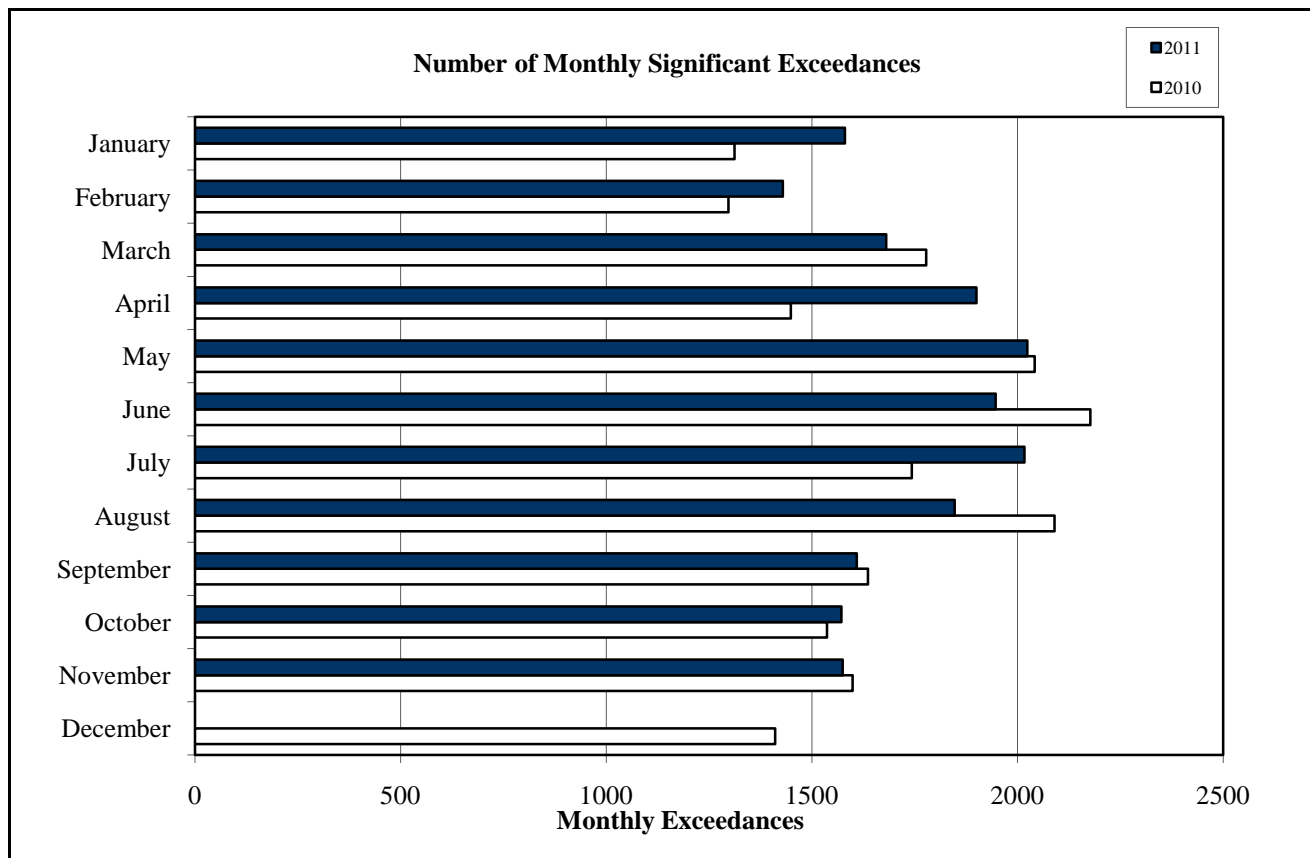
San Francisco International Airport

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	1609	-27
October	1556	1474	1724	1537	1572	35
November	1304	1635	1400**	1599	1575	-24
December	1251	1821	1494**	1411		-
Annual Total	17090	20772	21150	20071	19181	
Year to Date Trend	17090	20772	21150	20071	19181	521

(#) Number of new noise monitors - EMUs

* Amount of exceedance corrected due to new monitors.

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



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

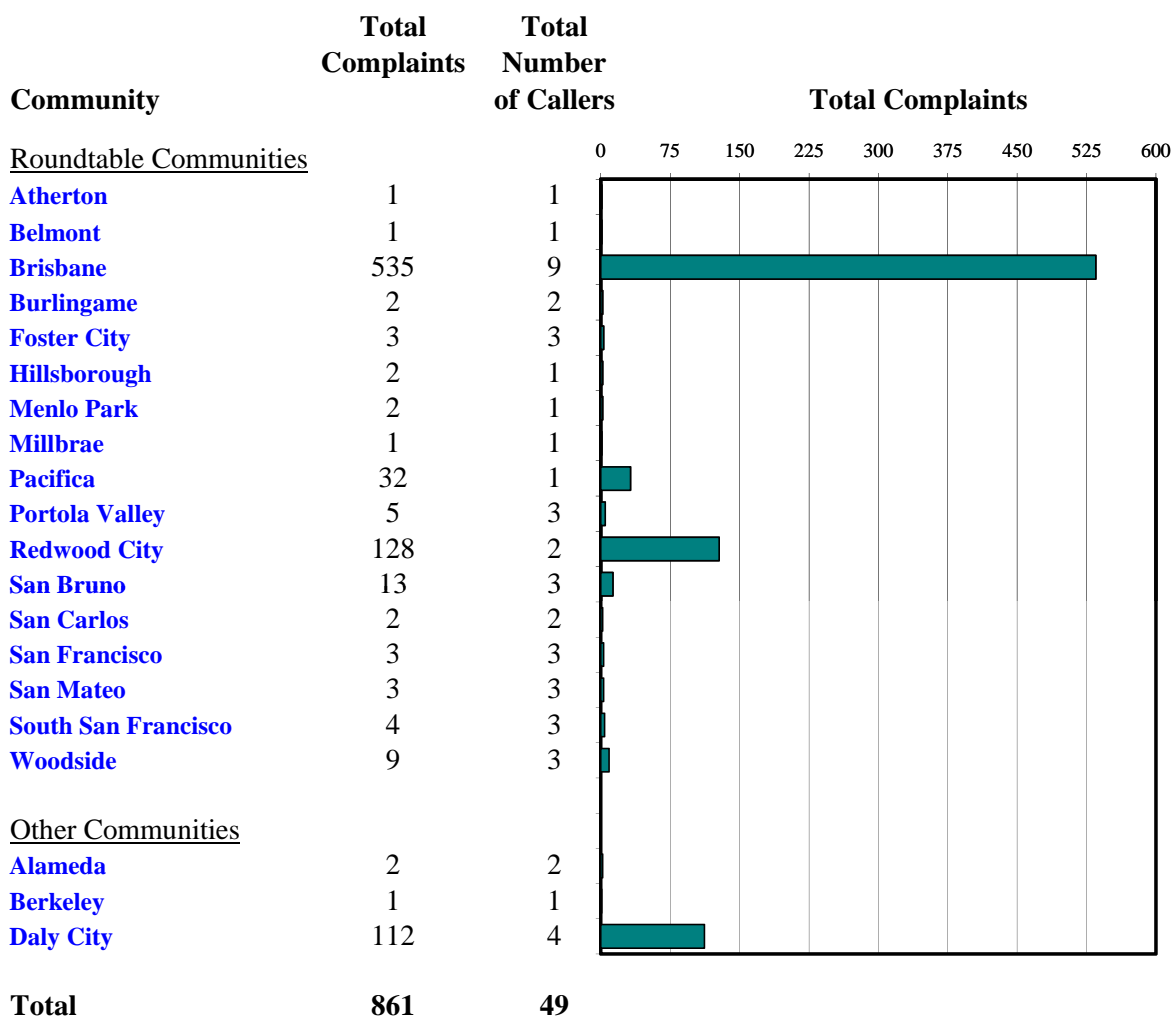
Period: **November 2011**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



This map illustrates the distribution of gas stations across the San Francisco Bay Area. The data is represented by yellow circles, each containing a number indicating the count of gas stations in that specific geographic area. The map covers a large portion of the region, including San Francisco, Alameda County, Contra Costa County, and San Mateo County. Major transportation corridors, such as Interstate 80, Interstate 880, Interstate 580, Interstate 205, and State Route 92, are clearly marked. The map also shows the San Francisco Bay, the Golden Gate Bridge, and various cities and towns, including Berkeley, Oakland, San Francisco, Alameda, Fremont, San Jose, and San Mateo. The distribution of gas stations is highest in the urban centers and along the major highways, with counts ranging from 1 to 64. The map is a detailed representation of the gas station network in the region, providing a visual overview of the distribution and density of these facilities.

Page 4






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

San Francisco International Airport -- Director's Report

Period : **November 2011**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	COA	1	1.9	5%	
	HAL	1	31.3	5%	
	AAL	3	3.5	14%	
	DAL	4	5.6	19%	
	UAL	12	3.3	57%	
Total		21			

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.

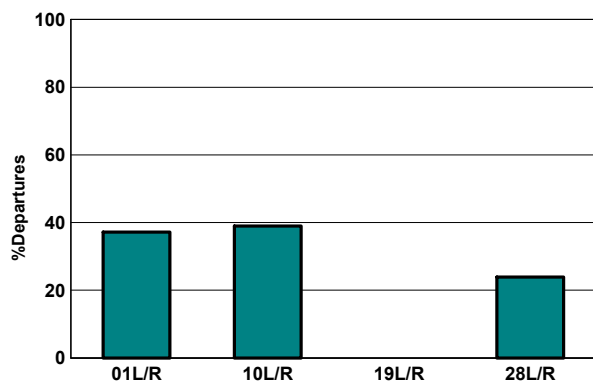
The power settings tested range from idle to full power and may vary in duration.

Runway Utilization (1 am to 6 am)

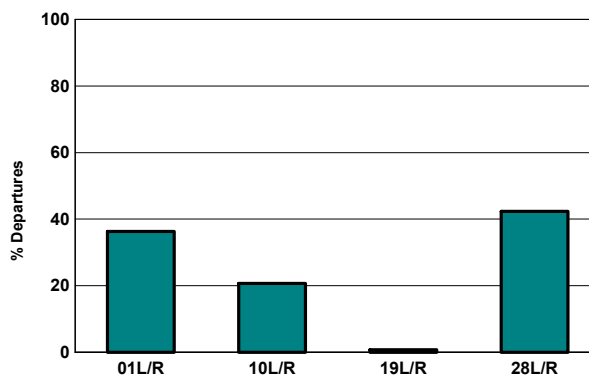
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	76	57	59	95	85	168	249	200	101	88	84	-	1,262
10L/R	78	73	141	32	52	53	24	40	49	89	88	-	719
19L/R	-	7	17	-	-	-	-	-	-	1	-	-	25
28L/R	27	60	96	169	180	203	198	175	160	151	54	-	1,473
Total	181	197	313	296	317	424	471	415	310	329	226	-	3,479
01L/R	42%	29%	19%	32%	27%	40%	53%	48%	33%	27%	37%	0%	36%
10L/R	43%	37%	45%	11%	16%	13%	5%	10%	16%	27%	39%	0%	21%
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%	46%	24%	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: November 2011

Time of Day : All Hours



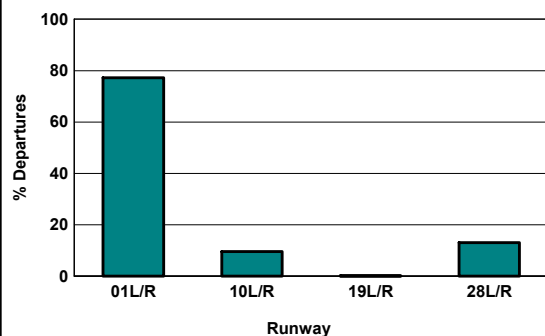
San Francisco International Airport

Runway Utilization (All Hours)

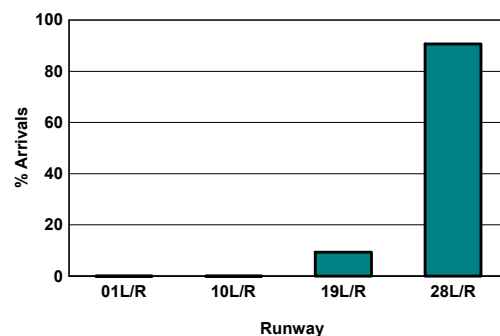
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	11,847	1,477	28	2,003	15,355
Arrivals	2	1	1,438	14,009	15,450
Percentage Utilization					
Departures	77.2%	9.6%	0.2%	13.0%	100%
Arrivals	0.0%	0.0%	9.3%	90.7%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

airport director's report

Presented at the February 1, 2012

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

December 2011



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **December 2011**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	15	9149	2	9.99	
BAW	1	120	8	9.95	
AAL	20	1651	12	9.93	
VRD	37	2658	14	9.92	
FFT	4	285	14	9.92	
SCX	1	70	14	9.92	
TRS	3	197	15	9.92	
ACA	6	392	15	9.92	
HAL	1	64	16	9.91	
ASA	12	761	16	9.91	
AWE	14	861	16	9.91	
VIR	1	60	17	9.91	
DLH	2	108	19	9.90	
SWA	47	2527	19	9.90	
JBU	14	597	23	9.87	
DAL	38	1401	27	9.85	
ANZ	2	58	34	9.81	
RPA	1	25	40	9.78	
UAL	378	8695	43	9.76	
FDX	7	79	89	9.52	
TAI	12	113	106	9.42	
AMX	12	85	141	9.23	
ABX	18	125	144	9.21	
LPE	9	36	250	8.63	
AAR	27	84	321	8.24	
EVA	51	112	455	7.51	
SIA	64	124	516	7.18	
PAL	42	62	677	6.29	
KAL	90	124	726	6.03	
NCA	44	42	1,048	4.27	
CPA	231	138	1,674	0.84	
CAL	190	104	1,827	0.00	
WOA	53	29	1,828	0.00	
TOTAL	1,447	30,936	10,167		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **December 2011**



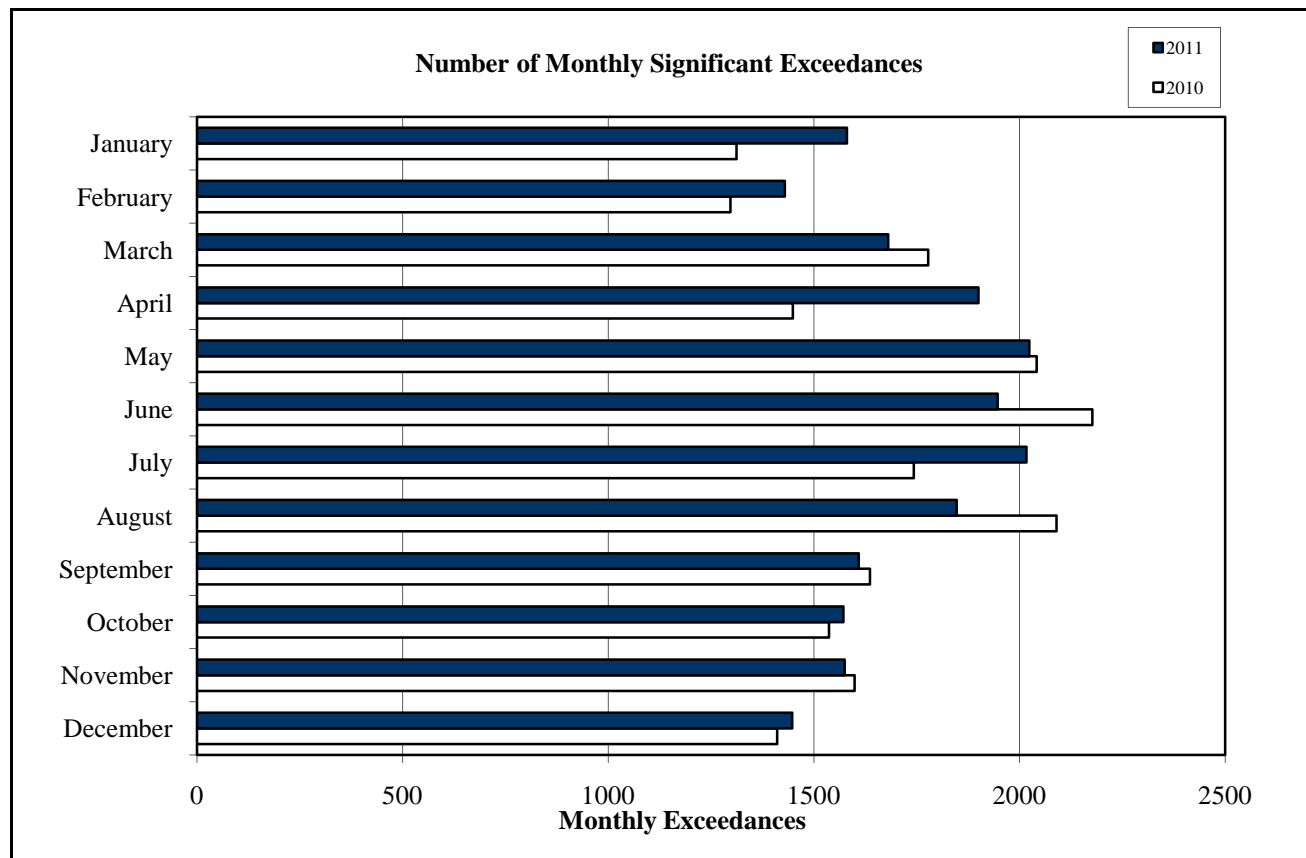
San Francisco International Airport

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	1609	-27
October	1556	1474	1724	1537	1572	35
November	1304	1635	1400**	1599	1575	-24
December	1251	1821	1494**	1411	1447	36
Annual Total	17090	20772	21150	20071	20628	
Year to Date Trend	17090	20772	21150	20071	20628	557

(#) Number of new noise monitors - EMUs

* Amount of exceedance corrected due to new monitors.

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



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

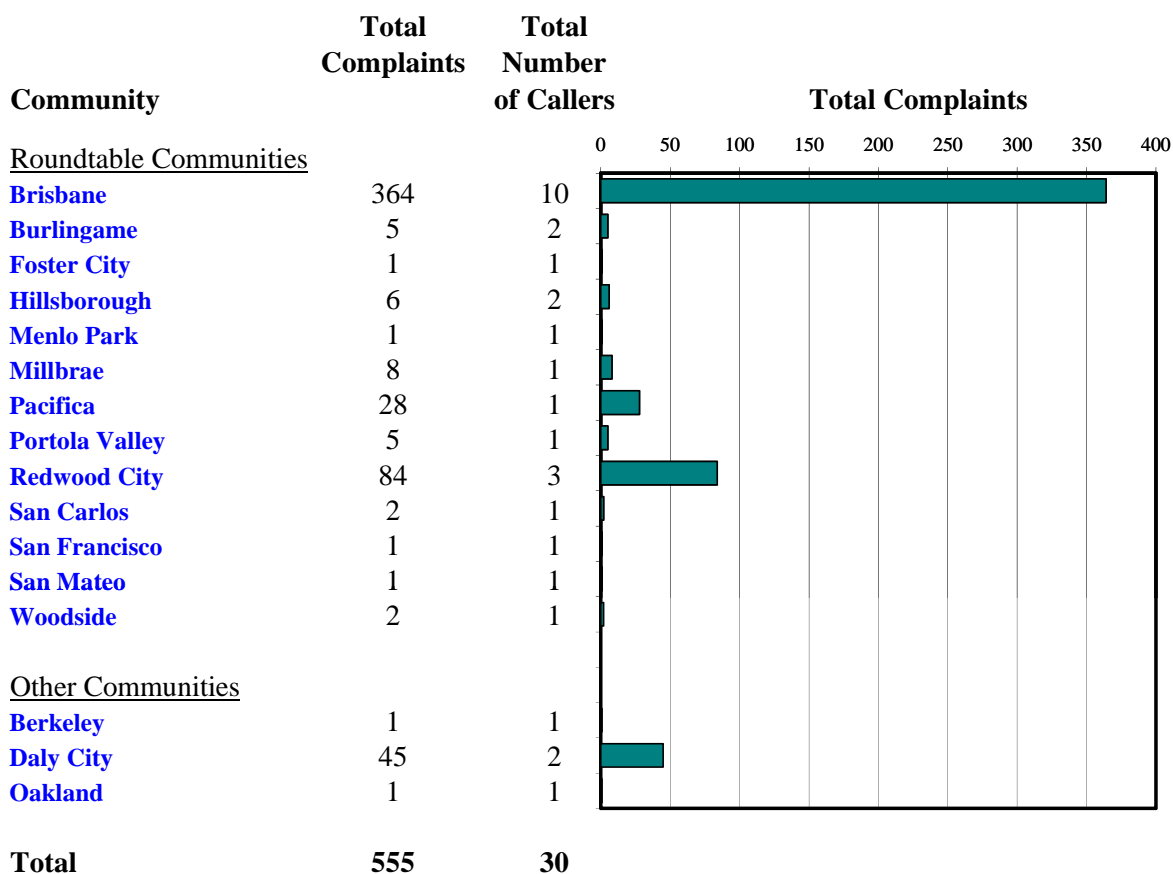
Period: **December 2011**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



[illegible]

Page 4




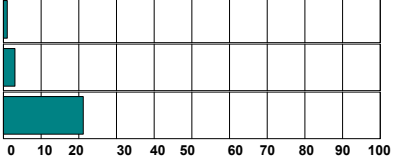
Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **December 2011**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
  	DAL	2	2.9	7%	
	AAL	4	4.8	14%	
	UAL	22	5.1	79%	
	Total	28			

A power runup is a procedure used to test an aircraft engine after maintenance is completed.

This is done to ensure safe operating standards prior to returning the aircraft to service.

The power settings tested range from idle to full power and may vary in duration.

Late Night Preferential Runway Use Report

San Francisco International Airport -- Director's Report

Period: December 2011

Time of Day: Late Night (1 am to 6 am)



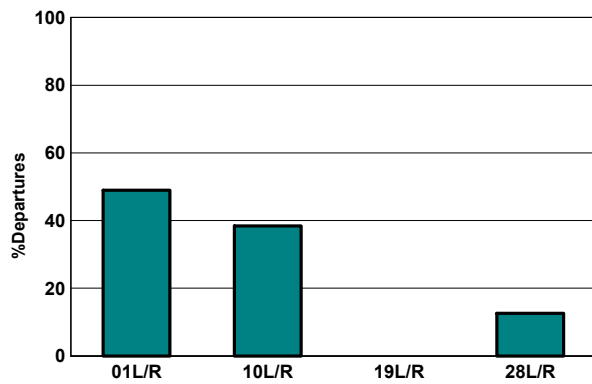
San Francisco International Airport

Runway Utilization (1 am to 6 am)

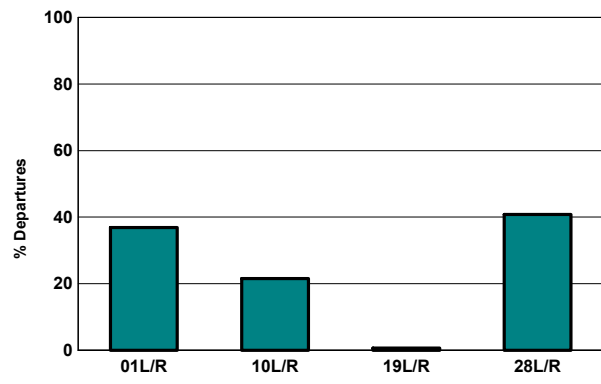
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	76	57	59	95	85	168	249	200	101	88	84	93	1,355
10L/R	78	73	141	32	52	53	24	40	49	89	88	73	792
19L/R	-	7	17	-	-	-	-	-	-	1	-	-	25
28L/R	27	60	96	169	180	203	198	175	160	151	54	24	1,497
Total	181	197	313	296	317	424	471	415	310	329	226	190	3,669
01L/R	42%	29%	19%	32%	27%	40%	53%	48%	33%	27%	37%	49%	37%
10L/R	43%	37%	45%	11%	16%	13%	5%	10%	16%	27%	39%	38%	22%
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%	46%	24%	13%	41%

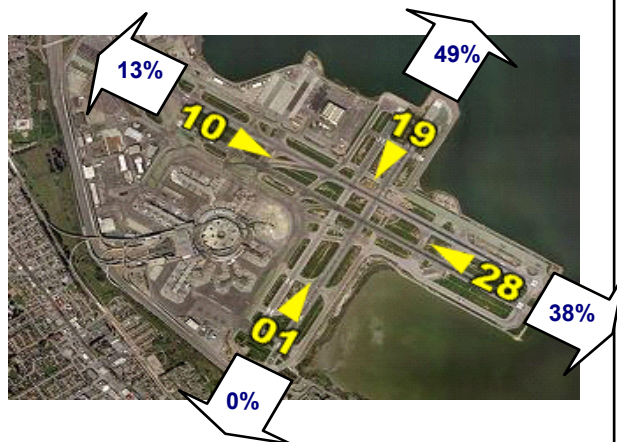
Current Month (1 am to 6 am)



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

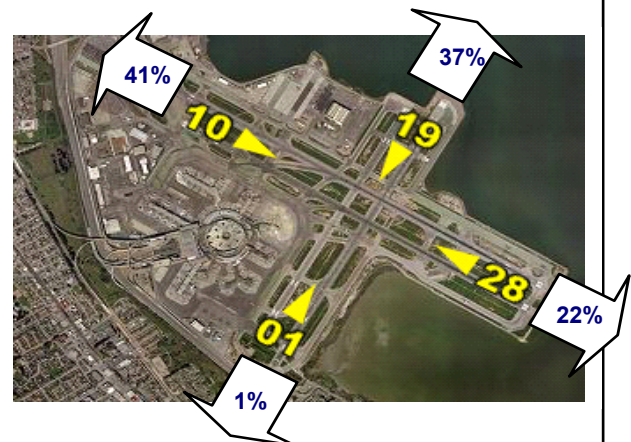


Current Month (1 am to 6 am)



Numbers rounded to nearest whole percentages

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



Numbers rounded to nearest whole percentages

Air Carrier Runway Use Summary Report

San Francisco International Airport -- Director's Report

Period: December 2011

Time of Day : All Hours



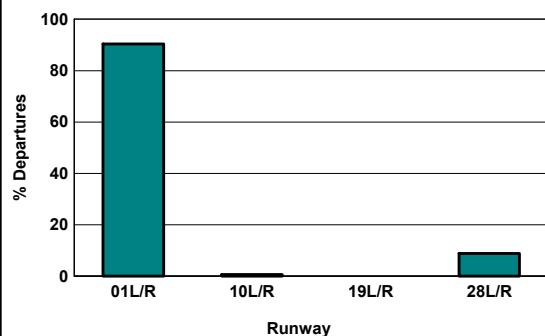
San Francisco International Airport

Runway Utilization (All Hours)

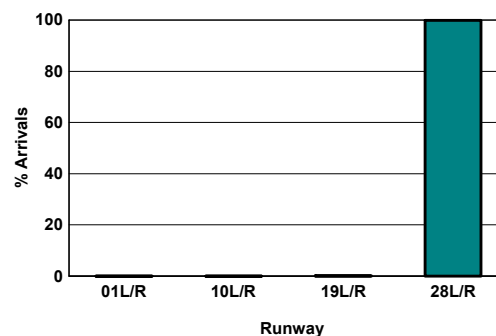
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	14,412	110	0	1,420	15,942
Arrivals	2	1	23	15,997	16,023
Percentage Utilization					
Departures	90.4%	0.7%	0.0%	8.9%	100%
Arrivals	0.0%	0.0%	0.1%	99.8%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

Airport / Community Roundtable
City of Brisbane Aircraft Overflight Noise Workshop
Meeting No. 275
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); however, Mr. Ganoung noted that the noise level in Brisbane was 53 dB in 2000, dropped to 45 dB in 2006, and has since risen back to 56 dB in 2010. A 10 dB difference is a doubling of noise volume. 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. Data in Mr. Corlett's presentation showed that over the last three years, between 25 and 32 percent of all SFO departures fly over Brisbane, which constituted approximately 46,000 departures per year. Mr. Corlett also showed that since 2003, SFO departure traffic has increased by 10 percent and by 65 percent through the Brisbane gate, which Mr. Corlett concluded, constituted a shifting of noise to Brisbane. 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, noting that there were more noise events at the Solano temporary monitoring station than at the permanent station, and concluded 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 after the four mile 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. Their concerns ranged from health and safety, to the lack of effect from calling the SFO hotline, to the lack of consequences for the airlines. One resident noted that the permanent noise monitor is on the edge of the “bowl”, but that it is actually louder inside the bowl than on the edge; thus the monitor is not accurately capturing noise levels in Brisbane. Another resident said that she had counted more than 20 aircraft overflights while sitting in the meeting that night.

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 problem is well understood and that the mitigation for this problem is better and more accurate adherence to the PORTE THREE departure, and 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.

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Airport / Community Roundtable
Meeting No. 276 Overview*
Wednesday, November 2, 2011

*Originally agenzized as Meeting No. 275 then renumbered due to the Brisbane Aircraft Noise Workshop

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

Chairperson Richard Newman called the Special Meeting of the Airport/Community Roundtable to order, at approximately 7:05 PM, in the David Chetcuti Community Room at Millbrae City Hall. Steve 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
Richard Newman, C/CAG Airport Land Use Committee (ALUC)/**Roundtable Chairperson**
Elizabeth Lewis, Town of Atherton
Coralin Feierbach, City of Belmont
Sepi Richardson, City of Brisbane/**Roundtable Vice-Chairperson**
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
Jeffrey Gee, City of Redwood City
Rico Medina, City of San Bruno (Alternate)
John Lee, City of San Mateo
Kevin Mullin, City of South San Francisco
David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

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

City of Burlingame
Town of Hillsborough
City of Menlo Park
Town of Portola Valley
City of San Carlos (Vacant)

ADVISORY MEMBERS PRESENT

Airline/Flight Operations
Andy Allen, United Airlines

Federal Aviation Administration
Sean Cullinane, SFO Air Traffic Control Tower

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

Chairperson Newman noted that this would be Member John Lee's last meeting with the Roundtable. He also noted that the Agenda Item VIII.A would be moved up in the proceedings to follow Item V in order to provide context to Agenda Item VI.

II. Public Comment on Relevant Items Not on the Agenda

Mr. Jim Lyons, a resident from the City of Woodside, addressed the Roundtable, indicating that his home at an elevation of 2,300 feet. On September 28th, he sent a letter to the FAA and SFO complaining about the noise generated by aircraft overflying the Woodside VOR and his home at low altitudes. He stated that in his letter he explains that many aircraft are flying below the minimum altitude that is recognized in FAA's procedures. Mr. Lyons indicated that he had SFO records that showed that at least two-thirds of the time in a period from 2009 to 2011, aircraft are below 8,000 feet between 10:30 PM and 6 AM. Mr. Lyons indicated that he and his wife are awakened regularly by low-flying aircraft. He requested that his letter be placed on the next Roundtable meeting agenda, and that the Roundtable request data from SFO on the noise impact of jet aircraft flying below the 8,000-foot limit. Mr. Lyons concluded by stating that his letter received no response from FAA or Bert Ganoung at SFO.

III. Consent Agenda Items

- A.** Review of Airport Director's Report for August 2011
- B.** Review of Airport Director's Report for September 2011
- C.** Review of Roundtable Regular Meeting Overview for September 2011
- D.** Review/Approval of Correspondence/Information Items for November 2011

Comments/Concerns/Questions: Marge Colapietro noted that the title page for Agenda Item III listed items A through E, but in fact there were only four items; A through D.

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

SFO Airport Director John Martin indicated that SFO is seeing strong growth; approximately six percent growth in passenger traffic year over year, and that they are back above peak traffic levels from the year 2000. For the summer months, both

Lufthansa Airlines and Air France operated an Airbus A-380, and that they have since stopped that seasonal service and are back to operating an Airbus A-340 or 747-400. Mr. Martin indicated that the A-380s proved to be very quiet and only received one complaint on departure. Bert has 3D web flight tracking and will contact Roundtable staff to distribute.

Comments/Concerns/Questions: Member David Burow asked if Mr. Martin had any noise data on the A-380s that verified they are quieter. Mr. Martin indicated that this information is available and he asked SFO Aircraft Noise Abatement Manager Bert Ganoung to provide that information to Mr. Burow. Bert said that he would provide the A-380 data to the Roundtable Members.

V. Set the Date for a Special Meeting to Prepare an Official Response to the Grand Jury Report

Chairperson Newman clarified with Steve Alverson that the Roundtable's response would be specific to the Grand Jury's findings and not the recommendations. Steve Alverson confirmed that at the previous Roundtable meeting, it was determined that a response letter to the Grand Jury Report would focus on the Findings, and that the Roundtable Work Program Subcommittee would review and consider the Recommendations for incorporation into the Roundtable's regular Work Program.

Chairperson Newman indicated that holding a special meeting would be appropriate, given the level of debate that would be likely. He asked that members be prepared to offer specific language changes, and vote on proposed language changes.

Member Marge Colapietro asked for clarification on the letter from the Grand Jury, regarding the statement that it is not necessary for the Roundtable to respond to the Grand Jury Report, and whether or not it was necessary to hold a special meeting. Chairperson Newman responded that a majority of the Roundtable Members felt a need to respond, though a response from the Roundtable to the Grand Jury is not required. He further indicated that there is little chance to fit the kind of discussion required into a Regular Roundtable meeting, and therefore a special meeting is required. Steve Alverson further added that a draft response letter was prepared at the direction of the Roundtable, and that Vice-Chairperson Richardson requested an extension to the response deadline, which was granted by the Grand Jury. The deadline was extended to January 2, 2012.

Vice-Chairperson Richardson clarified that her reasoning for requesting the extra time to consider the Grand Jury Report was because that she felt there are areas where the Roundtable needs to improve. Vice-Chairperson Richardson further added that the recommendations in the Grand Jury Report that should be considered and she felt that the draft response letter was dismissive of these recommendations. Vice-Chairperson Richardson continued by stating that Roundtable practices that worked in the past may not be working now, and that the Roundtable is not as responsive as it could be. She stated that the Roundtable needs to work with FAA, SFO, and the airlines in order to address citizens' concerns, and the Roundtable needs to act immediately in order to incorporate some of the Grand Jury's recommendations into the Roundtable Work Program.

Chairperson Newman asked Vice-Chairperson Richardson if she wanted to meet on December 7th, which she answered in the affirmative.

Member Sue Digre indicated that her sense from previous meeting is that the Roundtable wanted to respond to the Grand Jury Report. Ms. Digre indicated that all the complaints coming out of Brisbane troubles her. She indicated that her community would be unhappy with her if she did not exert some effort to address their noise concerns.

Member Colapietro stated that she wanted the Roundtable to know that the City of Millbrae did respond to the Grand Jury Report, and that in instances where City staff took some assumptions made in the Grand Jury Report about the Roundtable, she cleared up some of those misconceptions. She concluded by saying the City was very thorough in responding about how they felt about the Roundtable based on their representation with it.

Chairperson Newman asked for a show of hands as to who could attend a special meeting of the Roundtable on December 7th. Steve Alverson counted fourteen members who could attend, and indicated this would constitute a quorum.

Vice-Chairperson Richardson added that the Roundtable needs to reevaluate the way it addresses people's noise concerns.

Chairperson Newman asked if there were any public comments on the matter of setting a special meeting on December 7th. Mary Jane McCarthy, a member of the public, stated that she feels her complaints about noise are received condescendingly, and that SFO has annexed her area. She added that her house shakes whenever a plane flies overhead. Chairperson Newman interjected to remind the speaker that the topic-at-hand was the December 7th special meeting, to which the speaker had no comment.

Member Naomi Patridge expressed concern about being able to address everything in the Grand Jury Report at the special meeting, and the Roundtable's ability to make it a productive meeting, while still accomplishing their goals. Chairperson Newman indicated he wasn't sure how else to proceed, but to go through the Grand Jury Report section by section.

Member John Martin recommended the Roundtable focus on the Grand Jury Report Recommendations, rather than get caught up on the inaccuracies of the Report's findings. Chairperson Newman acknowledged Mr. Martin's recommendation, but stated that members had expressed interest in addressing both issues. Member Colapietro agreed with Mr. Martin's recommendation, further adding that Roundtable staff, with direction from the Chair and Vice-Chair, go through the letter and pull all items from the Grand Jury Report directed at the Roundtable, and forward them to members and alternates for consideration prior to the meeting.

Vice-Chairperson Richardson stated that she felt it wasn't necessary for the Roundtable to respond to the inaccuracies of the Grand Jury Report as Chairperson Newman had already done so. She added that the Roundtable should focus only on the Recommendations so they could address the community's concerns.

Member John Lee stated that some of the Grand jury's Findings and Recommendations are wrong, and that the Roundtable needed to respond to these inaccuracies.

Member Patridge agreed with Member Lee, stating that she was very bothered by how inaccurate some of the findings were. Member Patridge indicated that responding to the

Grand Jury Report's recommendations was not as important as correcting the false findings.

Vice-Chairperson Richardson requested other members to provide their comments, reiterating that she felt the Chair had already addressed the Grand Jury Report's findings, and that the Roundtable should focus on the recommendations. Chairperson Newman indicated that he felt that the Roundtable could not address the Grand Jury's Recommendations without responding to the Findings, since the former stemmed from the latter.

Member Kevin Mullin stated that the Grand Jury Report was begging for a response. If the Recommendations are being made from bad findings, then the Roundtable needs to respond in detail. He indicated that many recommendations had merit, but others were totally baseless, and that the Roundtable needed to work through these.

Member Julian Chang recommended building off the draft response that was previously prepared by Roundtable Staff, but also integrating response to recommendations that were made in the Grand Jury Report.

Member Colapietro asked for clarification on whether or not the Roundtable would respond to non-Roundtable issues brought up in the Grand Jury Report. Chairperson Newman responded by saying that he felt the entire Report was related to the Roundtable and its operation.

Member David Burow also suggested using the draft response prepared by Roundtable Staff as a template, and discussing the points in the draft response that members did not agree with. He also stated that the Roundtable needed to come up with an action plan for integrating the recommendations from the Grand Jury Report that had merit, but otherwise their response to the Report should only focus on the Grand Jury's Findings.

Chairperson Newman indicated that he agreed with Member Burow's proposed approach.

David Burow **MOVED** that the Roundtable meet on December 7, 2011 for a special meeting to prepare a response to the Grand Jury Report's Findings using the draft letter prepared by Roundtable staff as a starting point, and that the Roundtable review the recommendations and decide which ones to place on the agenda for future actions. Art Kiesel **SECONDED** the motion.

The **MOTION CARRIED** unanimously.

VIII.A Report Back on the Brisbane Aircraft Noise Workshop

Steve Alverson briefed the Roundtable on the events of the Brisbane Noise Workshop, and noted that Chairperson Newman concluded the meeting by saying he would seek the Roundtable's permission to draft a letter to the FAA regarding the PORTE THREE departure.

Vice-Chairperson Richardson thanked everyone who attended the Workshop and stated that she felt the Workshop reflected her community's concerns with aircraft noise. Ms. Richardson stated that she was frustrated that airline representatives did not attend the

Workshop. She also noted that she felt the data shows that noise has shifted to Brisbane, and that it is affecting the quality of life there. Ms. Richardson asked the members to listen to Chairperson Newman's recommendation, and that what she and her community wanted is for airlines to follow the PORTE THREE departure without exception.

Chairperson Newman thanked Vice-Chairperson Richardson and Clay Holstein (City Manager for Brisbane) for hosting the Workshop. Chairperson Newman indicated that one of the take-home messages he got from the Workshop and speaking with Patty Daniel from Northern California TRACON was that aircraft departing Runways 1L/R for southeast destinations do not necessarily fly the PORTE THREE departure, but rather fly vectors as directed by air traffic control. Because aircraft are told to turn once they have reached a certain altitude, that means they're not flying out to the four-mile marker in the PORTE THREE instrument departure procedure. Based on this information, Chairperson Newman indicated that he wanted to ask the FAA to model aircraft flying out to the four-mile marker before turning.

Member Digre inquired as to which airlines were not at Workshop. Chairperson Newman responded that Virgin America, Southwest, and United Airlines were not present. Member Martin added that airlines prefer to work with the Roundtable, as they feel it provides a more balanced approach, and they get to work with elected officials. Vice-Chairperson Richardson responded by saying that it was unacceptable that no airline representatives attended the Workshop as it was a Roundtable meeting. Bert Ganoung added that it is difficult for airlines to reach out to individual communities.

Member Larry May asked if the airlines had employees empowered to speak on behalf of the airlines. Captain Andy Allen, Chief Pilot at SFO for United Airlines, responded by stating that one of the reasons United airlines did not attend the Brisbane Workshop was due to the presence of the media, which dictated that their corporate public relations director in Chicago be involved. He further indicated that FAA uses radar vectors for PORTE THREE departures to clear out traffic on the radial. Captain Allen indicated that he would send information from at this Roundtable meeting back to United's headquarters.

Member Digre indicated that a public setting is good for getting the community involved, and for allowing real people to interact with each other for educational purposes.

Member Jeff Gee stated that he counted well over one hundred people at the Workshop, and that the impacts to Brisbane residents are very real. He felt there was some confusion about when aircraft could turn—whether it was four miles out or at two-thousand feet—but in reality they could even turn earlier, as early as fifteen hundred feet. Member Gee concluded by saying that it was clear that there was a desire by the residents of Brisbane to have the aircraft fly the PORTE THREE departure route as it has been published for thirty years.

Chairperson Newman stated that the left turn that aircraft make on departure is a climbing left turn, and that aircraft are climbing at a good rate, even when they pass over Brisbane. Captain Allen stated that aircraft departing on the PORTE THREE route could turn at the four-mile marker, but if FAA air traffic control says to turn at two thousand feet, they will do it. Captain Allen further added that various factors, such as aircraft weight, can affect an aircraft's performance, and that a lighter plane can reach two thousand feet sooner. He

concluded by saying that having aircraft fly to the four-mile marker might be a good approach, and that pilots will do what the controllers tell them to do.

Comments/Concerns/Questions: Brisbane resident Barry Corlett stated that the first thing the airlines need to look at is the data the public has. The altitude data show that some flights are below two thousand feet when they go over Brisbane. Mr. Corlett added that when he flew United down to Orange County; he took the opportunity to chat with the pilot to find out what point he makes his turn at. Mr. Corlett stated that he did not get a very clear answer, but he understood that the pilot turns “when he thinks he’s ready”. Mr. Corlett concluded that he did not think they have a clear answer yet. He also added that the point of some planes being lighter doesn’t change the fact that they’re still below two thousand feet when they make their turn.

VI. Authorize Chairperson Newman to Prepare a Formal Request of the FAA re: The Analysis of the PORTE THREE Departure Procedure

Chairperson Newman stated that he wants to ask the FAA to study changes to the departure procedures from Runways 01 L/R from SFO that will result, hopefully, in less noise impact over the populated areas of Brisbane. He explained that the letter will propose that routes suggested by the PORTE THREE departure be examined to determine if it is possible to extend the length of travel along the SFO 350 degree radial to a point at or as nears as possible to the four-mile fix; in essence, having planes travel further north before starting their southwest-bound turns to 200 degrees. Chairperson Newman also added that the study would have to consider potential impacts to other cities as well. Chairperson Newman asked for the authority to write the letter and forward it to the FAA. He stated that this will allow the process to get started quickly, which is what the residents of Brisbane want. Chairperson Newman explained that the letter would not ask for the PORTE THREE departure to be re-written, as re-writing a published procedure would take a number of years. The question is, Chairperson Newman stated, can aircraft fly further out; preferably to the four-mile fix, if there are no airspace conflicts or other problems he is not aware of. Chairperson Newman added that the Roundtable deliberately does not want to tell FAA to just study the four-mile fix, or just the PORTE THREE departure, because if it turns out flying the complete PORTE THREE departure does not work out for some reason, he could see the FAA ending the inquiry, and there would be no discussion of other potential turning points along departure route. Chairperson Newman indicated that he would keep the letter broad enough so the entire problem is looked at.

Member Martin stated that he supported the Chair’s recommendation and suggested adding language that says “while not shifting noise to other communities,” given that not shifting noise is a Roundtable policy. Member Martin stated that this is the right approach, and the Roundtable has tremendous credibility with the FAA. The FAA deals with a lot of communities, he explained, where there is a lot of tension. Mr. Martin concluded by saying that the Roundtable has the credibility that brings United Airlines to the table, and acknowledged that the Roundtable was on the right track with pursuing alternatives with the FAA, which will hopefully bring about a meaningful reduction of noise in Brisbane.

Vice-Chairperson Richardson stated that the citizens are asking for the prescribed flight path to be followed. With respect to shifting noise, she added, “We want to know why the noise was put in Brisbane to begin with.” Vice-Chairperson Richardson added that she did not agree with Member Martin’s recommendation to add language to the FAA letter

indicating that potential alternatives 'not shift noise to other cities.' Vice-Chairperson Richardson continued by saying that the noise has to be taken off of Brisbane. "This noise," she stated, "should not have been placed in Brisbane." Virgin is a new airline, she explained, they put it over Brisbane. Vice-Chairperson Richardson continued by saying that all the United and other new, cheap flights had been placed over Brisbane. We never had overflights every two minutes, Ms. Richardson stated. The flights have been placed in Brisbane, she stated, and must be taken off. Vice-Chairperson Richardson concluded by reiterating that she did not agree with Member John Martin's recommendation.

Member Martin responded to Vice-Chairperson Richardson by stating that the facts do not support her claim. The flights were over Brisbane in 2000, he explained, then they reduced significantly from 2002 to 2007, and they have been growing since. That is the cause of the increase in activity that Vice-Chairperson Richardson is hearing. Member Martin added that the data shows that the flights have always been going over Brisbane for the last 20 years, and that it is nothing new in terms of the procedures that are used. If every community said 'no more flights over this community,' he stated, we would have no airport. Vice-Chairperson stated that maybe the flights should be placed over San Francisco. Member Martin responded by saying that they had to be reasonable. The Roundtable succeeds, he added, because it has reasonable people. Vice-Chairperson Richardson stated that this was being reasonable.

Chairperson Newman stated that the letter also needs to indicate that the study needs to look at impacts to other cities, because he thought they would hear from other folks, and it is right to know what the impacts will be on other communities.

Bert Ganoung proposed that the letter suggest FAA look at other departure procedures as well, including the OFFSHORE FIVE and EUGENE SIX that use the same turn. These are all similar departures, he stated, that use the same SEPDY (four-mile) Fix. Mr. Ganoung also stated that SFO will be doing some noise modeling of its own.

Member Digre asked about the timeline of the letter. Chairperson Newman stated that it would take a few days to prepare. Member Digre clarified that she was asking about the timeliness of FAA's response. Chairperson Newman responded that the Roundtable would ask for a response as soon as possible, but that he did not think the FAA could tailor its work to meet the Roundtable's schedule demands. Vice-Chairperson Richards added that the City of Brisbane was meeting with Congresswoman Jackie Speier in December and that they needed to have an answer by then. Chairperson Newman stated that there would not be a chance for there to be a response by FAA by December. Ms. Richardson stated that Chairperson Newman needed to make the timely response happen. Mr. Newman responded saying that modeling the procedure is a complicated process, and that the Roundtable should not anticipate an answer by December. Vice-Chairperson suggested giving FAA a timeline, to which Chairperson Newman responded by saying that the Roundtable just needs FAA to do the modeling and urge them to do it as quickly as possible.

Member Gee also suggested that the FAA provide an expected timeline for their response. The Chair and Vice-Chair agreed with Member Gee's suggestion.

Vice-Chairperson Richardson asked that the Roundtable give her authorization to be a signatory on the letter as the Vice-Chair and an elected official for the City of Brisbane.

Secondly, Vice-Chairperson Richardson asked that the QUIET THREE departure be included in the study. Bert Ganoung stated that the FAA should not study the QUIET THREE as it parallels the shoreline. The intent of the QUIET THREE departure, he explained, is to keep aircraft off of the Oakland Hills. Mr. Ganoung explained that SFO is working with FAA to try and bring flights out over the San Francisco Bay more on an RNAV departure, which stands for Area Navigation. The problem, he explained is that Oakland's SILENT SEVEN also 'hugs' the San Francisco shoreline on the peninsula going north. The problem with asking FAA to model that departure, Mr. Ganoung concluded, is that it keeps aircraft close to the shoreline, but it does not turn aircraft over Brisbane.

Chairperson Newman stated that adding a signatory has not been done before, and that it is a letter from the Roundtable and not from the City of Brisbane. Chairperson Newman also added that he wanted to get the letter out as quickly as possible, and if a committee was formed to write the letter it would get delayed.

Vice-Chairperson Richardson stated that she did not want a statement about "shifting noise" in the letter to the FAA, and that the letter should focus on having aircraft follow the prescribed departure path, with no qualifications. Chairperson Newman responded, stating that he intended to ask them to look at impacts to other areas based on whatever changes they're modeling, and he thought this was fair. Vice-Chairperson Richardson responded "Okay."

Roundtable Coordinator Steve Alverson suggested that the Roundtable include in their letter a request that FAA report back to the Roundtable at the February 2012 Roundtable meeting, so the Roundtable has some idea of the progress that FAA is making. Mr. Newman responded that he hoped to hear from FAA before that, if for nothing more than to know what the FAA's timeline is. Chairperson Newman added that the FAA would have to work with Bert Ganoung and SFO on this issue, and he thought the FAA should be able to provide a timeline within a couple weeks.

Member Gee **MOVED** to authorize the Roundtable Chairperson to issue a letter to FAA with the amendment that the additional two routes, the OFFSHORE and EUGENE routes, be included in the letter. He further moved that the letter request a response from the FAA with a timeline for response, with a minimum of a status report by the Roundtable's February meeting. Member Naomi Patridge **SECONDED** the motion. The **MOTION PASSED** unanimously.

VII. SFO Runway Safety Area Improvement Program Environmental Assessment – Continued to time to be determined

VIII.B Fly Quiet Program Quarterly Report

Bert Ganoung provided the report on the Fly Quiet Program's Quarterly Report. Mr. Ganoung indicated that SFO noticed a decline in operations in the third quarter, which was in line with the third quarter from the previous year. Mr. Ganoung noted three airlines that were new to the top five airlines: Republic, Lufthansa, and ANA. The other two airlines in the top five were Mesa Airlines and Mesaba Airlines. The bottom five airlines included: World Airways, Cathay Pacific, Philippine Airlines, China Airlines, and Air New Zealand. Mr. Ganoung continued by stating that the fleet noise quality averages dropped with the summer flights, with some aircraft operating that were noisier. He also pointed out that

overall noise exceedance rating averages took a hit and are trending downwards, which SFO is trying to fix, but added that the weather is contributing to the exceedances. Mr. Ganoung indicated that nighttime preferential runway use averages has been trending downwards, but this is also partially a seasonal issue. He also added that shoreline departure ratings trended downward. United Airlines has been posting in their briefing rooms about the shoreline departure. He also stated that Gap departure climb rating averages remained flat, with a drop in the third quarter, and that SFO is working with FAA on this topic. Mr. Ganoung concluded by stating that Foster City arrival rating averages is on a downward trend.

VIII.C Update on the Status of FY 2011 – 2012 Roundtable Budget

Chairperson Newman provided the Roundtable with an update of the budget, indicating that the County manages all the consulting contracts, but with no input from the Roundtable. Mr. Newman indicated that the Roundtable's consultants have taken over all the work associated with Roundtable staff as there is no one left to do it. He further stated that the consultants are doing work on a verbal agreement, as the contract does not include a time and materials provision to take on extra tasks. Mr. Newman stated that he wanted to see the Roundtable take more control of its budget; he added that before they could ask for a scope of work and fee from the consultant, they needed to get more info about the current contract. He concluded by saying he hoped to have a clearer picture of the contract and budget by February.

Comments/Concerns/Questions: Member Patridge asked Chairperson Newman if he had spoken to the County Manager. Mr. Newman indicated that he had not, and that he wanted to try and work with Steve Monowitz first.

Vice-Chairperson Richardson stated that she had tried to work with former Roundtable Coordinator, Dave Carbone, on understanding the budget, but was frustrated because she couldn't get all the facts.

Alternate Mike McCarron inquired as to whether the County intended on replacing the airport planner position that Dave Carbone vacated; indicating it's a vital role with respect to ALUC issues.

Chairperson Newman replied that as the chair of the San Mateo County ALUC, he could tell Mr. McCarron there has been little discussion about that topic. He went on to state that there has been discussion of using CCAG to fund the Roundtable.

Member Gee stated that, as elected officials, they need to know how their money is being spent, and urged that this is a priority for the Roundtable members. He encouraged Chairperson Newman to form an ad hoc committee to get this prioritized and get attention on the matter. Chairperson Newman stated that he agreed with Member Gee.

Member Colapietro suggested writing Supervisor Pine asking for assistance on this issue; suggesting this approach may get faster results than an ad hoc committee. Chairperson Newman responded by saying he wanted to give Steve Monowitz a couple weeks to try and get the information they need, and added that they need the cooperation of the San Mateo County Planning Department. He concluded by saying that he'd like to work with

Mr. Monowitz a little bit longer, but if that doesn't work, then he would work through Supervisor Pine.

Steve Alverson added that the Chairman does have the authority to set up an ad hoc committee tonight and ask for volunteers.

Jeff Gee encouraged Chairperson Newman to form an ad hoc committee, and that it should look at historical data and comparable models in the County.

Chairperson Newman stated that funding for the Roundtable largely comes from the SFO, and asked if they wanted to get involved with city or county contracting rules. He indicated that the Roundtable is not a contracting entity.

Member Digre asked what "ALUC" meant. Chairperson Newman responded by saying it meant "Airport Land Use Commission." He continued by saying that Dave Carbone served the County as an airport land use planner, and he served the ALUC for years preparing consistency determinations.

Alternate McCarron stated that he wanted a formal endorsement from the Roundtable for a County airport planner.

Member Patridge stated that she would like to see representatives of various jurisdictions go back to their cities and inform them that Dave Carbone is no longer with the County. She continued by saying that this is a serious issue because there are a lot of projects that need to be reviewed by the ALUC.

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

Bert Ganoung indicated that with the upcoming work on SFO's Runway Safety Areas or RSAs, FAA has decided it is going through the "level two" of slot control, meaning that flights between midnight and 6 AM would be subject to this beginning with the 2012 summer travel season. He indicated that SFO is working with the FAA on a reduction of their Simultaneous Offset Instrument Approach (SOIA) minimums for the approaches to Runways 28L/R. He also added that the enhanced dependent parallel runway operations will be used when the runway visibility conditions are too poor for SOIA to be used, which allows for a tighter staggered approach on arrivals.

Comments/Concerns/Questions: Chairperson Newman clarified with Mr. Ganoung that slot control referred to the metering of aircraft arrivals, which Mr. Ganoung affirmed it was.

Alternate McCarron clarified that, by implementing "level two" slot control, the FAA is telling airlines to get their schedules in order so that there are minimal delays when the runway work begins. Chairperson Newman asked for a brief description of what SFO is doing with their runways. Mr. Ganoung responded by saying that SFO needs a 1,000-foot overrun area, and that they are adding collapsible concrete, which would preserve the length of the runway without having to extend into the Bay. Mr. Ganoung concluded by

saying that SFO would be bringing the Roundtable more information as the project develops.

VIII.E Report on the Caltrans Airport Land Use Handbook Update Effort

Steve Alverson indicated that the updated Caltrans Airport Land Use Handbook was approved by Caltrans today. He indicated that it was not substantially different from the 2002 Handbook, but that it was designed to be easier for airport land use planners to use, as well as address issues that were not in the previous Handbook, such as the need to prepare CEQA documents for Airport Land Use Compatibility Plans. He stated that the updated Handbook will be helpful to Airport Land Use Commissions, and he recommended the Roundtable members review the document, which is available on the Caltrans Aeronautics website.

IX. Aviation Noise News Update

Steve Alverson stated the Boeing 787 Dreamliner and the 747-800 has been certified by the FAA and is now in commercial use. He also mentioned the FAA reauthorization issue and its ability to impact airport projects, and informed the Roundtable that FAA got a short-term funding extension through the end of January. Mr. Alverson also informed the Roundtable that the UCD Noise and Air Quality Symposium will be in Palm Springs this year in the first week of March. He indicated that he would be at the event and that ESA would have several staff speaking there.

Comments/Concerns/Questions: Member Burrow asked if the new aircraft are quieter for weight and range, but whether they are absolutely quieter.

Mr. Alverson stated that compared to an aircraft of similar size, the newer aircraft are quieter. He continued by saying that there is a lot of new technology built into the aircraft to make them quieter, but that he hadn't received the aircraft noise certification data yet to get the actual numbers. Mr. Alverson noted that noise generated by the A-380 has been measured at SFO. Bert Ganoung indicated that what he thought Member Burrow was asking was whether a 747-800 is quieter than a regional jet, which Bert indicated it was not. David Burrow clarified by asking if the noise as they hear it over their head will be less, comparatively; to which Bert Ganoung, answered that a 747-800 is quieter than a 747-400.

Chairperson Newman added that it would be helpful to compile the noise ratings for the aircraft and put it in a chart comparing them to current aircraft operating at SFO.

X. Member Communications

Member Lee informed the Roundtable that this would be his last Roundtable meeting. He said that he has been on the Roundtable for over a decade, and that it has been a privilege working with his fellow Roundtable members. Member Lee concluded by saying that the Roundtable Members do a good job working for their communities.

Chairperson Newman thanked Member Lee for his service to the Roundtable.

Vice-Chairperson Richardson thanked Mr. Ganoung and Mr. Alverson for putting on and arranging the Brisbane Noise Workshop. She indicated that the materials provided were very helpful, and she encouraged fellow members to get that information as well.

Steve Alverson added that the opportunity to recognize Dave Carbone and Connie Shields' for their contributions to the Roundtable would occur at the February 2012 meeting.

XI. Adjourn

Chairperson Newman adjourned the meeting at 9:18 PM.

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Airport / Community Roundtable
Meeting No. 277 Overview
Wednesday, December 7, 2011

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

Chairperson Richard Newman called the Special Meeting of the Airport/Community Roundtable to order, at approximately 7:11 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

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
Coralin Feierbach, City of Belmont
Sepi Richardson, City of Brisbane/**Roundtable Vice-Chairperson**
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

Kevin Mullin, City of South San Francisco

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)
City and County of San Francisco Mayor's Office

City of Burlingame
City of Menlo Park
City of San Carlos (Vacant)
City of San Mateo (Vacant)

Town of Woodside

ADVISORY MEMBERS PRESENT

Airline/Flight Operations
Andy Allen, United Airlines

Federal Aviation Administration

None

ROUNDTABLE STAFF / CONSULTANTS

Steve Alverson, Roundtable Coordinator

Andee Thorpe, Roundtable Support

Connie Shields, Administrative Assistant

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

Roundtable Administrative Assistant, Connie Shields addressed Roundtable members, indicating that after eight years of service to the Roundtable, her position was being terminated at the end of the month. Ms. Shields expressed her appreciation for the time she spent working with the Roundtable. Vice-Chairperson Richardson expressed her gratitude to Ms. Shields for her service to the Roundtable. Chairperson Newman invited Ms. Shields back to the next Regular Meeting of the Roundtable on February 1, 2012 for a more formal recognition of her contributions, and concluded by expressing his gratitude to Ms. Shields as well.

Brisbane resident Jeff Zajas addressed the Roundtable expressing his concern about the letter that was sent to the FAA re: the PORTE THREE departure, and how long it took to get the Roundtable to take action on the overflight issue in Brisbane. Mr. Zajas indicated that it had been twelve months since the issue was first brought to the attention of the Roundtable. He also expressed concern that the FAA's next response will only provide a timeline for their response, and not an actual resolution to the problem. Mr. Zajas indicated that he was concerned about the lack of urgency on the matter, and concluded by saying that this noise issue in Brisbane needs to be acknowledged.

III. Preparation of a Response to Grand Jury Report Findings

Roundtable Coordinator Steve Alverson opened this portion of the meeting by stating that the agenda item under discussion was about one item only: developing and approving a response to the Grand Jury Report's findings. Mr. Alverson directed the Roundtable's attention to the memo that was prepared in support of this agenda item. He also introduced Andee Thorpe, who was present to make "live" edits to the draft response letter. Mr. Alverson also drew the Roundtable's attention to a "proposed revised draft" letter that was provided by Vice-Chairperson Richardson and distributed via e-mail earlier today.

Approved by the Roundtable on February 1, 2012

Chairperson Newman indicated that the draft response letter that had originally been prepared by Roundtable staff was included in the meeting packet, and that it had been provided with numbered lines to help members keep up with changes that were going to be made.

Vice-Chairperson Richardson thanked fellow members for their attendance at this special meeting. Vice-Chairperson Richardson indicated that Chairperson Newman used his prerogative and his way to prepare the draft response letter under review this evening, and indicated that she felt Chairperson Newman's letter totally disregarded the issues that the communities are having with respect to airport noise. Vice-Chairperson Richardson expressed her concern about the growth of airport operations, and how this has impacted communities tremendously. She indicated that noise concerns have gone by the wayside and that in order to make the meeting productive, she prepared, with the help of an attorney, the proposed revised responses provided that evening. Vice-Chairperson Richardson stated that she felt her proposed revised draft letter was comprehensive and precise.

Chairperson Newman indicated that the draft letter provided in the packet for this meeting was the same one that had been distributed before, and that it was prepared by Roundtable staff, not him. He indicated that when the draft response letter was distributed to Roundtable members for review, he did not hear from any other parties objecting to the letter. Chairperson Newman indicated that he would entertain other suggestions for an orderly meeting.

Member Steve Toben stated that he did not think it would be difficult to utilize Vice-Chairperson Richardson's proposed response letter; indicating that he felt it was straightforward, clear, and precise. He indicated that taking a line-by-line approach in reviewing the original draft response letter would not be easy. He concluded by saying that Vice-Chairperson Richardson's approach was straightforward and accurate.

Member Ken Ibarra expressed some confusion about the proposed response letter provided by Vice-Chairperson Richardson at the eleventh hour, asking if the letter was authored by the City of Brisbane. Member Ibarra indicated he had not seen the proposed response letter, and that he was concerned that this was not an efficient way to go about responding to the Grand Jury Report. He asked if a version of the letter in the packet was already redlined by Vice-Chairperson Richardson/Brisbane was different than the official letter submitted by the City of Brisbane. Vice-Chairperson Richardson said that it was a different response.

Member Kevin Mullin asked whether City of Brisbane staff were prepared to summarize verbally the difference between the proposed response letter and the draft letter prepared by Roundtable staff.

Clay Holstein, City Manager for Brisbane, responded by saying he might only confuse matters further stating that the letter was prepared by Vice-Chairperson Richardson and a private attorney without support from City staff.

Vice-Chairperson Richardson indicated that she had provided the proposed response letter in order to help Roundtable members make the meeting productive. Vice-Chairperson Richardson indicated that if they were not ready to take action that evening, than they should postpone the meeting.

Chairperson Newman responded by saying that the deadline for submission of the response letter is January 4, 2012, and that there would not be any time between now and then for the Roundtable to meet again. He concluded by saying that the purpose of this evening's meeting is to tackle the letter tonight.

Member Dave Pine expressed frustration that there were now three versions of a response letter for them to consider: the original response letter on page 167 of the packet, the redline version provided by the City of Brisbane on page 175 of the packet, and then a new letter. He indicated that they should start with the draft response on page 167 of the packet, and that people can call attention to other documents when necessary.

Chairperson Newman asked whether they needed a motion to determine the approach to responding to the Grand Jury report's findings moving forward.

Roundtable Coordinator Steve Alverson stated that Member Burrows' motion from the last Regular Meeting is what led to this special meeting, and that the motion included using the draft response provided in the packet.

Member Marge Colapietro indicated that the proposed revised draft provided by Vice-Chairperson Richardson did not include redline changes to help members discern the changes from the original draft response letter. She continued by saying that the packet included response letters from cities and towns, and that Roundtable members represent people in their communities. Member Colapietro expressed disappointment with the fact that the Roundtable was forty-five minutes into the meeting and had not gotten anywhere.

Member Naomi Patridge stated that she could not distinguish the difference from Vice-Chairperson Richardson's letter and the Roundtable staff-prepared letter. She indicated that she appreciated the chart that was included in the packet, which showed what cities were saying. Member Patridge indicated that a lot of work probably went into Vice-Chairperson Richardson's proposed response letter, but that it was provided at the last minute and was not redlined to depict the changes between the original letter and the proposed revised draft letter so that each representative could verify that their city's concerns were addressed in the proposed revised draft.

Member Elizabeth Lewis stated that the chart provided in the packet was not taken into consideration in writing the draft response.

Chairperson Newman stated that most of the letters from the member jurisdictions did not exist at the time the Draft response letter was written, which is why so many people are here. He then suggested taking public comments at this point.

Public Comments: Brisbane resident Jeff Zajas stated that finding #6 states that the Roundtable does not include any individual residents nor do they have any citizen representation on any subcommittee. Mr. Zajas believes that there are people in the communities would love to get involved and have done so, and would offer at least a sounding board for some ideas. Bylaws include the ability to do ad hoc committees and the Roundtable has not used that at all, even though many would have appreciated being involved. Roundtable should look to the communities more for a viewpoint.

Brisbane resident Peter Grace said he welcomed the Grand Jury Report, stating it was helpful; acknowledges noise problem in Brisbane. Several meetings have stated that noise was not addressed, no smoking gun, and the Grand Jury response does. Focusing on the use of current technology to link actual noise to actual aircraft, and focus on single events should be continued. Regarding the noise measurement equipment that tracks current departures, 32% flights from SFO are over Brisbane and its one tracking monitor for the whole city.

Portola Valley resident Vic Schachter has been a resident for 20 years, but is new to Roundtable. Community is upset with noticeable, anecdotal, day-to-day increase noise pollution. Thank you for good faith efforts to address issues, Grand Jury report is welcome. Best of luck in success. Political and legal options are being discussed in communities.

Jim Lyons, a resident from the Town of Woodside, voiced specific objections to items 1, 2, 3, 5, and 9; stating that their conclusions were wrong and should not be adopted. Mr. Lyons stated that the conclusion to item 1 that 'there is no evidence supporting claims that there are severe noise impacts' was wrong; citing a December 2010 report entitled, "Aircraft Overflights and Noise Analysis," which he said showed scores of instances where noise levels exceeded 80 to 86 decibels. Mr. Lyons continued by saying that item 2 is also incorrect, indicating that the SFO Noise Abatement Office's Noise Monitoring System measures every single aircraft noise event that occurs in a 24-hour period. Mr. Lyons continued by saying that item 3 expresses a legal opinion that has no support, so the Roundtable should not agree to this unless there is an opinion of legal counsel; that the Roundtable website is difficult to use per item 4; and that the response to item 9 wrongfully implies that noise complaints received by SFO are a reliable source of feedback. Inadequate noise complaint system should be fixed.

Chairperson Newman closed the public comments. Vice-Chairperson Richardson asked if, in this instance, the public comments should remain open in case someone has information on a specific section that could be of assistance and people should be allowed to speak. Chairperson Newman agreed.

Chairperson Newman opened up the discussion beginning with Finding Number 1, stating that if there were no proposed modifications, they would move on to the next Finding, and so on.

Member John Martin suggested voting on each section to see if there is a majority vote. If not, then they would address the section. If there was a majority vote, they would move on to the next Finding. Chairperson Newman agreed and called for comments or a motion for lines 11 on page 167 through line 9 of page 205.

Member Lewis referred to the chart provided in the Staff memo that the communities have already voted by way of their own letters. Response 1 should be changed to 'agree' from 'partially disagree'.

Member Kevin Mullin expressed need for caution using the chart. For example, the City of South San Francisco opted specifically not to dispute any of the findings. The City did not specify that it agreed with the findings, but the chart states that they agreed. The grid is helpful, but the 19 responses are highly individualized responses that focus on their own communities and needs. If the Roundtable is not legally required to submit a single, detailed response as the Roundtable that satisfies everyone's concerns, then he rescinds his suggestion from the previous meeting. He does not see the need for the Roundtable to submit a consensus document that will satisfy everyone – it is impossible.

Chairperson Newman agreed with Member Mullin's statement.

Vice-Chairperson Richardson appreciated Member Mullin's comments. Vice-Chairperson Richardson stated that the problem is that Brisbane's concerns are not being recognized. The airlines have refused to come to the table, making a mockery of the Roundtable's power and ability to influence change. The original draft letter totally disregards Brisbane's issues. The best thing to do is draft a letter of Roundtable's response lies in the letters and responses from each individual letter from the cities and communities involved.

Vice-Chairperson Richardson MOVED that the Roundtable's response should be the letters from the individual cities. Member Ibarra SECONDED the motion.

Member Dave Pine agreed that finding a consensus would be nearly impossible. However it seems odd that the Roundtable not respond to the Grand Jury that is addressing the Roundtable's performance. The Grand Jury Report should have gone to the Roundtable, not the individual cities. Member Pine thinks that the Roundtable should respond as a group. The Roundtable has been evaluated and it sounds wrong to not respond. However, there would be no consensus from this group and it would be easier to give up.

Chairperson Newman pointed out that the Grand Jury sent original reports to the member cities and sent a photocopy with a note that said no response required. Every jurisdiction responded in its own way. Chairperson Newman said he would be content to go with Vice-Chairperson Richardson's idea to send a letter indicating that the individual letters speak for themselves.

Member Ibarra stated that the Roundtable should move forward and the Roundtable has its work cut out to prove to the cities and to the Grand Jury that it is a viable body.

Member Jeff Gee indicated that he felt that a consensus could not be achieved due to the diversity of opinions and impacts. He added that the Grand Jury Report was a performance evaluation of the Roundtable, and that the Roundtable was not “cutting it.” Member Gee indicated that the Roundtable needs to deal with the Grand Jury Report in a pragmatic manner, citing the Roundtable website as an example, which he said was inaccurate and contained outdated information. Member Gee continued by saying that they needed to take the Report seriously, and take steps as an organization to get the resources they need to get things done.

Member Gee continued saying that for everyone that came out tonight and spoke, this isn’t it. Whatever the Roundtable does with the Grand Jury Report is not going to resolve its issues overnight. We need to figure out how do we work with airport and pilots to really impact and mitigate. Whatever we decide as a group tonight, it isn’t over. The Grand Jury Report is just a paper that says “thank you, here are our opinions.”

Member Larry May indicated that looking at the letters from the cities and the matrix, it appeared that the opinions of the member jurisdictions were adequately addressed in their respective letters. Member May endorsed the previous motion.

Member Naomi Patridge stated that the City of Half Moon Bay responded to the Grand Jury Report according to how it concerned Half Moon Bay, or put “N/A.” She continued by saying that Vice-Chairperson Richardson’s letter should be sent officially from the City of Brisbane, but to get consensus won’t happen.

Member Sue Digre indicated that this process has been difficult, but also a learning situation. She indicated that if it were her city being affected, they would really want to be involved as much as possible, and the City’s residents would want to get involved as well. She asked to hear the motion one more time. Member Digre spent time within the portion of her city that is affected by noise and found herself agitated as the airplanes flew over every two minutes.

Vice-Chairperson Richardson thanked everyone for their participation; acknowledging how frustrating and intense the process has been. Vice-Chairperson Richardson indicated that it was very frustrating to hear peers and colleagues minimize the issue. She asked fellow members to read her responses, further stating that their evaluation, as a group, had been bad. Letting the airport and airlines do what they want irrespective of the community, she added, is wrong. Vice-Chairperson Richardson continued by saying that the letter from the Chair or staff has a legal opinion and response, and yet there is no legal aid in their letter. She concluded by saying she appreciated everyone’s participation in the meeting.

Chairperson Newman asked Vice-Chairperson Richardson to restate her motion.

Vice-Chairperson Richardson restated her **MOTION**, which was previously **SECONDED** by Member Ibarra to direct the Roundtable Chairperson to send a letter to the Grand Jury indicating that there will not be a single-unified response from the Roundtable as the responses from the member jurisdictions represent the collective response of the Roundtable members. The motion passed UNANIMOUSLY

IV. Adjourn

Chairperson Newman thanked everyone for their time and adjourned the meeting at 8:15 PM.



Item IV.G

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: February 1, 2012

TO: Roundtable Members, Alternates and Interested Persons

FROM: Steve Alverson, Roundtable Coordinator

SUBJECT: **Agenda Item IV.G, Re: Review/Approval of
Correspondence/Information Items for February 2012**

Attached are the following correspondence/information items for review at the February 1, 2012 Roundtable Meeting:

1. Letter from Congress Woman Anna Eshoo to William Withycombe, FAA Regional Administrator
December 15, 2005 **Pg. 77**
2. Town of Portola Valley Memorandum from Steve Toben re: Aircraft Noise
November 2, 2011 **Pgs. 78-79**
3. Letter from Congresswoman Jackie Speier to David Richardson re: Southwest Airline's non-participation in the Brisbane Noise Community Workshop held on October 5, 2011
November 4, 2011 **Pgs. 80-81**
4. Letter to Congresswoman Anna Eshoo from the Portola Valley Town Council
November 9, 2011 **Pgs. 82-84**
5. Letter to William Withycombe from Roundtable re: Request for Study of Departure Routes from SFO Runways 01L/01R Impacting the Community of Brisbane, CA
November 18, 2011 **Pgs. 85-87**
6. FAA Notification re: Upcoming Cloud Ceiling Change to Simultaneous Offset Instrument Approach (SOIA) at SFO
December 1, 2011 **Pg. 88**



7. Letter to Roundtable from Jeff Zajas re: Brisbane Noise Issue and Subsequent Roundtable Response
December 5, 2011 **Pg. 89**
8. Recognition of former, current, and new members of the San Mateo City Council
December 6, 2011 **Pg. 90**
9. Letter to the Honorable Joseph E. Bergeron from the Roundtable re: Response to “County Officials Need to Make Noise about Aircraft Noise”
December 19, 2011 **Pg. 91**
10. Letter from William Withycombe to Chairperson Newman re: Request for Study of Departure Routes from SFO Runways 01L/01R Impacting the Community of Brisbane, CA
December 20, 2011 **Pg. 92**
11. Response to Jeff Zajas letter from Chairperson Newman re: “Brisbane Noise Issue and Subsequent Roundtable Response”
December 22, 2011 **Pgs. 93-94**
12. Letter from Congresswoman Jackie Speier to Steve May re: a meeting held at Congresswoman Speier’s office on January 5, 2012
January 6, 2012 **Pg. 95**
13. Email from Roundtable Member Jeff Gee to Chairperson Newman re: SFO Roundtable Agenda Request
January 20, 2012 **Pg. 96**
14. Letter to Chairperson Newman from Roundtable Members Digre, Gee, Pine, and Lewis re: Request for Agenda Item
January 20, 2012 **Pg. 97**
15. Response to Member Jeff Gee’s email re: SFO Roundtable Agenda Request from Vice-Chairperson Richardson
January 20, 2012 **Pgs. 98-100**
16. Letter to Steve Alverson from Bert Ganoung re: Requested information from November 2, 2011 Roundtable Meeting
January 25, 2012 **Pgs. 101-114**
17. Formal letter to Chairperson Newman and Vice-Chairperson Richardson from Roundtable Members Digre, Gee, Pine, and Lewis re: Request for Agenda Item
January 26, 2012 **Pgs. 115-116**

Item IV.G.1



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

*Anna G. Eshoo
Fourteenth District
California*

December 15, 2005

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

Dear Mr. Withycombe,

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

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

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

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

Sincerely,

Anna G. Eshoo
Member of Congress

Enclosure

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MEMORANDUM

TOWN OF PORTOLA VALLEY

TO: Town Council

FROM: Steve Toben

DATE: November 2, 2011

RE: Aircraft Noise

In February 2010 the Council discussed the issue of aircraft noise over Portola Valley and southern San Mateo County. Prior to this discussion, I prepared for the Council a memorandum with several attachments describing the history of Congresswoman Anna Eshoo's involvement in this issue. For a review of this material, see this link: <http://portolavalley.net/Modules/ShowDocument.aspx?documentid=2951>. At the end of the discussion, the Council agreed that it would be appropriate to request Congresswoman Eshoo's help in enforcing the agreement that she negotiated with the FAA in 2000 regarding minimum arrival altitudes over Portola Valley and Woodside.

In the months following the Council's discussion, I decided to hold back from preparing the letter to Congresswoman Eshoo because there seemed to be little citizen interest in this issue. Recently, however, there has been a surge in citizen complaints about air traffic over Portola Valley and Woodside. I will be hosting a meeting at the Schoolhouse on November 7 to provide information to residents about this issue. The most penetrating complaint lodged in recent weeks has come from a gentleman named Jim Lyons who lives near Skyline Boulevard above Woodside. Mr. Lyons lays out a thorough analysis of the issue and contends that the FAA has abandoned the Eshoo agreement and permitted new flight operations that should have been subject to review under NEPA and CEQA. A copy of his September 28 letter is attached.

All of this recent activity leads me to believe that the time is now right to approach the Congresswoman and seek her assistance on this issue. I have drafted the attached letter for the Council's consideration. As you will see, I am proposing that Congresswoman Eshoo assist in establishing an ongoing channel of communication directly into the FAA, where South County communities can address concerns about aircraft operations. I envision that a senior member of Congresswoman Eshoo's Peninsula staff would be assigned to participate in all meetings or conference calls with the FAA. It is crucial that the FAA representative or representatives to these meetings be individuals with the authority to answer questions from citizens and elected officials. Currently the point person for the FAA is an individual named Patty Daniel, whose title is Airspace and Procedures Support Manager at Northern California TRACON. She is based in Mather, outside of Sacramento. Unfortunately, Ms. Daniel has not always demonstrated responsiveness to South County concerns, and I believe that a person higher up in the chain of command should be designated as the FAA representative -- someone who has direct access to the FAA Regional Administrator William Withycombe in Los Angeles. Mr. Withycombe has been Congresswoman Eshoo's point of contact at the FAA.

There will need to be official representation from the Town in the interactions with the FAA, of course, and the process for involving concerned citizens will need to be worked out. I think it will be possible for citizens to lead this with minimal shepherding by Town officials. It is also possible that Woodside may wish to join in.

A related task to be done is analysis of aircraft noise data that was compiled some months ago by the Noise Abatement Office at the request of Portola Valley and Woodside. We have received a proposal from a southern California aviation consultant to complete this analysis for \$8,000. I am studying the proposal to determine if this cost is reasonable. There is no need to await the results of this analysis before contacting Congresswoman Eshoo, as there are many unanswered questions that are unrelated to actual noise levels.

As my February 2010 memorandum suggested, I believe that if the Council wishes to proceed in reaching out to Congresswoman Eshoo, the most effective form would be for all five members of the Council to sign the final version of this letter.

I welcome the Council's comments and edits to the Eshoo letter and look forward to our discussion.

JACKIE SPEIER
12TH DISTRICT, CALIFORNIA

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

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

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

Item IV.G.3

COMMITTEE ON HOMELAND SECURITY

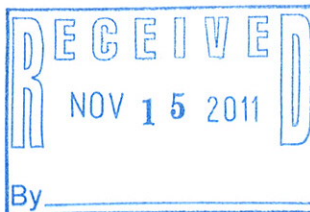
SUBCOMMITTEES:
RANKING MEMBER OF COUNTERTERRORISM
AND INTELLIGENCE
TRANSPORTATION SECURITY

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

SUBCOMMITTEES:
REGULATORY AFFAIRS, STIMULUS OVERSIGHT AND
GOVERNMENT SPENDING
TARP, FINANCIAL SERVICES AND
BAILOUTS OF PUBLIC AND PRIVATE PROGRAMS
TECHNOLOGY, INFORMATION POLICY, AND
PROCUREMENT REFORM

November 4, 2011

Mr. David Richardson
Director, Government Affairs
Southwest Airlines
PO Box 36611
Dallas, TX



Dear Mr. Richardson:

On October 5, 2011, over 100 of my constituents from Brisbane, personnel from San Francisco International Airport, and others attended a workshop on noise in Brisbane. The noise is created in part by the operations of Southwest Airlines out of San Francisco International Airport. My understanding is that the airport director and his staff asked Southwest Airlines to participate. It did not do so, nor did Southwest participate in another meeting held this week.

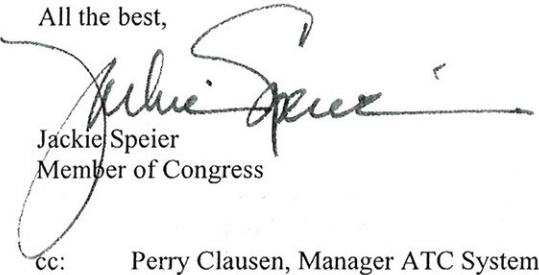
These individuals are assembling under the direction of the San Francisco International Airport/Community Roundtable (Roundtable). The Roundtable is the decades-old community alternative to a plethora of noise-related lawsuits that might otherwise be filed by individuals and communities surrounding San Francisco International Airport (SFO).

I am deeply disappointed that requests by SFO Airport Director Martin and his staff to Southwest Airlines have gone unheeded. Without the voluntary participation of Southwest in addressing noise issues, the forum for resolution of differences becomes ineffectual. I am certain that the intent of Congress in passing various laws directing the development of various regulations related to airport noise, and in directing consideration of surrounding land uses, is to further interstate commerce while reducing the likelihood of conflicts between operations and surrounding communities. Absent a non-judicial forum for resolution of differences, communities will be left with few other choices to have their concerns addressed.

I respectfully suggest that it is in the long-term interests of Southwest Airlines to participate. Please advise my staff, Brian Perkins, at 650-342-0300, who Southwest will be sending to the next Roundtable meeting. A current schedule of meetings may be obtained by contacting staff for the Roundtable, Steve Alverson, at 916-564-4500.

Thank you for your consideration of this request.

All the best,


Jackie Speier
Member of Congress

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

General Counsel
Southwest Airlines
PO Box 36611
2702 Love Field Drive
Dallas, TX 75235

The Honorable Sepi Richardson
Councilmember, City of Brisbane
50 Park Place
Brisbane, CA 94002

Clay Holstine
City Manager
City of Brisbane
50 Park Place
Brisbane, CA 94002

Mr. John Martin
Director, San Francisco International Airport
PO Box 8097
San Francisco, CA 94128

✓ Mr. Steve Alverson
Airport Community Roundtable
2600 Capitol Ave Ste 200
Sacramento, CA 95816

TOWN of PORTOLA VALLEY

COUNCIL:

Ted Driscoll - Mayor
 Maryann Moise Derwin - Vice Mayor
 F. John Richards
 Steve Toben
 Ann Wengert

November 9, 2011

TOWN OFFICERS:

Angela Howard
 Town Manager
 Sandy Sloan
 Town Attorney

Honorable Congresswoman Anna Eshoo
 698 Emerson Street
 Palo Alto, CA 94301

Dear Congresswoman Eshoo,

We are writing to request your assistance. In 2000 you secured an agreement with the FAA regarding commercial aircraft operations over southern San Mateo County. Among other terms, your agreement specified that aircraft bound for SFO and Oakland International Airport were not to arrive over the Woodside navigational beacon below an altitude of 8,000 feet mean sea level, traffic permitting. There is growing evidence that the FAA is no longer abiding by this agreement. Flights now commonly arrive well below the 8000 foot MSL threshold, and for many residents of South County the situation has become highly disruptive. We seek your help in addressing this problem.

Over the past eleven years, we have attempted to secure FAA compliance with your agreement by working through the SFO Airport/Community Roundtable, whose mandate is to assist communities in San Mateo County affected by aircraft noise. This has proven to be a frustrating experience, as the Roundtable leadership, staff, and personnel of the affiliated SFO Noise Abatement Office have tightly controlled access to information related to compliance with your agreement. They have essentially acted to shield the FAA from inquiries by citizens and cities affected by aircraft noise. Our negative experience with the Roundtable has been validated by a recent investigation carried out by the San Mateo County Grand Jury. The Grand Jury found that the Airport/Community Roundtable has become largely ineffectual in addressing the noise concerns of San Mateo County cities. The most recent example of the Roundtable's ineffectiveness involves the City of Brisbane, which was compelled earlier this year to seek the assistance of Congresswoman Speier to intercede with the FAA after the Roundtable failed to respond promptly to the city's concerns over aircraft noise.

Having exhausted the avenue of the Airport Roundtable, we respectfully ask your assistance in establishing a communication channel into the FAA so that South County officials and residents can pursue compliance with your 2000 agreement. This would be a forum where questions about airline operations could be posed directly to FAA officials and ideas explored for minimizing noise impacts on South County communities. We envision regularly scheduled meetings (perhaps quarterly, though initially more often) involving fewer than two dozen participants (elected officials, city staff and citizens). Agendas would be prepared in advance based on issues raised by concerned residents.

We would request that a senior member of your Peninsula staff be designated to participate in all meetings with the FAA. It is crucial that the FAA representative or representatives to these meetings be individuals with the authority to answer questions from citizens and elected officials. Currently the public affairs representative for the FAA is an individual named Patty Daniel, whose title is Airspace and Procedures Support Manager at Northern California TRACON. Unfortunately, Ms. Daniel has not always demonstrated responsiveness to South County

The Honorable Anna Eshoo
November 9, 2011

concerns, and we believe that a person higher up in the chain of command should be designated as the FAA representative to the forum we are proposing. This should be someone who has direct access to Regional Administrator Withycombe in Los Angeles.

Here are some of the initial questions for the forum:

1. There is a widespread perception that aircraft noise has recently increased over South County. Have there been any changes to designated flight paths over South County for arrivals and departures involving the three major Bay Area airports? Has the volume of air traffic increased? If so, how much? What are the projections of air traffic volume over South County in coming years?
2. Have there been any changes to operations procedures at Northern California TRACON that have contributed to the lowering of arrival altitudes over South County below the 8,000 foot standard set forth in the 2000 agreement?
3. Has any official action been taken by the FAA or various airlines to institute "tailored arrival" technology for flights arriving over South County? Does the FAA take the position that "tailored arrivals" supersede the 2000 agreement? To what extent have "tailored arrivals" lowered arrival altitudes? What environmental impact review was completed prior to instituting tailored arrivals by the FAA or the airlines? What environmental review is legally required to determine the permissibility of the tailored arrivals procedure, since it enables aircraft to arrive at substantially lower altitudes than has been true historically, arguably causing environmental impacts?
4. When a pilot study of tailored arrivals was conducted approximately three years ago, the data showed that some tailored arrival flights in the study met the 8,000 foot standard. Why can't this always be the case with tailored arrivals?
5. The claim has been made that tailored arrival technology reduces noise impacts. What evidence supports this claim?
6. Our understanding is that flights arriving over the Woodside navigational beacon occupy a broad range of airspace. For purposes of data collection, the SFO Noise Abatement Office has utilized a "gate in the sky" that is nine miles wide over Woodside and Portola Valley. Is it possible to systematically distribute flights across that entire range so that no one neighborhood is disproportionately affected by noise?
7. The SFO Noise Abatement Office, some members of the Airport/Community Roundtable, and Patty Daniel at Northern California TRACON appear to take the position that the 2000 agreement applies only to flights arriving over the Woodside navigational beacon from the west, not flights arriving from the north (known as Point Reyes arrivals) or the south (known as Big Sur arrivals), all of which are funneled over Woodside and Portola Valley for their final approach to SFO (and sometimes Oakland). Flights from the west comprise only a small fraction of inbound flights over South County. It seems illogical that the 2000 agreement, which was intended to address South County aircraft noise comprehensively, would exclude so many operations. What is the FAA's official position?
8. What criteria do the FAA apply in invoking the "traffic permitting" qualification to the 8,000 foot standard? As presently applied, this is a very large loophole in the 2000 agreement. Can the FAA provide affected communities with an accounting of periods when the "traffic permitting" qualification is in use?
9. The SFO Noise Abatement Office states that it informs Northern California TRACON of flight operations that fall below the prescribed altitude. However, no explanation for non-conforming flights is ever provided back from the FAA to the affected communities. Communities should have the right to know what corrective action, if any, has been taken by the FAA in response to non-conforming flights. What is the FAA's position?

We expect that answers to these questions (and others that come up) will yield ideas for reducing noise impacts over South County in the spirit of your 2000 agreement.

The Honorable Anna Eshoo
November 9, 2011

We readily acknowledge that the FAA's primary responsibility is to ensure safe travel for the flying public. We also acknowledge that some aircraft are quieter than others, depending on the jet engine technology with which the plane is equipped. Quiet planes should be able to fly lower than noisy ones.

We sincerely appreciate your consideration, and we look forward to working with you and your staff on this issue.

Respectfully,

Mayor, Town of Portola Valley
Ted Driscoll

Vice Mayor, Town of Portola Valley
Maryann Derwin

Councilmember, Town of Portola Valley
John Richards

Councilmember, Town of Portola Valley
Ann Wengert

Councilmember, Town of Portola Valley
Steve Toben



San Francisco International
Airport Community Roundtable

1828 El Camino Real, Suite 705
Burlingame, CA 94010
T (650) 692-6597
F (650) 692-6152
www.sfortroundtable.org

November 18, 2011

Mr. William C. Withycombe
Western-Pacific Region Regional Administrator
Federal Aviation Administration
15000 Aviation Boulevard
Hawthorne, CA 90250

Re: Request for Study of Departure Routes from SFO Runways 01L/01R Impacting
the Community of Brisbane, California (Brisbane)

Dear Administrator Withycombe:

As a result of the San Francisco International Airport/Community Roundtable (SFORT) aircraft noise workshop held in Brisbane on October 5, 2011, and an authorization action taken at a regular meeting of the SFORT held on November 2, 2011, this letter is a formal request of the Federal Aviation Administration (FAA) by and through your office, for a comprehensive study of possible changes to vectoring policies for departures as captioned.

Elected representatives from Brisbane have complained about both an increase in the number of flights above their community and a decrease in the crossing altitudes of same. The SFORT has investigated the matter and believes that there is justification for a review of departure procedures to determine if any changes can be made to accomplish the goal of decreasing those overflights of the populated areas of Brisbane.

During the workshop referenced above, Ms. Patty Daniel, Traffic Management Officer at the Northern California TRACON (NCT), told the SFORT that while there are standard instrument departures (SID's) assigned in many clearances, those clearances are routinely amended by the use of radar vectors to aid in traffic control and congestion relief. We learned from Ms. Daniel that the issuance, as an example, of the PORTE THREE departure, would be for the purpose of ensuring aircraft are on a known course in the event of a radio communications failure after takeoff. Ms. Daniel further indicated that the SID's are in many cases, decades old and are not used in modern terminal area procedures in places like SFO in the vast majority of cases, for the actual flights.

There is a perception among the residents of Brisbane that the PORTE THREE is a required departure route. It is clear from the data that the SFORT has seen, that the PORTE THREE is not flown, in the majority of cases, to the four-mile fix off the SFO VOR/DME 350-degree radial (as charted), but rather is amended by NCT controllers by issuing a turn to a southwesterly heading, or southerly heading, well inside the four-mile DME fix. The result of the vectors is air traffic over the residential areas of Brisbane.

Ms. Daniel indicated that the FAA would, upon receipt of a formal request from the SFORT, analyze changes to FAA's air traffic control practices that may provide relief to Brisbane by, as an example, directing air traffic further north along the SFO 350-degree radial perhaps to 3 DME, 3.5 DME, or (including to the SEPDY fix 4.0 DME), such that the left turns begin later, thus avoiding to a greater extent the bothersome routes. The SFORT hereby makes that request, which would include the review of all similar departure practices, which result in the bothersome overflights. We request that other similar routes that resemble the PORTE THREE, including the OFFSHORE and EUGEN departures, be studied for similar changes. Further, we would ask that you study not only the published departures, but variations of same that may produce the desired result.

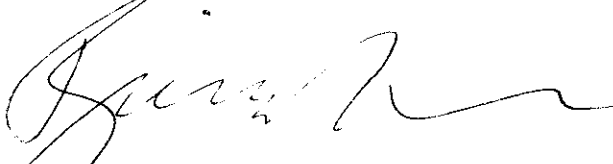
In conducting these studies, it will be important that FAA's analyses show the SFORT any impacts resulting from the air traffic changes on other communities in the region, as well as Brisbane. The SFORT understands that SFO Airport Director, John Martin, offered to conduct noise modeling in conjunction with FAA's work. As such, the SFORT requests that FAA work directly with Bert Ganoung at SFO's Aircraft Noise Abatement Office to analyze notional flight tracks based on actual radar data that would help to minimize the aircraft noise exposure in Brisbane. We would also note that a guiding principle of the SFORT is that we will not advocate for changes in routings, procedures, or policies that result in a shift of noise from one area to another.

We would ask that you advise us of the likely timeline for the studies proposed herein. It would be helpful to us to know the approximate completion date, within two weeks from the date of delivery of the proposed changes from SFO, if possible. The next regular meeting of the SFORT is on February 1, 2012, at which time we would appreciate an update on your progress on this request.

Mr. William C. Withycombe
November 18, 2011
Page 3 of 3

As always, the SFORT is grateful to the FAA for its continued support and willingness to engage our community committee on these issues. We believe that our relationship has been mutually beneficial. We stand ready to assist in any way possible to aid in the completion of the studies requested.

Very truly yours,

A handwritten signature in black ink, appearing to read "Richard M. Newman", written over a horizontal line.

Richard M. Newman, Chairperson
SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Cc: Roundtable representatives
John Martin, SFO Airport Director
The Honorable Jacqueline Speier, Member of Congress
Members of the Brisbane City Council
Clay Holstein, City Manager, City of Brisbane
Patty Daniel, NCT Traffic Management Officer

Phil Wade

To: Steven Alverson
Subject: RE: Attn All SFO users - SOIA @ SFO

From: Federal Aviation Administration [<mailto:usafaa@govdelivery.com>]

Sent: Thursday, December 01, 2011 10:38 AM

To: Sean Burlingame

Subject: Attn All SFO users - SOIA @ SFO

From: Federal Aviation Administration (FAA)
To: All SFO users
Subject: Upcoming cloud ceiling change to Simultaneous Offset Instrument Approach (SOIA) at San Francisco (SFO).

When initiated at SFO, the minimum ceiling to conduct SOIA operations was established at 2100 ft. The FAA has recently completed a Simulator Evaluation (DOT-FAA-AFS-440-76) and Operational Safety Assessment (DOT-FAA-AFS-410-03) which conclude that the SOIA ceiling can be lowered. On or about January 3, 2012, the FAA will reduce the authorized ceiling minimums in which SOIA can be conducted at SFO from 2100 ft. to 1600 ft. via NOTAM. The AAUPs will be amended to reflect this ceiling change and be published in a normal charting cycle after the NOTAM is issued.

There are no operational changes to the present SOIA procedures, either from a pilot or ATC perspective, as a result of the ceiling change.

For additional information, contact FAA/AFS-410, John Blair, 202-385-4314.

You can view or update your subscriptions, password or email address at any time on your [User Profile Page](#). All you will need are your email address and your password (if you have selected one).

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This email was sent to sburlingame@esassoc.com using GovDelivery, on behalf of: U.S. Federal Aviation Administration · 800 Independence Avenue, SW · Washington, DC 20591 · 1-866-TELL-FAA (1-866-835-5322)

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govDELIVERY
get the word out.

December 5, 2011

San Francisco International Airport/Community Roundtable
1828 El Camino Real, Suite 705
Burlingame CA, 94010

Re: Brisbane Noise Issue and subsequent Roundtable response

Dear Representatives:

I am resident of Brisbane that has been active regarding the Airport noise issue affecting our community. After months of issuing complaints to SFO Noise Abatement program in mid-2010, I attended the December 1st, 2010 SFO Roundtable meeting. I voiced my concern over the increased airport noise over our community as noted in the minutes for that meeting. Also, our SFORT representative, Sepi Richardson has echoed our concerns on many occasions. We also had many meetings with SFO Noise Abatement program who's function is to report to the Roundtable any issues or concerns of airport noise. We vainly tried to get a SFORT workshop to discuss this on the agenda for May & June 2011, both were canceled.

We finally got a workshop meeting on October 5, 2011. The outcome of that meeting was a letter sent from the SFORT chairman on November 18, 2011 requesting the FAA to 'analyze and report back on February 1, 2012, the progress/timeline of possible ATC practices that may provide relief'. That's 'over 14 months' from formal notification to the SFORT of our issue, just to get a timeline from the FAA. Of course there's no mention of community input on the outcome/proposal, only the FAA & SFO. I have now come to the realization that the Roundtable is just a delaying tactic for the Airport and not an advocate for change. I am dismayed by this process and how it has been handled. There has been no sense of urgency in solving and I feel the leadership of SFORT has been sorely absent on this.

We have proven that '**noise has shifted to Brisbane**' via the raw data supplied from the SFO Abatement Program. This is contrary to the SFORT mandate and yet no-one has acknowledged, listened or cared. This point is just neglected by FAA, SFO & SFORT. Our community deserves better than what is occurring.

Please feel free to contact me regarding this.

Jeff Zajas
1 Lehnig Way
Brisbane CA, 94005

cc: Honorable Joespeh E Bergeron
Senator Barber Boxer
Congresswoman Jacqueline Speier
Assemblymember Jerry Hill
John Martin, SFO Airport Director
Patty Daniel, NCT Traffic Management Officer

OFFICE OF THE CITY CLERK




330 West 20th Avenue
San Mateo, California 94403-1388
Telephone: (650) 522-7040
FAX: (650) 522-7041
TDD: (650) 522-7047
www.cityofsanmateo.org

December 6, 2011

At its regular meeting of December 5, 2011, the San Mateo City Council reorganized as follows:

BRANDT GROTE, MAYOR
DAVID LIM, DEPUTY MAYOR
* MAUREEN FRESCHET, COUNCIL MEMBER
** JACK MATTHEWS, COUNCIL MEMBER
ROBERT ROSS, COUNCIL MEMBER


NORMA GOMEZ,
CITY CLERK

cc: San Mateo County Chief Elections Officer & Assessor-County Clerk-Recorder
San Mateo County Board of Supervisors
San Mateo County Cities
Regional Agencies
League of California Cities
Local Assembly, Senatorial and Congressional Offices
Department Heads

* Newly Elected
** Re-elected



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

Item IV.G.9

December 19, 2011

The Honorable Joseph E. Bergeron
C/o Mr. John C. Fitton
Court Executive Officer
Superior Court of California
County of San Mateo
400 County Center
Redwood City, CA 94063

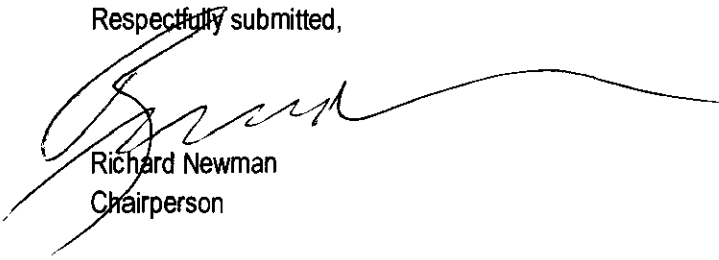
Subject: Response to "County Officials Need to Make Noise about Aircraft Noise"

Dear Judge Bergeron:

Thank you for granting the San Francisco International Airport Community Roundtable (Roundtable) an extension of time to consider providing a response to the subject Grand Jury Report.

At its November 2, 2011 Regular meeting, the Roundtable approved a special meeting to be held on December 7, 2011 for the purpose of formulating a response to the Grand Jury Report. At that meeting, after extensive deliberation, the Roundtable concluded that due to the diverse viewpoints held by its 22 member jurisdictions, a single, unified response from the Roundtable could not be developed. The Roundtable members voted unanimously to let the responses to the Grand Jury Report from individual member jurisdictions stand on their own. Therefore, no additional response from the Roundtable regarding the Grand Jury Report will be forthcoming.

Respectfully submitted,



Richard Newman
Chairperson





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

Western-Pacific Region
Office of the Regional Administrator

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

rec'd 12/23/11
Item IV.G.10

DEC 20 2011

Richard M. Newman
Chairperson
San Francisco International Airport/Community Roundtable
1828 El Camino Real, Suite 705
Burlingame, CA 94010

Dear Mr. Newman:

Thank you for your email dated November 18, 2011, regarding your formal request for a comprehensive study of possible changes to vectoring policies for aircraft departing the San Francisco International Airport (SFO).

We have reviewed your request and found that it is not specific enough for us to begin a study. We do agree that a noise review would be very beneficial at this time. Without a specific request, however, it would be very difficult to determine any impact on safety, efficiency, additional miles flown, fuel used, emissions emitted, delays incurred, or impacts on surrounding communities. It would also be difficult to determine any impact on the National Airspace System as a whole that may occur as a result of any procedural change.

We will specifically address this issue with you at the next San Francisco Community Roundtable. In the meantime, we will be retrieving current flight track data to be used as a baseline for our future analysis.

Thank you for this opportunity to answer your inquiry. If you need further help, please contact me or Ms. Lirio Liu, Deputy Regional Administrator, at (310) 725-3550.

Sincerely,

William C. Withycombe
Regional Administrator



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

December 22, 2011

Mr. Jeff Zajas
1 Lehnig Way
Brisbane CA, 94005

Subject: Your December 5, 2011 Letter Titled: "Brisbane Noise Issue and Subsequent Roundtable Response"

Dear Mr. Zajas:

I am in receipt of a copy of your December 5, 2011 letter to the Roundtable regarding aircraft noise concerns in Brisbane and the subsequent Roundtable response. There are several points you raise in your letter that require clarification or correction.

With respect to organizing and holding the aircraft noise workshop in Brisbane, Roundtable Staff worked diligently with SFO and City of Brisbane staff to schedule the workshop in late spring 2011. SFO took the lead role in securing the key participants (FAA and Airlines), which proved challenging due to airline travel schedules and previous meeting commitments. After a June date for the workshop was set, some of the key participants indicated at the last minute that they were not available to participate. The decision was made to cancel the workshop, so that the residents of Brisbane could have access to all of the key players involved in the aircraft noise issue at SFO. The travel/vacation season then made it impossible to schedule a workshop during the summer months. October 5th was the earliest we could schedule the workshop and have all of the key players attend.

I truly believe the October 5, 2011 aircraft noise workshop in Brisbane was successful in that it gave the residents of Brisbane an opportunity to express their concerns about aircraft and it provided an opportunity to learn from SFO and FAA what some of the contributing factors to the community noise concerns may be. I was very disappointed that the airlines chose not to participate in the workshop. I understand that the airlines became reluctant to attend the workshop when the matter was taken to the press and made political, which eventually caused them to either decline or fail to appear. I'm encouraged, however, that at least one of the key airlines, United, has since appeared before the Roundtable and has pledged to work on the issue.

In your December 5, 2011 letter you incorrectly state that I requested in my November 18, 2011 letter to the FAA that FAA provide a timeline for their work to the Roundtable by the February 1, 2012 Regular Roundtable meeting. In fact, I requested that FAA provide a timeline to the Roundtable ***within two weeks of receiving proposed changes in departure routing from SFO***. I requested that FAA provide an update on the Roundtable's request to analyze alternative departure procedures at the February 1, 2012 meeting. I understand that the FAA is working on this issue and is preparing a response to my letter of November 18. I expect a timeline response with the two week period following submission of the proposed flight tracks and further, that we will learn about the progress they have made on the analysis of that routing at the February 1, 2012 meeting.



You indicate that there is no mention of the community input in my November 18, 2011 letter. As you will recall, based on community input prior to and at the workshop, I committed to seek the Roundtable's approval to prepare the letter to the FAA requesting that they review departure procedures to determine if any changes can be made to accomplish the goal of decreasing overflights of the populated areas of Brisbane. Therefore, the letter to the FAA was a direct result of community input and the facts gathered at the Brisbane aircraft noise workshop.

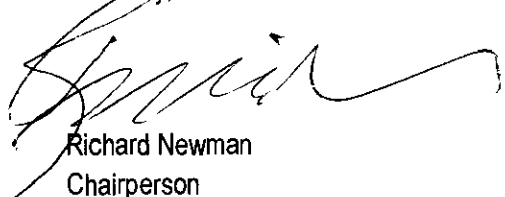
You further indicate in your letter that you have "... come to the realization that the Roundtable is just a delaying tactic for the Airport and not an advocate for change." I believe you will find that nearly all of the 22 member jurisdictions on the Roundtable would disagree with your statement. No benefit accrues to an individual jurisdiction, or to the Roundtable as a whole, for delaying work on a particular noise concern. However, the Roundtable will take the time required to fully understand a concern before acting on it and in some cases, a concern may not rise to the level of requiring Roundtable action. Similarly, it is important for the Roundtable to ensure that in an effort to address Brisbane's or any other community's aircraft noise concerns, aircraft noise is not shifted from one community to another. You correctly identify that one of the Roundtable's primary operating agreements between its members is that it does not promote policy changes that would result in such noise shifting. The Roundtable has not done so in the Brisbane matter.

The fact that aircraft noise has increased in Brisbane does not equate to a shifting of aircraft noise to Brisbane as you suggest has occurred. As you know, after trending down for several years in the mid-2000s, aircraft operations at SFO have returned to pre-9/11 levels. Also, it appears that market factors have driven an increase in flights to Southern California, which is also contributing to increased aircraft noise levels in Brisbane. It also appears as though improved aircraft climb performance may be affecting where aircraft are turning relative to Brisbane. The Roundtable's letter to FAA is seeking assistance on alternative departure procedures that have the potential to offset some of the increase in aircraft noise levels that have occurred due to these natural market forces and improved aircraft climb performance.

Finally, in your letter you state, "There has been no sense of urgency in solving and I feel the leadership of SFORT has been sorely absent on this." However, the facts contradict your assertion. Since your appearance before the Roundtable on December 1, 2010, the Brisbane aircraft noise issue was discussed at the Roundtable Work Program Subcommittee meeting, was added to the Roundtable Work Program, was placed on every Regular Roundtable meeting agenda in 2011, and was the sole topic of the Roundtable's aircraft noise workshop in Brisbane. The letter to the FAA seeking assistance in reviewing alternative departure procedures that would decrease overflights of the populated areas of Brisbane was suggested by the Roundtable Chair at the October 5, 2011 aircraft noise workshop in Brisbane, was put on the agenda for the very next Regular Roundtable meeting on November 2nd, was authorized by the full Roundtable at that meeting, and was written and sent to the FAA on November 18, 2011.

Given the level of effort, time, and attention that the Roundtable Staff and Roundtable members have devoted to the Brisbane aircraft noise concern in 2011, it is unfortunate that you are dissatisfied with the Roundtable's efforts on this issue.

Sincerely,



Richard Newman
Chairperson

JACKIE SPEIER
12TH DISTRICT, CALIFORNIA

211 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-0512
(202) 225-3531
FAX: (202) 226-4183
400 S. EL CAMINO REAL, SUITE 410
SAN MATEO, CA 94402
(650) 342-0300
FAX: (650) 375-8270
WWW.SPEIER.HOUSE.GOV

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

COMMITTEE ON HOMELAND SECURITY

SUBCOMMITTEES:
RANKING MEMBER OF COUNTERTERRORISM
AND INTELLIGENCE
TRANSPORTATION SECURITY

COMMITTEE ON OVERSIGHT AND
GOVERNMENT REFORM

SUBCOMMITTEES:
REGULATORY AFFAIRS, STIMULUS OVERSIGHT AND
GOVERNMENT SPENDING
TARP, FINANCIAL SERVICES AND
BAILOUTS OF PUBLIC AND PRIVATE PROGRAMS
TECHNOLOGY, INFORMATION POLICY, AND
PROCUREMENT REFORM

January 6, 2012

Item IV.G.12

Mr. Steve May
Special Programs Integrator FAA Western-Pacific Region
Office of the Regional Administrator
Federal Aviation Administration
15000 Aviation Boulevard
Hawthorne, CA 90250

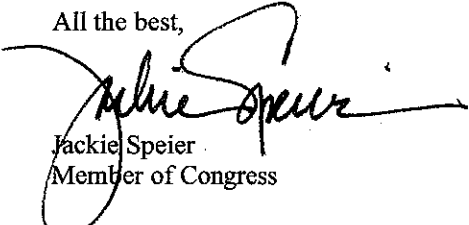
Dear Mr. May:

Thank you for attending the meeting at my office on January 5, 2012 at which we discussed in depth the situation related to airplane noise in Brisbane. My understanding is that, by April or earlier, the FAA will tell the Roundtable the impact of having planes fly on the route as set forth in the Roundtable's detailed statement of requirements.

The FAA will not be able to show the impacts of noise on other communities and other relevant facts. These subjects will have to be worked out over a period of time via the Roundtable and then potentially, if a preferred alternative is identified and depending upon the impacts of the alternative, that alternative could potentially be implemented within a few months. We will have a meeting in my office when the FAA completes its study by April or earlier if the study is completed earlier and the calendar permits it.

Please contact the Roundtable's consultant and the airport promptly should you feel that there are questions that need to be resolved regarding this topic so that delays can be avoided. Thank you for your attention to this matter.

All the best,


Jackie Speier
Member of Congress

cc:

John Martin, San Francisco International Airport
Sepi Richardson, Councilmember, City of Brisbane
Jeff Zajas, Resident, Brisbane
Richard Newman, Airport Community Roundtable
Dave Pine, Airport Community Roundtable

KJS/bp

Phil Wade

To: Steven Alverson
Subject: RE: SFO Roundtable Agenda Request

From: Council-Jeff Gee [<mailto:jgee@redwoodcity.org>]
Sent: Friday, January 20, 2012 4:41 PM
To: Rich Newman; sepirichardson@ci.brisbane.ca.us
Cc: digres@ci.pacifica.ca.us; elewis@ci.atherton.ca.us; dpine@smcgov.org
Subject: SFO Roundtable Agenda Request

Chair Newman and Vice Chair Richardson:

We would appreciate it if you would consider the attached agenda request. The formal letter is being circulated for signature between city clerks/staff. I wanted to provide you with an earlier copy as you prepare for the next meeting of the Roundtable.

If you have any questions, please do not hesitate to give me a call.

Regards,

Jeff

Jeff Gee
Vice Mayor
City of Redwood City
(c) 650-483-7412
1017 Middlefield Road
Redwood City, CA 94063

January 20, 2011

Chair Newman, SFO Roundtable
Vice Chair Richardson, SFO Roundtable

Re: Request for Agenda Item

In the aftermath of the San Mateo County Grand Jury report on the SFO Community Roundtable ("Roundtable"), we have the opportunity to ensure the integrity of this organization. The Roundtable has proven that it can be a productive organization that represents the cities in the County. It has a record of working collaboratively with the San Francisco Airport (SFO) and the airlines to develop strategies that promote business at the airport, ensure the safety of pilots, passengers and aircraft and at the same time, protect the quality of life of San Mateo County residents.

In 2011, airline passenger volume at SFO has recovered from the tragedy of 9/11, and is now projected to continue to grow at a steady pace. As this recovery has occurred, so has a subsequent increase in the number of noise complaints, both in the north county (e.g. Brisbane) and in the south county (e.g. Portola Valley).

We are requesting that the subject of "Roundtable Effectiveness" be placed on our next agenda for discussion. The establishment of ad hoc subcommittees (e.g., noise and noise mitigation strategies, budget, website, etc.) may be the most efficient way to proceed. Given the number of Roundtable members and the fact that there are only four formal meetings a year, such ad hoc subcommittees are needed for hands-on work to be accomplished. Ad hoc committees have the opportunity to meet between formal meetings and then bring recommendations forward to the full Roundtable for action.

We believe in the value of the Roundtable and our ability to ensure a high level of effectiveness in creating strategies that provide for the quality of life of the residents of each city within the Roundtable jurisdiction.

Very truly yours,

Sue Digre, Councilmember
Roundtable Representative
City of Pacifica

Jeffrey Gee, Vice Mayor
Roundtable Representative
City of Redwood City

Dave Pine
Roundtable Representative
San Mateo County

Elizabeth Lewis, Vice Mayor
Roundtable Representative
Town of Atherton

Cc: S. Alverson, ESA

Phil Wade

To: Steven Alverson
Subject: RE: SFO Roundtable Agenda Request

From: Sepi Richardson [mailto:sepirichardson@gmail.com]
Sent: Friday, January 20, 2012 10:43 PM
To: Jeff Gee; Sue Digre; Elizabeth Lewis; David Pine
Cc: Rich Newman
Subject: Re: SFO Roundtable Agenda Request

Hi,

I wholeheartedly support your your requests. I consider your email as our (Rich and myself) immediate directives to proceed and place this item on our February agenda including the copy of this email.

At the same time, I should like to include in this item, the following items that are imperative to our effectiveness and the future survival of our Roundtable organization.

We need to address our staff support needs to the Roundtable and Airport Land Use Committees. Immediate efforts should be made to assign/select a permanent public staff support to us. Roundtable is a public forum, and should not be staffed by private aviation consultants. There are definite and perceived conflicts in interest, public responsiveness, and lack of transparencies in addition to the high costs of having consultants.

I believe SM County is in perfect position to provide staff support to the Roundtable as they have successfully done so in the past. We can utilize Alverson or other companies to provide needed training to prepare a planning staff to perform these duties. By contracting with the County, the asset stays with the County. Dave Carbone learned this job while he performed other duties at the County for almost over (30) years. Is this what we want to do for the next (30) years? For sure, NOT! The sooner we start, the sooner we would be on the right track in addition to not wasting much needed funds. We approved the current contract with Alverson as an interim measure. Since the retirement of Mr. Carbone in the past six month, no outreach has been made to bring permanent public staff support. SFO and the Chair are already talking about extending the private and expensive contract. Should this practice continue?

In addition, as you have eloquently stated in your letter, we have abolished almost all parts of our great organization, piece by piece, by our approvals of our interim measures, such as closing office, laying off staff, reducing the number of our meetings, etc. What else is left? Get ride of the Roundtable and allow SFO, aviation consultants, and the noise office to handle and resolve our community concerns, while closing our eyes and ears to the impacts of increased aircraft noise they have created over our communities in San Mateo County? Have you not seen what they have done in Brisbane and in Portola Valley?

SFO Airport is increasing flights. Bigger and more noisy aircrafts will soon be flying over our communities. If a city thinks they are going to be immune from these expansion plans, they are sadly mistaken, unless they are from the City of San Francisco. With the current practices of SFO/airlines/FAA and Noise Office, we are all going to be impacted, sooner than we think and harder than we think. Unless we make some changes now! Look and learn from how they have worked with Brisbane and Portola Valley in solving noise issues. Since 2005, SFO and airlines have unilaterally set aside/ignored established routes and placed/shifted noise from airlines such as Virgin America, UA, SW, UAE, CHA, over Brisbane. Even though collected data at SFO Noise reflect increased noise and exceedances, the officials have repeatedly denied these facts. SFO and the

Noise Office have continually created much unnecessary stress and frustrations by their denials rather than abiding by our Charter to work with communities in reducing noise.

It has only been in the recent months, thru the RT effectiveness and our community members efforts that SFO/Noise Offices have reluctantly reviewed these facts. Even though denials have continued, they now make such comments as "if we correct the problem in Brisbane, where do we place the noise?" SFO is quick to create fear among our cities by referring to our "no shift" agreements. I think time has come for us, as Roundtable member cities to review the impacts of aircraft noise and aircraft pollutions over San Mateo County and San Francisco. Remember, SFO is increasing flights. If one city is not impacted now, I guarantee, it would be impacted later.

Lastly, we need to review the effectiveness of SFO Noise Office, their accomplishments, and their current practices and requirements such as requiring residents to call to report noise. With all the resources available to the Noise Office, do they not know the impacts of their decision in our communities, yet quick to place the burdens on the effected residents, be it students, working people, senior citizens, etc. If SFO Noise Office receives 400 calls from (7) people, does it mean there are no problems? How many is a good number? As Roundtable member cities, how can we have more influence in reporting noise, on behalf of our communities and expecting solutions? The residence get canned responses that means very little to them. The responses are very hard to understand and say NOTHING! People call to find an end to their suffering. What results have been achieved by continuing these practices other than creating delays? Why are we wasting time? We should demand results not just receiving updates. What has truly been accomplished by SFO Noise Office, if all we hear is that FAA, or airlines are in control. Who are they serving? Why do we need Noise Office?

I know many of us have shared our concerns regarding our website. The website must be updated immediately to contain educational, informative, current, and useful informations, forms, and directions.

The future of our communities and the SFO Roundtable is at stake. I applaud you for your leadership and I am looking forward to working with everyone in correcting these major deficiencies. I am very hopeful. We have the right resources, caring, knowledgeable members at our table. Somehow, we lost our focus for a while and now we are bringing it in line with our mission. I am excited!

Thank you.

Sepi Richardson
Vice Chair SFO Roundtable
Elected Official
City Of Brisbane
Sepirichardson@gmail.com

Sent from my iPad

On Jan 20, 2012, at 4:41 PM, Council-Jeff Gee <jgee@redwoodcity.org> wrote:

Chair Newman and Vice Chair Richardson:

We would appreciate it if you would consider the attached agenda request. The formal letter is being circulated for signature between city clerks/staff. I wanted to provide you with an earlier copy as you prepare for the next meeting of the Roundtable.

If you have any questions, please do not hesitate to give me a call.

Regards,

Jeff

Jeff Gee

Vice Mayor
City of Redwood City
(c) 650-483-7412
1017 Middlefield Road
Redwood City, CA 94063

<120120 REVISED - SFO Roundtable Agenda Req .pdf>

**Aircraft
Noise
Abatement
Office**

Item IV.G.16

Date: January 25, 2012

To: Steve Alverson

From: Bert Ganoung

Subject: Requested information from November 2, 2011 Roundtable Meeting

We came away from the last regularly scheduled Roundtable meeting with a pair of related requests. I noted we would provide an aircraft type versus noise comparison chart and we would report information on our Airbus Industries A380 operations that we had last summer as operated by Air France and Lufthansa German Airlines.

Please find attached courtesy of Mr. Gene Reindel of the Acoustic and Vibration firm Harris Miller Miller and Hanson an updated scatter graph and a report of aircraft noise levels as shown in Federal Aviation Administration Advisory Circular on certificated aircraft noise levels. Some will be surprising but they are based on the lowest on record for that aircraft type.

I have included a copy of the staff report on Airbus A380 noise levels to satisfy the request that was made regarding how loud A380 were at SFO. We used the Lufthansa's A380 fleet and compared it with their Boeing 747-400 fleet to have continuity. The report details the lower departure noise signature to the west through the GAP.

Certificated Aircraft Noise Levels Proposed Stage 5 Regulation

**Provided to Bert Ganoung
San Francisco International Airport**

November 10, 2011

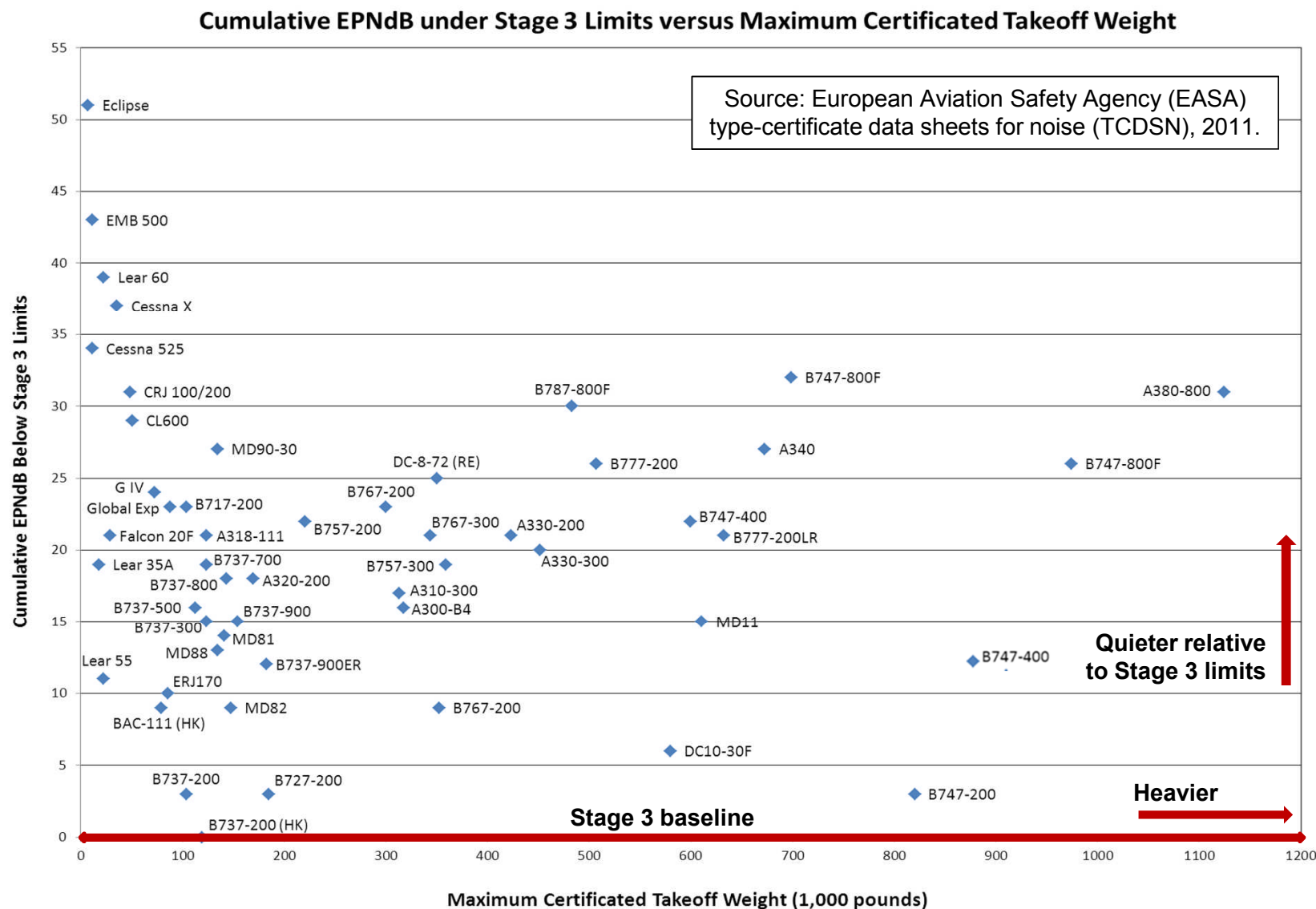


HARRIS MILLER MILLER & HANSON INC.

Margin of compliance with Stage 3

Selected Stage 3 and 4 aircraft

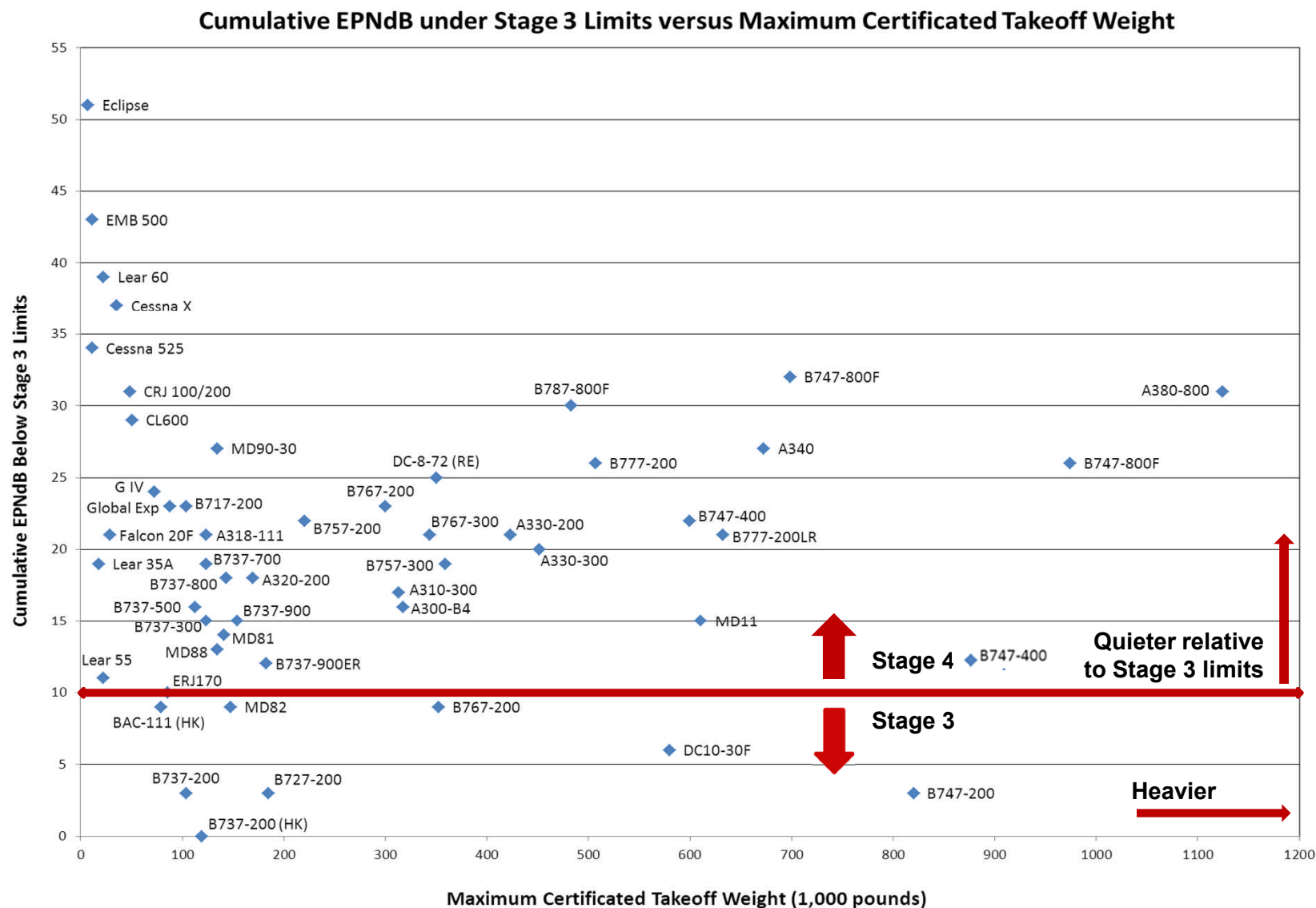
www.hmmh.com



Stage 4 cutoff

Cumulative 10 EPNdB quieter than Stage 3

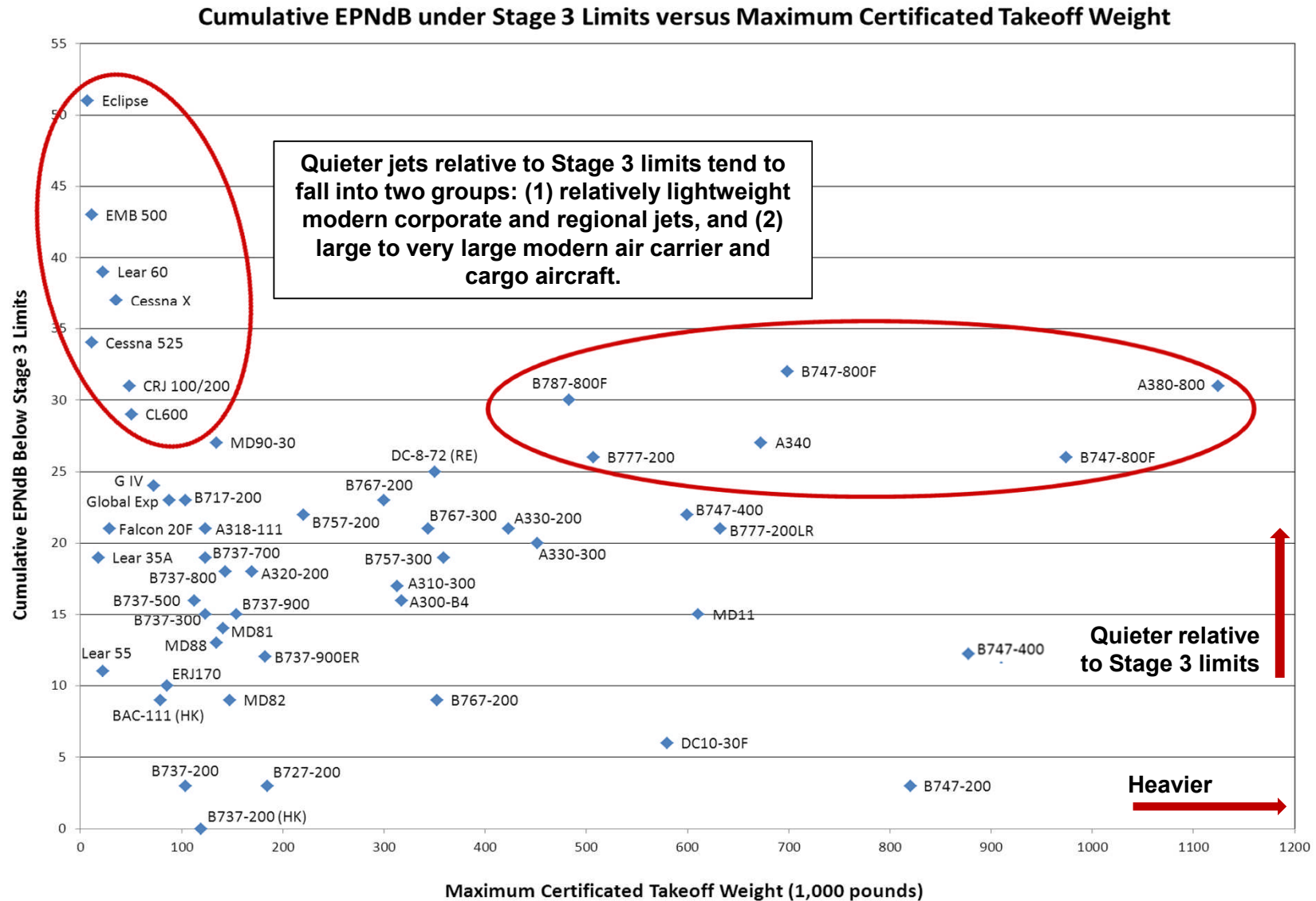
www.hmmh.com



Newer jets are significantly quieter

Whether large or small

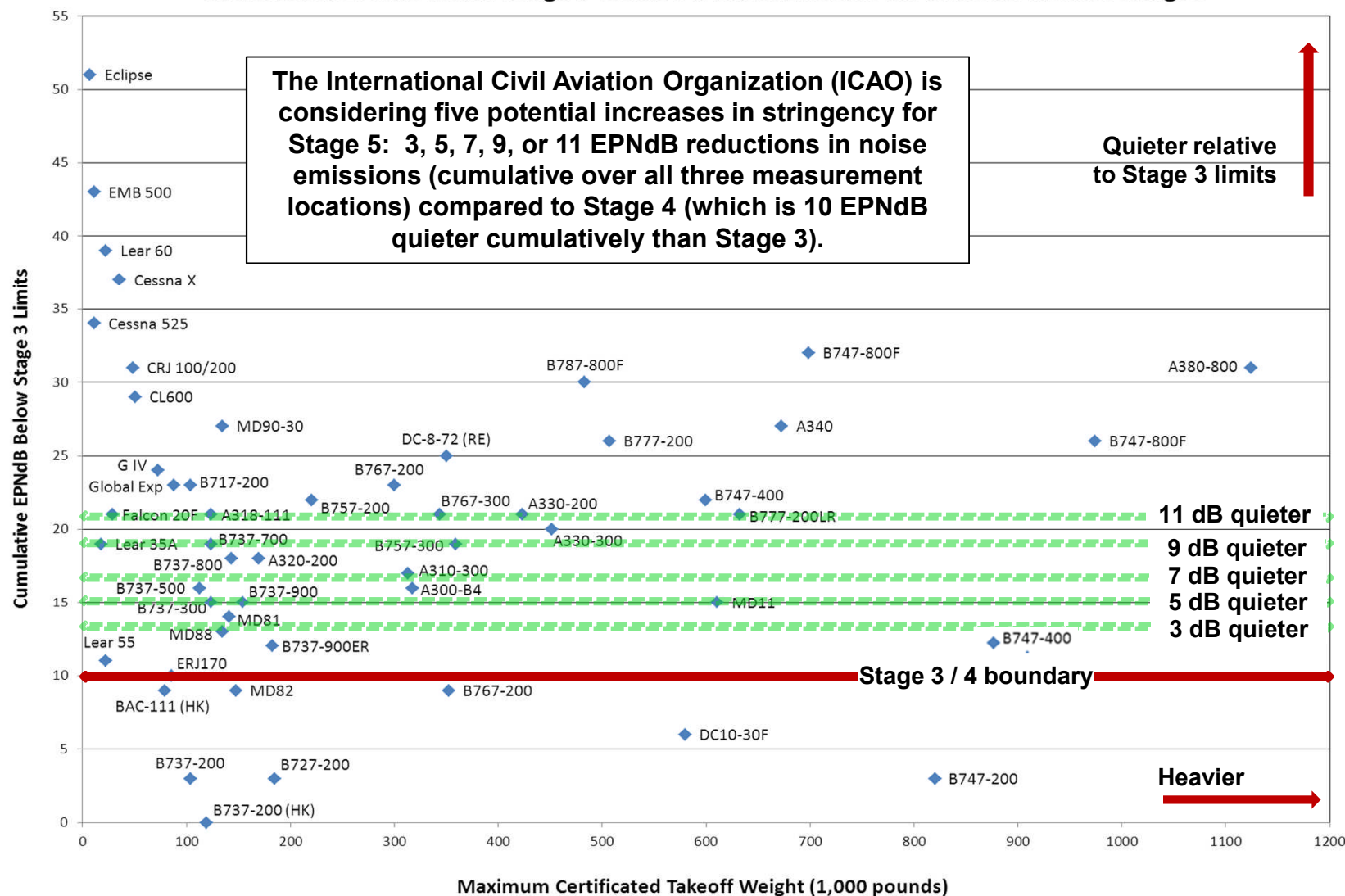
www.hmmh.com

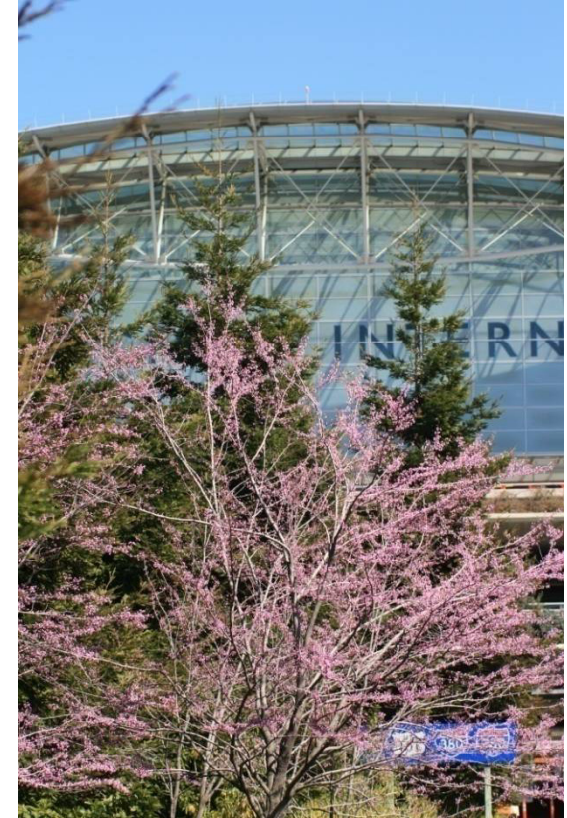


Stage 5 (“Chapter 5”) alternatives Under consideration by ICAO

www.hmmh.com

Cumulative EPNdB under Stage 3 Limits versus Maximum Certificated Takeoff Weight





Lufthansa A388 vs. B744 Noise Levels

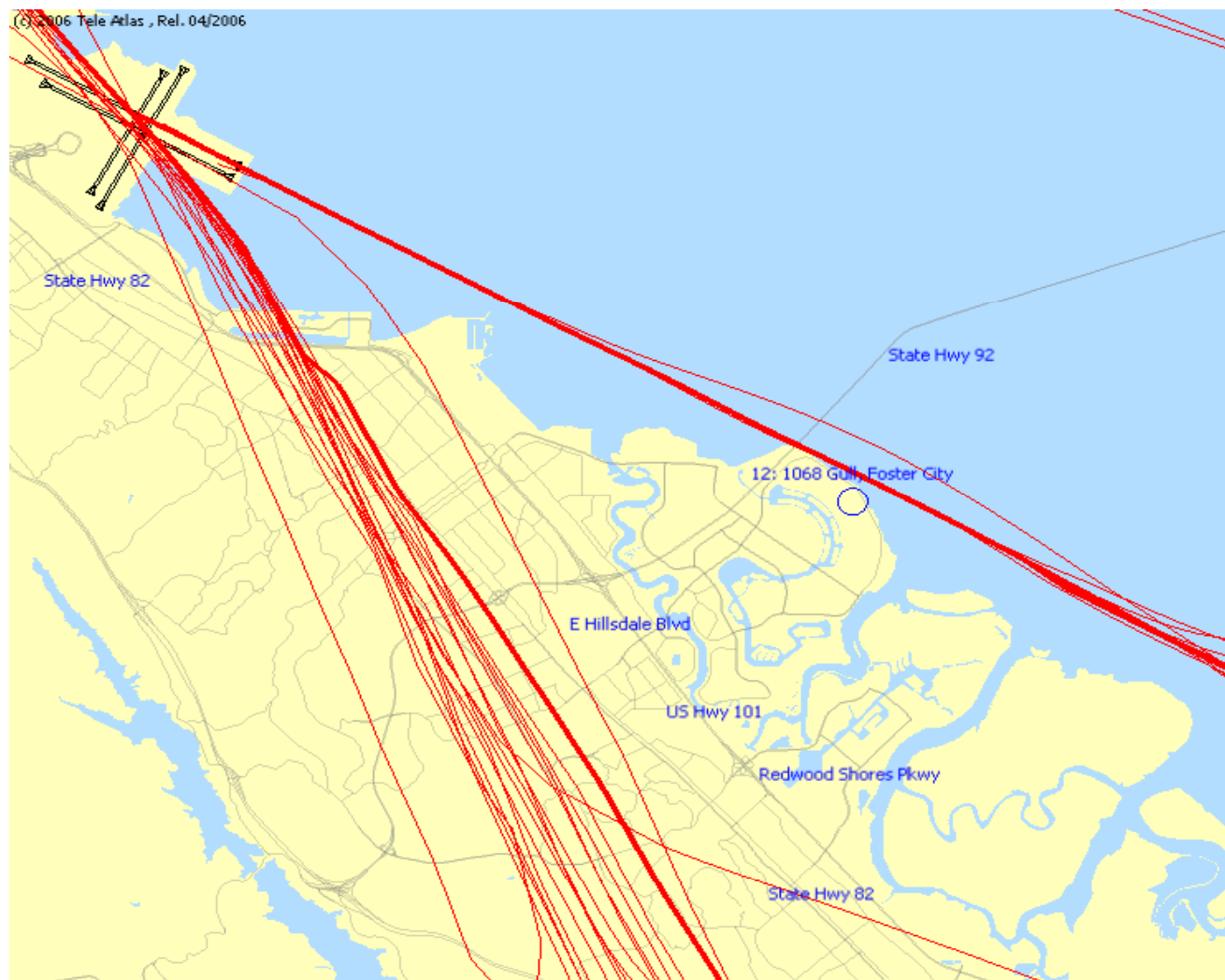
2010-2011

December 2, 2011





Noise Monitoring Sites



Typical arrivals, runway 28R



	Boeing 747-400	Airbus A380
Arrivals site 12 (Foster City)	36.1	36.7
Departures site 1 (San Bruno)	50.5	47.1
Departures site 6 (SSF)	44.9	43.2
Departures site 18 (Daly City)	44.7	43.4

Average CNEs



	Boeing 747-400 (6/ 2010)	Airbus A380 (6/ 2011)
Arrivals site 12	74.6	74.7
Departures site 1	89.9	85.9
Departures site 6	84.4	83.1
Departures site 18	84.6	82.9

Average Lmax



Data from June thru October	Boeing 747-400 (2010)	Airbus A380 (2011)
Arrivals site 12 (avg)	75.0	74.6
Max	80.2	80.2
Min	67.5	68.5
Departures site 1 (avg)	92.5	87.8
Max	97.4	93.3
Min	82.2	81.6
Departures site 6 (avg)	84.7	82.6
Max	88.1	85.6
Min	81.6	76.6
Departures site 18 (avg)	84.9	82.3
Max	88.2	87.5
Min	81.0	77.8

**Average, Maximum &
Minimum Lmax**



LUFTHANSA A388		Departures site 6				
		Average				
Date	SEL	Lmax	Duration	Energy	Divided by 86,400	CNEL
2-Jun-11	92	81.3	34	1.66E+09	1.92E+04	42.8
3-Jun-11	94	84.6	30	2.57E+09	2.97E+04	44.7
5-Jun-11	94	84.7	34	2.40E+09	2.78E+04	44.4
6-Jun-11	94	84.1	32	2.51E+09	2.91E+04	44.6
7-Jun-11	93	82.6	36	2.00E+09	2.31E+04	43.6
8-Jun-11	94	85.6	34	2.63E+09	3.04E+04	44.8
9-Jun-11	95	84.1	32	2.82E+09	3.26E+04	45.1
10-Jun-11	94	83.3	42	2.34E+09	2.71E+04	44.3
11-Jun-11	92	81.4	40	1.45E+09	1.67E+04	42.2
12-Jun-11	94	83.9	38	2.57E+09	2.97E+04	44.7
13-Jun-11	92	81.8	30	1.48E+09	1.71E+04	42.3
14-Jun-11	93	82.9	32	1.86E+09	2.16E+04	43.3
15-Jun-11	95	85	28	2.95E+09	3.42E+04	45.3
16-Jun-11	93	83.3	36	2.09E+09	2.42E+04	43.8
17-Jun-11	94	84.4	31	2.29E+09	2.65E+04	44.2
18-Jun-11	93	83	37	2.09E+09	2.42E+04	43.8
19-Jun-11	92	82.7	34	1.66E+09	1.92E+04	42.8
20-Jun-11	93	82.9	32	1.82E+09	2.11E+04	43.2
21-Jun-11	92	82.8	31	1.74E+09	2.01E+04	43.0
22-Jun-11	94	84.6	29	2.45E+09	2.84E+04	44.5
23-Jun-11	92	82.3	32	1.66E+09	1.92E+04	42.8
24-Jun-11	92	81.4	38	1.45E+09	1.67E+04	42.2
25-Jun-11	91	81	32	1.26E+09	1.46E+04	41.6
26-Jun-11	93	82.9	37	1.91E+09	2.21E+04	43.4
27-Jun-11	93	82.2	34	1.78E+09	2.06E+04	43.1
28-Jun-11	93	83	48	2.09E+09	2.42E+04	43.8
29-Jun-11	92	81.7	36	1.62E+09	1.88E+04	42.7
30-Jun-11	93	83.2	34	2.09E+09	2.42E+04	43.8
1-Oct-11	93	83.9	33	2.14E+09	2.47E+04	43.9
2-Oct-11	93	82.2	34	1.82E+09	2.11E+04	43.2
4-Oct-11	92	82.3	36	1.51E+09	1.75E+04	42.4
5-Oct-11	92	82.6	37	1.70E+09	1.97E+04	42.9
6-Oct-11	94	84.1	32	2.45E+09	2.84E+04	44.5
7-Oct-11	93	83.4	32	1.95E+09	2.26E+04	43.5
8-Oct-11	93	82.6	34	1.78E+09	2.06E+04	43.1
9-Oct-11	93	82.5	32	1.86E+09	2.16E+04	43.3
11-Oct-11	93	83.6	34	2.09E+09	2.42E+04	43.8
12-Oct-11	92	82	37	1.45E+09	1.67E+04	42.2
13-Oct-11	90	80.5	29	1.07E+09	1.24E+04	40.9
14-Oct-11	92	81	31	1.45E+09	1.67E+04	42.2
15-Oct-11	93	84.2	31	2.14E+09	2.47E+04	43.9
16-Oct-11	93	82.8	34	1.91E+09	2.21E+04	43.4
17-Oct-11	91	80.5	29	1.26E+09	1.46E+04	41.6
18-Oct-11	92	81.6	31	1.45E+09	1.67E+04	42.2
19-Oct-11	92	80.8	34	1.41E+09	1.63E+04	42.1
20-Oct-11	91	80.9	30	1.17E+09	1.36E+04	41.3
21-Oct-11	93	84	31	2.04E+09	2.36E+04	43.7
22-Oct-11	93	83.3	31	1.78E+09	2.06E+04	43.1
23-Oct-11	92	83	29	1.55E+09	1.79E+04	42.5
24-Oct-11	93	82.6	27	1.91E+09	2.21E+04	43.4
25-Oct-11	93	82.7	39	1.95E+09	2.26E+04	43.5
26-Oct-11	91	80.8	30	1.38E+09	1.60E+04	42.0
27-Oct-11	90	80.4	30	1.10E+09	1.27E+04	41.0
28-Oct-11	92	81.4	32	1.51E+09	1.75E+04	42.4
29-Oct-11	93	83.1	36	1.95E+09	2.26E+04	43.5
AVERAGE	92.6	82.7	33.4			43.2

LUFTHANSA B744		Departures site 6				
		Average				
Date	SEL	Lmax	Duration	Energy	Divided by 86,400	CNEL
1-Jun-10	94	83.6	41	2.51E+09	2.91E+04	44.6
2-Jun-10	95	85.5	42	3.16E+09	3.66E+04	45.6
3-Jun-10	94.5	84.5	41	2.82E+09	3.26E+04	45.1
4-Jun-10	94	84.2	44	2.51E+09	2.91E+04	44.6
6-Jun-10	93.2	83.4	32	2.09E+09	2.42E+04	43.8
7-Jun-10	93.6	84.3	37	2.29E+09	2.65E+04	44.2
8-Jun-10	92.6	82.1	37	1.82E+09	2.11E+04	43.2
9-Jun-10	94.1	84	36	2.57E+09	2.97E+04	44.7
10-Jun-10	94.9	85	54	3.09E+09	3.58E+04	45.5
11-Jun-10	94.8	84.8	37	3.02E+09	3.50E+04	45.4
12-Jun-10	92.5	82.2	33	1.78E+09	2.06E+04	43.1
13-Jun-10	93.6	84.4	35	2.29E+09	2.65E+04	44.2
14-Jun-10	95	84.5	39	3.16E+09	3.66E+04	45.6
15-Jun-10	94	83.8	40	2.51E+09	2.91E+04	44.6
16-Jun-10	93.5	83.9	41	2.24E+09	2.59E+04	44.1
17-Jun-10	94.5	86.1	44	2.82E+09	3.26E+04	45.1
18-Jun-10	94	84.6	34	2.51E+09	2.91E+04	44.6
19-Jun-10	92	82.8	33	1.58E+09	1.83E+04	42.6
20-Jun-10	94.6	85.6	38	2.88E+09	3.34E+04	45.2
21-Jun-10	94.5	85.3	34	2.82E+09	3.26E+04	45.1
22-Jun-10	94.6	84.6	35	2.88E+09	3.34E+04	45.2
23-Jun-10	93.8	84.5	33	2.40E+09	2.78E+04	44.4
24-Jun-10	92	82.7	36	1.58E+09	1.83E+04	42.6
25-Jun-10	95.2	85.7	36	3.31E+09	3.83E+04	45.8
26-Jun-10	94.3	84.6	36	2.69E+09	3.12E+04	44.9
27-Jun-10	93.1	83.7	34	2.04E+09	2.36E+04	43.7
28-Jun-10	94.5	85.5	40	2.82E+09	3.26E+04	45.1
29-Jun-10	93.8	84.9	32	2.40E+09	2.78E+04	44.4
30-Jun-10	94.7	86.4	40	2.95E+09	3.42E+04	45.3
1-Oct-10	92.4	82.6	29	1.74E+09	2.01E+04	43.0
2-Oct-10	95.2	87.2	31	3.31E+09	3.83E+04	45.8
3-Oct-10	95.4	85.9	47	3.47E+09	4.01E+04	46.0
4-Oct-10	95.5	85.8	44	3.55E+09	4.11E+04	46.1
5-Oct-10	94.5	85	42	2.82E+09	3.26E+04	45.1
6-Oct-10	95	86.3	38	3.16E+09	3.66E+04	45.6
7-Oct-10	95.5	86.7	38	3.55E+09	4.11E+04	46.1
8-Oct-10	94.3	84.5	40	2.69E+09	3.12E+04	44.9
9-Oct-10	94.1	84.5	42	2.57E+09	2.97E+04	44.7
10-Oct-10	93.9	83.5	31	2.45E+09	2.84E+04	44.5
11-Oct-10	93.4	83.5	37	2.19E+09	2.53E+04	44.0
12-Oct-10	94.3	85.8	32	2.69E+09	3.12E+04	44.9
13-Oct-10	95.2	85.6	35	3.31E+09	3.83E+04	45.8
14-Oct-10	93.4	83.3	39	2.19E+09	2.53E+04	44.0
15-Oct-10	93.9	83.5	40	2.45E+09	2.84E+04	44.5
16-Oct-10	93	83	33	2.00E+09	2.31E+04	43.6
17-Oct-10	94.4	85.4	43	2.75E+09	3.19E+04	45.0
18-Oct-10	94.8	85.7	36	3.02E+09	3.50E+04	45.4
19-Oct-10	94.8	85.7	41	3.02E+09	3.50E+04	45.4
20-Oct-10	95.2	85.1	46	3.31E+09	3.83E+04	45.8
21-Oct-10	95.3	85.5	39	3.39E+09	3.92E+04	45.9
22-Oct-10	94.8	84.5	33	3.02E+09	3.50E+04	45.4
24-Oct-10	93.7	85	26	2.34E+09	2.71E+04	44.3
25-Oct-10	94.5	84.6	49	2.82E+09	3.26E+04	45.1
26-Oct-10	94.7	84.8	38	2.95E+09	3.42E+04	45.3
27-Oct-10	94	84.2	39	2.51E+09	2.91E+04	44.6
28-Oct-10	94.2	85.2	32	2.63E+09	3.04E+04	44.8
29-Oct-10	96.1	88.1	34	4.07E+09	4.72E+04	46.7
30-Oct-10	95.4	86.6	45	3.47E+09	4.01E+04	46.0
31-Oct-10	94.9	85.4	39	3.09E+09	3.58E+04	45.5
AVERAGE	94.2	84.7	37.8			44.9

SEL - Sound Exposure Level, is a single event sound level often used in addition to CNEL to evaluate noise exposure. It measures the total audible energy in a single flyover and presents it as though it took place in one second. Normalizing the sound energy to one second makes it possible to compare events that vary in duration.

Lmax - Maximum Noise Level, is a measurement of the maximum sound level or peak for a noise event.

Duration, in seconds, is the length of the measured noise event.

Data sample site 6

Office of the City Clerk



Item IV.G.17

1017 Middlefield Road
Redwood City, California 94063
Telephone (650) 780-7220
FAX (650) 261-9102

January 26, 2011

Chair Newman, SFO Community Roundtable
Vice Chair Richardson, SFO Community Roundtable
(sent electronically)

Re: Request for Agenda Item

Dear Chair Newman and Vice Chair Richardson,

In the aftermath of the San Mateo County Grand Jury report on the SFO Community Roundtable ("Roundtable"), we have the opportunity to ensure the integrity of this organization. The Roundtable has proven that it can be a productive organization that represents the cities in the County. It has a record of working collaboratively with the San Francisco Airport (SFO) and the airlines to develop strategies that promote business at the airport, ensure the safety of pilots, passengers and aircraft and at the same time, protect the quality of life of San Mateo County residents.

In 2011, airline passenger volume at SFO has recovered from the tragedy of 9/11, and is now projected to continue to grow at a steady pace. As this recovery has occurred, so has a subsequent increase in the number of noise complaints, both in the north county (e.g. Brisbane) and in the south county (e.g. Portola Valley).

We are requesting that the subject of "Roundtable Effectiveness" be placed on our next agenda for discussion. The establishment of ad hoc subcommittees (e.g., noise and noise mitigation strategies, budget, website, etc.) may be the most efficient way to proceed. Given the number of Roundtable members and the fact that there are only four formal meetings a year, such ad hoc subcommittees are needed for hands-on work to be accomplished. Ad hoc committees have the opportunity to meet between formal meetings and then bring recommendations forward to the full Roundtable for action.

We believe in the value of the Roundtable to ensure a high level of effectiveness in creating strategies that provide a quality of life for the residents of each city within the Roundtable jurisdiction.

Very truly yours,



Sue Digre, Councilmember
Roundtable Representative
City of Pacifica



Jeffrey Gee, Vice Mayor
Roundtable Representative
City of Redwood City



Dave Pine
Roundtable Representative
San Mateo County

/s/ Elizabeth Lewis

Elizabeth Lewis, Vice Mayor
Roundtable Representative
Town of Atherton

C: S. Alverson, ESA (sent electronically)

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San Francisco International
Airport/Community Roundtable

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REGULAR AGENDA

Regular Meeting # 278
~ February 1, 2012 ~

Agenda Items V. – VII.



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RESOLUTION NO. 12-01

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

John Lee

Upon His Departure from the San Mateo City Council
and the San Francisco International Airport/Community Roundtable

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

WHEREAS, **John Lee** was elected to the City of San Mateo City Council in 1999, began his service on the Roundtable in February 1999, and served on the Roundtable Work Program Subcommittee from 1999 to 2007, served on the Roundtable Operations and Efficiency Subcommittee from 2007 to 2010, and served on a variety of other subcommittees, including the Roundtable Backblast Noise Insulation Project Subcommittee, the Noise Monitor Site Review Subcommittee, and the Roundtable Coordinator Selection Subcommittee; and

WHEREAS, **John Lee's** service on the Roundtable and the Noise Monitor Site Review Subcommittee, garnered personal thanks from a City of San Mateo community member for accomplishing the task of getting a noise monitor established near her home; and

WHEREAS, **John Lee** has left his seat on the San Mateo City Council, and therefore, must vacate his seat on the Roundtable, as the Representative for the City of San Mateo;

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

UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON FEBRUARY 1, 2012

Richard Newman, Roundtable Chairperson



RESOLUTION NO. 12-02

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

Steve Toben

**Upon His Departure from the Town of Portola Valley Town Council
and the San Francisco International Airport/Community Roundtable**

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

WHEREAS, *Steve Toben* was elected to the Town of Portola Valley Town Council in November 2003, beginning his service on the Roundtable in June 2004; and

WHEREAS, during ***Steve Toben's*** seven-year service on the Roundtable, he sat on the Woodside VOR Oceanic Arrivals Subcommittee in 2005, and served as Chair on the Woodside VOR Oceanic Arrivals Subcommittee from 2006 to 2007 during which time the Roundtable worked closely with SFO and FAA staff to address air traffic and related noise issues in the vicinity of the Woodside VOR; and

WHEREAS, *Steve Toben* has left his seat on the Town of Portola Valley Town Council, and therefore, must vacate his seat on the Roundtable, as the Representative for the Town of Portola Valley;

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

UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON FEBRUARY 1, 2012

Richard Newman, Roundtable Chairperson



RESOLUTION NO. 12-03

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

Cyril Bologoff

Upon His Departure from the City of Brisbane City Council
and the San Francisco International Airport/Community Roundtable

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

WHEREAS, Cyril Bologoff was elected to the City of Brisbane City Council in November 1989, beginning his service on the Roundtable in January 2006; and

WHEREAS, Cyril Bologoff has left his seat on the City of Brisbane City Council, and therefore, must vacate his seat on the Roundtable, as the Alternate Representative for the City of Brisbane;

NOW, THEREFORE BE IT RESOLVED, that the members of the Roundtable do hereby express their sincere thanks to **Cyril Bologoff** for his support of the Roundtable and wish him great success in his future endeavors.

UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON FEBRUARY 1, 2012

Richard Newman, Roundtable Chairperson



RESOLUTION NO. 12-04

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

Andrew Cohen

Upon His Departure from the San Francisco International Airport/Community Roundtable

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

WHEREAS, Andrew Cohen was elected to the City of Menlo Park City Council in November 2004, beginning his service on the Roundtable in February 2007; and

WHEREAS, Andrew Cohen is turning over his seat on the Roundtable, as the Alternate Representative for the City of Menlo Park;

NOW, THEREFORE BE IT RESOLVED, that the members of the Roundtable do hereby express their sincere thanks to **Andrew Cohen** for his support of the Roundtable and wish him great success in his future endeavors.

UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON FEBRUARY 1, 2012

Richard Newman, Roundtable Chairperson



RESOLUTION NO. 12-05

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

David F. Carbone

Upon His Departure from the County of San Mateo and the San Francisco International Airport/Community Roundtable

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

WHEREAS, only four years after the very first Roundtable, **David F. Carbone**, attended Regular Roundtable Meeting No. 42 on December 4, 1985, and served the City of South San Francisco from 1985 to 1988, at which time he joined the County of San Mateo and began supporting the Roundtable as its Coordinator, until becoming the Roundtable Program Manager in 2009; and

WHEREAS, during **David F. Carbone's** 23-year service to the Roundtable, he supported many Roundtable accomplishments/milestones including, but not limited to, the establishment of the Fly Quiet Program, the production of the Fly Quiet Program video, the adoption of the Roundtable's first Strategic Plan, and the planning of the Roundtable 30th anniversary celebration in June 2011; and

WHEREAS, in addition to **David F. Carbone's** attendance at over 200 Regular Roundtable and numerous subcommittee meetings, he represented the Roundtable at national conferences, participated in the FAA's Center of Excellence Advisory Committee, sat on the Regional Airport System Plan Analysis (RASPA) Regional Airport Planning Committee (RAPC) Task Force, served on the Caltrans Airport Land Use Handbook Technical Advisory Committee; and

WHEREAS, **David F. Carbone** retired from the County of San Mateo in September 2011 ending his 23-year service to the Roundtable;

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

UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON FEBRUARY 1, 2012

Richard Newman, Roundtable Chairperson



RESOLUTION NO. 12-06

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

Connie Shields

Upon Her Departure from San Mateo County and the San Francisco International Airport/Community Roundtable

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

WHEREAS, Connie Shields joined the Roundtable in February 2004, and provided former Roundtable Program Manager David F. Carbone superlative assistance with operating the Roundtable Office, preparing and distributing agenda packets for each Regular meeting and special meeting, serving as the first point of contact between the public and the Roundtable, responding to requests for information from Roundtable members, elected officials, and the community, providing staff support and delicious homemade cakes and cookies at holiday, anniversary, and other special events; and

WHEREAS, Connie Shields is leaving her position as Roundtable Administrative Assistant;

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

UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON FEBRUARY 1, 2012

Richard Newman, Roundtable Chairperson



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February 1, 2012

TO: Roundtable Representatives and Alternates

FROM: Steve Alverson, Roundtable Coordinator

SUBJECT: **Agenda Item No. VII.A for February 1, 2012, Re: Update of Crossing Altitude of Oceanic Arrivals Over the Woodside VOR: History and Current Altitude Findings**

BACKGROUND

Since the fall of 2011, there has been increasing citizen concern about aircraft noise in the vicinity of the Woodside VOR (OSI). In addition to letters (see attached) and phone calls to SFO, the Roundtable, and others, several residents in the vicinity of OSI and in the Town of Portola Valley have spoken before the Roundtable on the issue of increased frequency of overflights and lower aircraft altitudes over OSI, which have resulted in a perceived increased aircraft noise exposure. The residents have requested the assistance of the Roundtable in addressing this issue. The purpose of this agenda item is the review the history of this issue and to receive an update from the SFO Aircraft Noise Abatement Office (ANAO) on the status of overflights in the vicinity of OSI.

DISCUSSION

OSI is a navigational aid located in Woodside that aircraft use to navigate to and from San Francisco Bay Area airports including, but not limited to SFO, SJC and OAK. In particular, OSI is as an arrival waypoint over which aircraft fly on certain approaches into those airports. Because OSI is an electronic navigational aid, aircraft fly directly over OSI, which results in a concentration of overflights in the vicinity of OSI. In addition, aircraft arriving at and departing from SFO and the other Bay Area Airports receive radar vectors from FAA air traffic control adding to aircraft overflights in the vicinity of the OSI.

The Roundtable has investigated overflights of OSI in the past including the formation of the Woodside VOR Oceanic Arrivals Subcommittee. Upon concluding its work in September 2006, the Subcommittee delivered six recommendations (see attached), four of which (recommendations 1, 2, 4, and 5) were approved, to the full Roundtable including the monitoring of aircraft altitudes over OSI. The SFO ANAO implemented a regular monitoring/reporting system and publishes the OSI reports on the SFO website.

At this evening's meeting, SFO ANAO staff will provide the Roundtable with an update on aircraft activity in the vicinity of OSI.





Item VII.A

San Francisco International
Airport/Community Roundtable

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A presentation on the Woodside VOR: History and Current Altitude Findings will be provided by the SFO Noise Abatement Office.



JAMES E. LYONS
27 Mountain Meadow Drive
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, Ilan, 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](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
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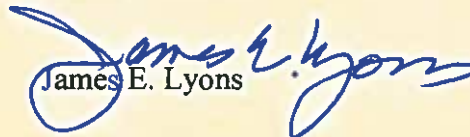
issue many times in the past, to no effect. We now insist that the FAA and SFO meet the legal obligations imposed on them by the Eshoo Agreement, the United States Congress and the California Legislature. In particular, with respect to the decision to abandon the Eshoo Agreement and develop and implement 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)



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

Western-Pacific Region
Office of the Regional Administrator

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

NOV 04 2011

Mr. James E. Lyons
27 Mountain Meadow Drive
Woodside, CA 94062

Dear Mr. Lyons:

Thank you for your letter dated October 03, 2011, regarding your concerns about excessive and intolerable noise caused by low-flying aircraft over your home.

The Federal Aviation Administration (FAA) has the statutory responsibility and primary mission to promote safety, efficiency, and provide for the safe use of airspace. Within this context, we continue to work to mitigate the effects of aviation-related noise. It is a continuing challenge for us to provide the necessary support to the nation's airspace system and ensure the consideration of noise impacts.

The Oceanic Tailored Arrival (OTA) procedure was initially designed by NASA, Boeing, and United Airlines and is still in development and under review. The OTA is not a new arrival route. It simply allows the aircraft's Flight Management System to direct the aircraft to descend in its optimum configuration for engine use, fuel consumption, emissions, and noise. Although aircraft using the OTA may be at lower altitudes, according to current noise studies this optimum configuration actually results in lower noise levels.

Complicating the issue, the airspace over your neighborhood is one of the most congested in the nation. With the close proximity of Oakland International Airport, Moffett Federal Airfield, San Jose International Airport, and San Francisco International Airport (SFO), the Northern California Terminal Radar Approach Control does not have the ability to freely move aircraft. The burden of aircraft noise must be shared by all members of the community. We are committed to reducing noise, but it is not an acceptable environmental practice to move flight tracks from one community to another for the sole purpose of shifting noise away from the old community onto the new community.

The FAA is an active participant in the San Francisco International Airport/Community Roundtable. The Roundtable monitors a performance-based noise mitigation program implemented by airport staff, interprets community concerns and attempts to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the FAA, SFO management and local government. This is one mechanism where noise

concerns are identified and recommendations on courses of action are made to the responsible entity.

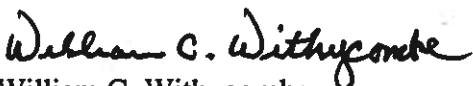
There are no simple solutions to this complex issue. We are sensitive to the needs of the communities we serve while having the responsibility to address the needs of National Airspace System users. We strive to find the proper balance between aircraft operations and environmental concerns, and will continually review and refine our operating practices to achieve the best possible services to our customers.

Regarding your request for copies of environmental reports and studies conducted by the FAA addressing noise impacts of jet aircraft over the Woodside VOR, you will need to make that request through the FAA, Western Service Area, Air Traffic Organization, FOIA Office at http://www.faa.gov/foia/foia_request/index.cfm or:

FAA ATO WSA
FOIA Office, AJV-W52
1601 Lind Avenue SW
Renton, WA 98057-4046

Thank you for this opportunity to answer your inquiry. If you need further help, please contact me or Ms. Lirio Liu, Deputy Regional Administrator, at (310) 725-3550.

Sincerely,


William C. Withycombe
Regional Administrator

November 14, 2011

Mr. James E. Lyons
27 Mountain Meadow Road
Woodside, CA 94062

Dear Mr. Lyons:

Thank you for your letter of September 28, 2011 regarding low flying aircraft in the vicinity of the Woodside Very High Frequency Omnidirectional Range (VOR).

The City and County of San Francisco, which owns and operates the San Francisco International Airport (SFO), has no legal authority to issue regulations controlling the flight of aircraft for noise purposes. The federal government has complete and exclusive sovereignty in the airspace of the United States. Congress has given the Federal Aviation Administration (FAA) the broad authority to regulate the airspace, including the routing, flight altitude, and control of aircraft through this airspace. The Airport Noise and Capacity Act of 1990 further limits the Airport in its ability to regulate what and when the airlines operate at the Airport.

With regard to the Woodside VOR navigation aid crossing altitude, SFO, as a member of the San Francisco Airport/Community Roundtable, worked with the affected communities to gain FAA's agreement in 1998 to add to the FAA's procedure manual oceanic arrival traffic crossing the Woodside VOR at 7,000 ft. Mean Sea Level (MSL) and later at 8,000 ft. MSL, traffic permitting.

The FAA is the appropriate party to address the current air traffic demands at SFO and air carriers' use of the Woodside VOR navigation aid crossing altitude, as well as the FAA's testing of the Oceanic Tailored Arrival (OTA) procedure developed by Boeing and NASA at SFO.

The California Environmental Quality Act (CEQA) requires a public agency to undertake environmental review before it decides to carry out, authorize or approve projects that could have an adverse effect on the environment. The City and County of San Francisco has no decision-making role with respect to the use of airspace above and around SFO, as that authority rests exclusively with the FAA. As such, the City was not required to prepare a CEQA review document either before the FAA's adoption of the Woodside VOR or changes, if any, made by FAA or to the Woodside VOR.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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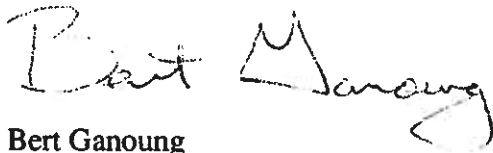
PETER A. STERN

JOHN L. MARTIN
AIRPORT DIRECTOR

James E. Lyons
November 14, 2011
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SFO continues to work with the Roundtable and the surrounding communities to look for solutions that would ameliorate aircraft noise impacts. Should you have any further questions I would be happy to answer them.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bert Ganoung". The signature is fluid and cursive, with the first name "Bert" and last name "Ganoung" clearly distinguishable.

Bert Ganoung
Aircraft Noise Abatement Manager

cc: John L. Martin
John Bergener

JAMES E. LYONS
27 MOUNTAIN MEADOW DRIVE
WOODSIDE, CALIFORNIA 94062

TEL: (650) 851-1293
EMAIL: JEL1293@YAHOO.COM

November 22, 2011

Mr. William C. Withycombe
FAA Regional Administrator
P.O. Box 92007
Los Angeles, CA 90009-2007

RE: Low-Flying Aircraft over the Woodside VOR

Dear Mr. Withycombe:

I am writing in response to your letter dated November 4, 2011, which I received on November 10, 2011. Your November 4 letter replied to my letter to you of September 28, 2011.* I am disappointed that your November 4 letter failed to respond to several concerns I raised in my September 28 letter, and instead addressed points I did not make.

I realize that you and your colleagues at the FAA are very busy and shoulder significant responsibilities, but I also believe that the FAA should be candid and responsive to the good faith concerns raised by affected citizens. The noise from jet aircraft flying over my home at less than 8,000 feet, especially at night, is intolerable. Your November 4 letter ignored these concerns. This is not acceptable.

For example, your letter failed to address the point in my September 28 letter that the Eshoo Agreement (to which the FAA agreed) requires aircraft approaching San Francisco International Airport over the Woodside VOR maintain a minimum altitude of 8,000 feet, and that air traffic controllers would enforce this requirement for approaching flights into San Francisco and Oakland Airports. I assume that your letter's silence on this point reflects that the FAA does not challenge the existence and validity of the Eshoo Agreement. This is not surprising, given that, as I understand it, the FAA has incorporated the Eshoo Agreement into its noise abatement procedures for oceanic jet aircraft arrivals from

* Your November 4 letter mistakenly dated my letter as October 3, 2011.

the west. According to information I have seen, the FAA adopted an order known as FAA Procedures Manual NCT 7110.65G, which provides:

"Traffic permitting, control room personnel shall apply the following Noise Abatement Procedure:

5-7. SFO

a. Arrivals

(2) Runways 28

- (f) All oceanic jet arrivals inbound from the west shall cross OSI [i.e., the Woodside VOR] at or above 8,000 feet MSL"

I also understand an identical directive applies to oceanic jet aircraft arrivals inbound from the west to Oakland International Airport.

I recognize that safety and air traffic concerns may require air traffic controllers to vary the altitude of aircraft arrivals from the minimum mandated by these requirements, but, as I expressed in my September 28 letter, these requirements appear to have been ignored completely. According to data supplied by the SFO Noise Abatement Office on aircraft arrivals over the Woodside VOR between the hours of 10:30 p.m. and 6:00 a.m., from 2008 through 2010, almost 65 percent of all jet aircraft arrivals were below the 8,000 foot minimum altitude. It cannot possibly be true that safety or traffic concerns required air traffic controllers to override the minimum altitude requirements of the Eshoo Agreement and FAA directives almost two-thirds of the time.

Your letter states that "we continue to work to mitigate the effects of aviation-related noise." If that is true, surely your office could investigate my concerns, verify the data I have presented to you, and act to enforce compliance with the Eshoo Agreement and the FAA's own directives.

Your letter argues that the Oceanic Tailored Arrival procedure is not a new arrival route. If your letter means that the OTA permits the FAA and air traffic controllers to ignore the Eshoo Agreement and the FAA's own orders, your letter is mistaken. Your letter's admission that "aircraft using the OTA may be at lower altitudes" is an acknowledgment that the FAA has undertaken an action with environmental effects "that may be major and which are potentially subject to Federal control and responsibility." 40 C.F.R. § 1508.18. This is so because lower aircraft altitudes generate greater noise, as my September 28 letter establishes and personal experience verifies every day. Although your letter contends that the OTA results in lower noise levels, you offer no independent evidence that this is the case.

In any event, whether the OTA increases or decreases the noise levels of jet aircraft overflying the Woodside VOR at less than 8,000 feet is precisely the question that Congress directed be answered by an objective environmental analysis. If the FAA has determined to abandon the Eshoo Agreement and ignore its own directives, it is required to conduct an environmental assessment under the National Environmental Policy Act. That environmental analysis will establish whether your letter's contention that aircraft using the OTA generate lower noise levels is correct.

Finally, I am compelled to respond to the implication in your letter that my September 28 letter reflects an effort to move the burden of aircraft noise from one community to another. This is a makeweight argument that does not respond to any point made in my letter. I have absolutely no desire to shift the cacophony of low-flying jet aircraft over my home to my neighboring communities. I only want the peace and tranquility of my neighborhood restored by compliance with the Eshoo Agreement, whose purpose was to lower the noise of approaching jet aircraft in the first place.

Your letter asserts that the FAA strives "to find the proper balance between aircraft operations and environmental concerns." I suggest the "proper balance" should be obvious: enforce compliance with the Eshoo Agreement and the FAA's own Procedures Manual. If the FAA wishes to abandon those requirements, then it should comply with NEPA and FAA's own environmental regulations.

I therefore request the following:

1. Please confirm that the FAA intends to comply with the Eshoo Agreement and its NCT 7110.65G.
2. If the FAA has determined not to comply with the Eshoo Agreement and NCT 7110.65G, please explain the basis for that decision.
3. If the FAA has determined not to comply with the Eshoo Agreement and NCT 7110.65G, please state whether the FAA contends that NEPA and FAA Order 1050.1E is applicable to that decision and the reasons for its conclusion.

Mr. William C. Withycombe
November 22, 2011
Page 4

I would appreciate the courtesy of a reply.

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
Steve Alverson, Roundtable Coordinator
SFO Community Roundtable
Steve Toben, Council Member,
Town of Portola Valley
Dave Pine, Supervisor, District One
San Mateo County

JAMES E. LYONS
27 MOUNTAIN MEADOW DRIVE
WOODSIDE, CALIFORNIA 94062

TEL: (650) 851-1293
EMAIL: JEL1293@YAHOO.COM

November 22, 2011

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

RE: Low-Flying Aircraft over the Woodside VOR

Dear Mr. Ganoung:

I have received your letter of November 14, 2011, which you wrote in response to my letter of September 28, 2011. I am disappointed that your letter did not address the complaints I raised in my letter regarding the intolerable noise generated by low-flying commercial aircraft operating over the Woodside VOR. I even provided you with specific data sources (from the Noise Abatement Office's own website) documenting the low altitudes, flight numbers, dates and times of these offensively noisy flights. Your letter ignored these facts.

Although the City and County of San Francisco may have no legal authority to issue regulations controlling aircraft flight for noise purposes (as your letter asserts), the NAO surely has the authority to investigate noise complaints and take steps to mitigate aircraft noise. After all, your organization is known as the Aircraft Noise Abatement Office, whose purpose (I presume) is to abate the noise of aircraft using SFO. The NAO website trumpets that "[e]liminating high-level noise events is a long-standing goal of the Airport. . . ." And the NAO's home page states: "The Office has two main purposes: insuring that flights operate as quietly as possible and providing accurate and accessible information about the noise abatement program to community residents."

If these statements are not mere empty promises offered for public consumption, then your office should have investigated my noise complaints and responded as to whether any of those flights exceeded single event maximum noise

level limits at the Woodside VOR, or any other applicable limits on aircraft noise.¹ It appears from your letter that the NAO has chosen to ignore my noise complaints and not perform the service it had promised to the community. I request that the NAO do what it has pledged the public it would do: investigate my noise complaints and take appropriate action with the offending airlines.

Your letter also misstates SFO's obligations under the California Environmental Quality Act. It may be true, as your letter states, that San Francisco has no decision-making role with respect to the use of airspace around SFO, but this is not relevant. SFO has been working for several years with the FAA, Boeing, NASA and United Airlines in developing the Oceanic Tailored Arrival ("OTA") flight procedure, as you affirmed in your email dated September 15, 2011, to Rod Bersamina of Congresswoman Eshoo's office. In my September 28 letter, I showed that the OTA procedure has greatly increased the number of flights over the Woodside VOR at lower altitudes, with the resultant increase in noise.

CEQA requires local agencies (such as SFO) to prepare an environmental impact report "on any project that they intend to carry out or approve which may have a significant effect on the environment." Public Resources Code § 21151(a) (emphasis added). SFO's unqualified support of the OTA procedures is subject to CEQA because it reflects SFO's approval of a definite course of action that may have a significant effect on the environment.² SFO's intensive work on the OTA procedure over a number of years has committed SFO to a project with significant environmental impact, so as to effectively preclude any alternatives or mitigation measures (including abandonment of the procedure). This required the preparation of an EIR under CEQA, which SFO has apparently failed to do. See *Save Tara v. City of West Hollywood*, 45 Cal 4th 116, 139 (2008) (holding that local agency approval of a private housing development project required CEQA review through preparation of an EIR before approval).³

¹ I note that one of the elements of the Fly Quiet Program described on the NAO website is "[a]n evaluation of single overflight noise level exceedences."

² Section 15352(a) of the CEQA Guidelines states: "'Approval' means the decision by a public agency to a definite course of action in regard to a project intended to be carried out by any person." Cal. Code of Regs. § 14:15352(a).

³ Your letter attempts to justify the lack of CEQA review for the OTA procedure by arguing that there was no CEQA review prior to the adoption of the Eshoo Agreement and therefore no CEQA approval is required for the OTA procedure. Whether the Eshoo Agreement required preparation of an EIR prior to its adoption, your letter's argument amounts to pseudo-reasoning, which violates a fundamental rule of logic known as the tu quoque fallacy: you cannot justify a wrong by pointing to a similar perceived wrong perpetrated by others.

Mr. Bert Ganoung
November 22, 2011
Page 3

You conclude your letter by stating that SFO continues "to look for solutions that would ameliorate aircraft noise impacts." I suggest that SFO could fulfill this aspiration by investigating my noise complaints and ensuring that flights over the Woodside VOR comply with the terms of the Eshoo Agreement.

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
Steve Alverson, Roundtable Coordinator
SFO Community Roundtable
Steve Toben, Council Member,
Town of Portola Valley
Dave Pine, Supervisor, District One
San Mateo County



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

Western-Pacific Region
Office of the Regional Administrator

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

DEC 20 2011

James E. Lyons
27 Mountain Meadow Drive
Woodside, CA 94062

Dear Mr. Lyons:

Thank you for your letter dated November 22, 2011, in which you request confirmation that the Federal Aviation Administration (FAA) intends on complying with the "Eshoo Agreement."

We have conducted an extensive review of our files and have found no document labeled "Eshoo Agreement," nor have we found evidence that FAA officials have met with Congresswoman Eshoo. If you have this document, please provide us with a copy, so that we may review the context in which it was written and see if it has been incorporated into our standard operating procedures.

As we stated in our previous correspondence, the Oceanic Tailored Arrival (OTA) procedure is still in development and under review. Whenever a new route is designed, tested, and implemented, all NEPA and FAA environmental orders are followed. Noise studies have yet to be completed.

Issues relating to aircraft arriving and departing San Francisco International Airport (SFO) are addressed at the SFO Community Roundtable (SFORT). This organization was created in 1981 for the discussion and implementation of noise mitigation strategies at SFO, and is recognized as one of the most successful aircraft noise roundtables in the United States. The FAA continues to work with this organization in an attempt to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the FAA, SFO management, and local government. As part of this process, we will soon be retrieving current noise data for SFO to be used as a baseline for future analyses.

All meetings are open to the public and offer an opportunity for local residents to participate. We encourage you to participate in the SFORT, and will address your concerns further through this forum. Their next meeting is scheduled for February 2, 2012. The SFORT may be reached at (650) 692-6299.

Thank you for this opportunity to answer your inquiry. If you need further help, please contact me or Ms. Lirio Liu, Deputy Regional Administrator, at (310) 725-3550.

Sincerely,

A handwritten signature in black ink, appearing to read "William C. Withycombe". The signature is fluid and cursive, with a large initial "W" and a long, sweeping underline.

William C. Withycombe
Regional Administrator

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AIRPORT/COMMUNITY ROUNDTABLE

San Francisco International Airport and
Local Governments in San Mateo County

Item 5.a

August 29, 2006

TO: Roundtable Representatives and Alternates

FROM: Steve Toben, Mayor, Town of Portola Valley / Chair, Roundtable
Woodside VOR (OSI) Subcommittee

SUBJECT: **Consideration / Approval of Woodside VOR (OSI) Subcommittee
Recommendations Re: On-Going Actions to Monitor Compliance
with the Specified Crossing Altitude for Oceanic Jet Arrivals Over
the Woodside VOR (OSI)**

RECOMMENDATIONS

1. That the Roundtable request the Airport Noise Abatement Office staff to monitor and report the number and altitude of jet aircraft arrivals inbound to SFO that cross the Woodside VOR (OSI) on the Point Reyes arrival route (from the northwest) and on the Big Sur arrival route (from the southeast).
2. That the Roundtable request the Airport Noise Abatement Office staff to provide semi-annual reports to the Roundtable (in March and September each year) that document aircraft compliance with the Woodside VOR (OSI) crossing altitude procedure (8,000 feet MSL (mean sea level) or higher, traffic permitting). This may require an amendment to the adopted Roundtable Work Program to include these reporting dates.
3. That the Roundtable request the FAA Northern California Terminal Radar Approach Control (NORCAL TRACON) staff to make a conscientious effort to require all oceanic jet arrivals, that are inbound to the Oakland International Airport, to cross the Woodside VOR (OSI) at or above 8,000 feet MSL, traffic permitting (when there is light traffic inbound to SFO from the east). This crossing altitude criterion is stated in the FAA Procedures Manual that is used by the air traffic controllers at the TRACON.
4. That the Roundtable request the appropriate NORCAL TRACON staff to provide information to the Roundtable on the TRACON policy regarding training of its air traffic controllers on the Woodside VOR (OSI) crossing procedure.

AIRPORT/COMMUNITY ROUNDTABLE

Administration Office
1828 El Camino Real, Suite 705
Burlingame, CA 94010
Ph: (650) 692-6597 Fax: (650) 692-6152

AIRCRAFT NOISE ABATEMENT OFFICE

San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94128
Ph: (650) 821-5100 Fax: (650) 875-8596

RECOMMENDATIONS - continued

5. That the Roundtable request the Airport Noise Abatement Office staff to submit twice-weekly (Monday and Thursday) reports of non-compliant Woodside VOR (OSI) operations to the NORCAL TRACON Operations Manager (P. Daniel) for rapid referral to the involved air traffic controller.
6. That the Roundtable request: (1) that the appropriate NORCAL TRACON staff provide the TRACON Operations Manager (P. Daniel) with explanations for non-compliant Woodside VOR (OSI) operations (as defined herein) and with information on any corrective or follow-up action(s) taken and (2) that this requested information be shared with the Airport Noise Abatement Office staff (B. Ganoung).

BACKGROUND

Responding to complaints from residents and elected officials in Atherton, Menlo Park, Palo Alto, Portola Valley, Redwood City, and Woodside concerning aircraft noise over their communities, the Federal Aviation Administration (FAA) instituted a Noise Abatement Procedure ("the Procedure") in 2000, to mitigate community noise impacts from oceanic jet arrivals inbound to San Francisco International and Oakland International Airports. Under the Procedure, except for reasons related to flight spacing, weather, or safety, NORCAL TRACON personnel are required to keep arriving "oceanic" commercial jet aircraft at or above 8,000 feet MSL, traffic permitting, when crossing the Woodside VOR (OSI), an electronic navigational beacon located at State Highway 35 (Skyline Blvd.) and at State Highway 84 (La Honda Road). The Woodside VOR (identified as OSI by the FAA) is used by pilots as a navigational aid to provide guidance while flying in the Bay Area (see Attachment No. 1).

The FAA Noise Abatement Procedure for inbound oceanic jet arrivals from the west is stated as follows:

"Traffic permitting, control room personnel shall apply the following Noise Abatement Procedures:

5-7. SFO

a. Arrivals

(2) Runways 28

- (f) All oceanic jet arrivals inbound from the west shall cross OSI at or above 8,000 feet MSL. Do not descend this traffic below 6,000 feet until east of V25 centerline."

**Consideration / Approval of Roundtable Woodside VOR (OSI) Subcommittee
Recommendations
August 29, 2006
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Source: *Chapter 5. Noise Abatement, FAA Procedures Manual NCT 7110.65G*, dated 1/25/05. Note: The same wording is included in the *Chapter 5* of the *Procedures Manual* for oceanic jet arrivals inbound from the west to Oakland International Airport.

Because her office was involved in the development of the original text, the Subcommittee contacted U.S. Representative Anna Eshoo's Congressional office to clarify the extent and intent of the Procedure. On December 15, 2005, Representative Eshoo provided the following statement to the FAA and to the Subcommittee:

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

Unfortunately, starting in early 2004, there was a significant increase in the frequency of citizen complaints about aircraft suspected of flying below the specified 8,000-foot floor over these communities. The SFO Noise Abatement staff responded by directing more resources to monitor the OSI approach and communicate concerns to NORCAL TRACON staff. In November 2004, Portola Valley Mayor and Roundtable Representative Steve Toben brought the issue to the attention of communities in the pathway of the OSI approach. The SFO Noise Abatement Office staff confirmed that compliance with the OSI Procedure was often problematic.

At the June 1, 2005 Roundtable meeting, with the consent of Roundtable Chairperson Marland Townsend, the Woodside VOR (OSI) Subcommittee (“the Subcommittee”) was formed. The purpose of the Subcommittee was to investigate the Woodside VOR (OSI) crossing altitude issue, as raised by Portola Valley Mayor Toben, discover the causes and impacts of non-compliance with the procedure, and make recommendations to the full Roundtable to address the issue. The topic was included in the Roundtable Work Program that was adopted for FY 2005/2006, to allow the Subcommittee to carry out its review of the issue and prepare its recommendations.

**Consideration / Approval of Roundtable Woodside VOR (OSI) Subcommittee
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The Subcommittee is composed of the following individuals:

Subcommittee Members

Steve Toben, Mayor, Town of Portola Valley
Paul Goeld, Council Member, Town of Woodside
Deborah Gordon, Mayor, Town of Woodside
(*D. Gordon joined the Subcommittee in January 2006*)
Matt Grocott, Mayor, City of San Carlos
Mark Church, Supervisor, County of San Mateo/Roundtable Chairperson
Marland Townsend, former Council Member, City of Foster City/former
Roundtable Chairperson (*M. Townsend vacated the Subcommittee in November 2005*)

Staff support to the Subcommittee was provided by the following individuals:

Airport and Roundtable Staff

Bert Ganoung, Airport Noise Abatement Manager
Mike McCarron, Director, SFO Bureau of Community Affairs
Dave Carbone, Roundtable Coordinator
Heather Hoshii, Assistant Roundtable Coordinator

SUBCOMMITTEE ACTIVITIES

The Subcommittee first met on June 21, 2005, followed by a second meeting on September 14, 2005. In addition to Subcommittee members, at various times the Subcommittee meetings were also attended by a Palo Alto City Council Member, a staff person from U.S. Representative Anna Eshoo's office, and several members of the public. During these meetings, the Subcommittee reviewed the history of the Woodside VOR (OSI) Procedure ("Procedure"), crossing altitude data collected by SFO staff (i.e., the number and frequency of flights below the 8,000 foot ceiling), and status reports from NORCAL TRACON staff.

On October 12, 2005, several Subcommittee members visited the NORCAL TRACON air traffic control facility near Sacramento. During that visit, the Subcommittee members observed air traffic controllers actively directing aircraft over the Woodside VOR (OSI) and learned about the factors that may contribute to occasional non-compliance with the Procedure. Those who visited the TRACON facility were impressed by the complexity of the air traffic controller's task, which is complicated by weather, topography (mountains), number of flights, number of airports, aircraft speed, type of aircraft, and the requirement to vector aircraft into various sectors of air space, based on constantly changing air traffic conditions.

On January 19, 2006, the Subcommittee conducted a "Community Workshop", at the Historic School House, in Portola Valley, to hear public comments from residents in the noise-impacted communities. This program was publicized in the affected

Consideration / Approval of Roundtable Woodside VOR (OSI) Subcommittee Recommendations
August 29, 2006
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communities and was well attended and well received by the public. The Subcommittee believes that the community was able to express its concerns to the Roundtable, FAA staff, and the SFO Noise Abatement Office, and that the complex nature of air traffic control was appropriately conveyed to the public.

ISSUES AND FINDINGS

The Subcommittee met on March 21, 2006 and August 14, 2006 to discuss the issues pertaining to the Woodside VOR (OSI) and to prepare findings and recommendations for consideration/action by the full Roundtable. Issues resolved by the Subcommittee include the following:

- a. *Defining “oceanic jet arrivals” under the Procedure.*** A flight originating in Hawaii, that is headed to San Francisco or Oakland International Airports, is clearly an “oceanic jet arrival” but it was unclear whether flights originating in, for example, Seattle or Los Angeles, that had been vectored or diverted over the ocean and then crossed OSI, were considered “oceanic” arrivals to either airport. NORCAL TRACON’s position is that since such flights are being vectored outside of their normal Point Reyes or Big Sur arrival flight paths, they are not subject to the OSI crossing Procedure. On the other hand, the December 15, 2005 correspondence from Congresswoman Eshoo, who participated in the negotiations with the FAA leading to adoption of the Procedure, implies that the negotiators’ intent was to encompass all flights crossing the Woodside VOR (OSI).

If the goal was to reduce aircraft noise impacts over southern Peninsula cities from flights crossing the Woodside VOR (OSI), it would seem illogical to exclude Point Reyes and Big Sur arrivals from the Procedure. However, the Subcommittee lacks authority to resolve this issue and takes no position on the definition of “oceanic jet arrivals”. Instead, the Subcommittee proposes that particular monitoring be conducted by the Noise Abatement Office to determine the number and altitude of Point Reyes and Big Sur flights that cross OSI.

- b. *Defining the time period during which the Procedure applies.*** The Subcommittee and TRACON staff agreed that the Procedure applies to oceanic jet aircraft flights arriving at all hours of the day, (24 / 7), not only nighttime and early morning hours.
- c. *Defining the 8,000-foot ceiling.*** Due to the accuracy and tolerance of transponders onboard commercial jet aircraft (plus or minus 300 feet), the oceanic jet aircraft that cross the Woodside VOR (OSI) at 7,700 feet MSL, or higher, are considered by the FAA to be in compliance with the Procedure. (Note: A transponder is an electronic device onboard commercial aircraft that

reports the location and altitude of the aircraft in flight.) However, the Subcommittee agrees that all flights recorded at altitudes below 8,000 feet MSL should be referred to TRACON for comment, since, for example, a flight recorded at 7,800 feet could in fact be arriving at 7,500 feet.

- d. *Defining the dimensions of the Woodside VOR (OSI) “gate”.*** To analyze flight paths, an imaginary rectangle in space, encompassing the Woodside VOR (OSI), called a “gate”, is used by the Noise Abatement Office staff to electronically capture the location and altitude of any aircraft that passes through it. Defining the size of the “gate” was important. The Subcommittee and the Noise Abatement Office agreed that a “gate” running northwest 5.25 miles and southeast 4.15 miles from OSI should be used to track compliance with the Procedure.
- e. *Establishing the proper indicators of compliance with the Procedure.*** The Subcommittee members agreed that performance monitoring of the Procedure should include tracking the number of non-compliant operations and the extent of non-compliance in individual cases, in addition to monitoring average altitude data.¹
- f. *Frequency of reporting from the Noise Abatement Office.*** The Noise Abatement Office has agreed to provide semi-annual reports to the Roundtable for all times of day to document compliance with the Procedure. The Subcommittee suggests that these reports be presented to the Roundtable at its March and September meetings.
- g. *Noise versus altitude.*** Airport, FAA, and airline officials maintain that arriving commercial aircraft in a “glide” mode at lower altitudes create less noise than commercial aircraft at higher altitudes that are actively decelerating (use of flaps and speed breaks, etc) in descent. The Subcommittee agreed that its focus should be noise not altitude, but the 8,000-foot or higher OSI crossing altitude should govern the Subcommittee’s scope of review.
- h. *Corrective action for pilots who disregard air traffic controller directives regarding OSI.*** Pilots can be censured for deliberate non-compliance with air traffic controller directives. According to Patty Daniel, NORCALTRACON Operations Manager, acts of non-compliance by pilots are exceedingly rare, and the Subcommittee agrees that this situation is not a factor in the OSI performance history.

¹ The Subcommittee’s goal is to have all oceanic jet arrivals inbound to San Francisco International and Oakland International Airports cross the Woodside VOR (OSI) at or above 8,000 feet MSL, 24/7, traffic permitting, as stated in the *FAA Procedures Manual*. Therefore, for the purposes of this report, the terms “non-compliance” and “non-compliant operations” refer to inbound oceanic jet aircraft that cross OSI at altitudes *below* 8,000 feet MSL.

**ISSUES CALLING FOR COORDINATION BETWEEN THE ROUNDTABLE, THE
NOISE ABATEMENT OFFICE, AND NORCAL TRACON, RE: SUBCOMMITTEE
RECOMMENDATIONS**

- a. ***Application of the Procedure to Oakland Airport Arrivals.*** The text in Chapter 5 of the *FAA Procedures Manual* expressly applies the 8,000-foot or higher OSI crossing altitude to oceanic jet arrivals from the west that are inbound to the Oakland Airport. The TRACON staff argues that this altitude criterion is too impractical to enforce (too high), since oceanic jet arrivals to Oakland must safely pass below aircraft on the CEDES arrival route from the east that are inbound to SFO. However, the Subcommittee agreed that during periods of light traffic on the CEDES arrival route, TRACON staff should make a conscientious effort to apply the OSI Procedure to oceanic jet arrivals inbound to the Oakland Airport. The Subcommittee recommends that the Roundtable seek this action from NORCAL TRACON.
- b. ***Training of TRACON air traffic controllers to include the Woodside VOR (OSI) Procedure.*** Patty Daniel, NORCAL TRACON Operations Manager, has stated that air traffic controllers periodically receive training on the OSI crossing procedure. In order to establish a common reference for the future, the Subcommittee recommends that the TRACON be requested to provide information to the Roundtable that describes its policy for training the controllers on this procedure.
- c. ***Difficulty conveying OSI compliance concerns to TRACON air traffic controllers and receiving timely explanations regarding non-compliant operations.*** This issue consumed much of the Subcommittee's interactions with Ms. Daniel. The Subcommittee posed several questions to Ms. Daniel, specifically:

What happens when Ms. Daniel receives an email notifying her of a flight below 8,000 feet: (a) What does she do? Does she verify it? Does she review tapes? (b) Does she discuss the issue with the controller? How does she do that? Do they review tapes together? Does she do this as a group meeting or individually? (c) Does she chart the frequency of the "complaints" by time, by airline, by pilot?

Ms. Daniel provided a detailed written response to these questions on December 20, 2005 (see Attachment No. 2). To the Subcommittee members, Ms. Daniel's comments revealed significant shortcomings in the feedback mechanism within TRACON that is necessary to achieve optimal compliance with the specified OSI crossing altitude. Part of the problem is that the Noise Abatement Office submits reports of non-compliant operations to Ms. Daniel that cover lengthy periods of time (one week to ten days). This is often too long after the non-compliant operation(s)

**Consideration / Approval of Roundtable Woodside VOR (OSI) Subcommittee
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occurs to spur corrective action. Another factor is that there are a large number of controllers at the TRACON facility and many of them work different shifts on different days. This situation makes it difficult for TRACON managers to track down a controller to follow-up on a specific flight(s) that he or she directed. To address this problem, the Subcommittee has proposed Recommendations No. 5 and No. 6.

SUMMARY

The Subcommittee members met four times, visited the NORCAL TRACON facility near Sacramento, and held a public workshop in Portola Valley to fully address this issue. In addition to these efforts, the Subcommittee members have spent many hours reviewing relevant data and researching the issues to develop their recommendations.

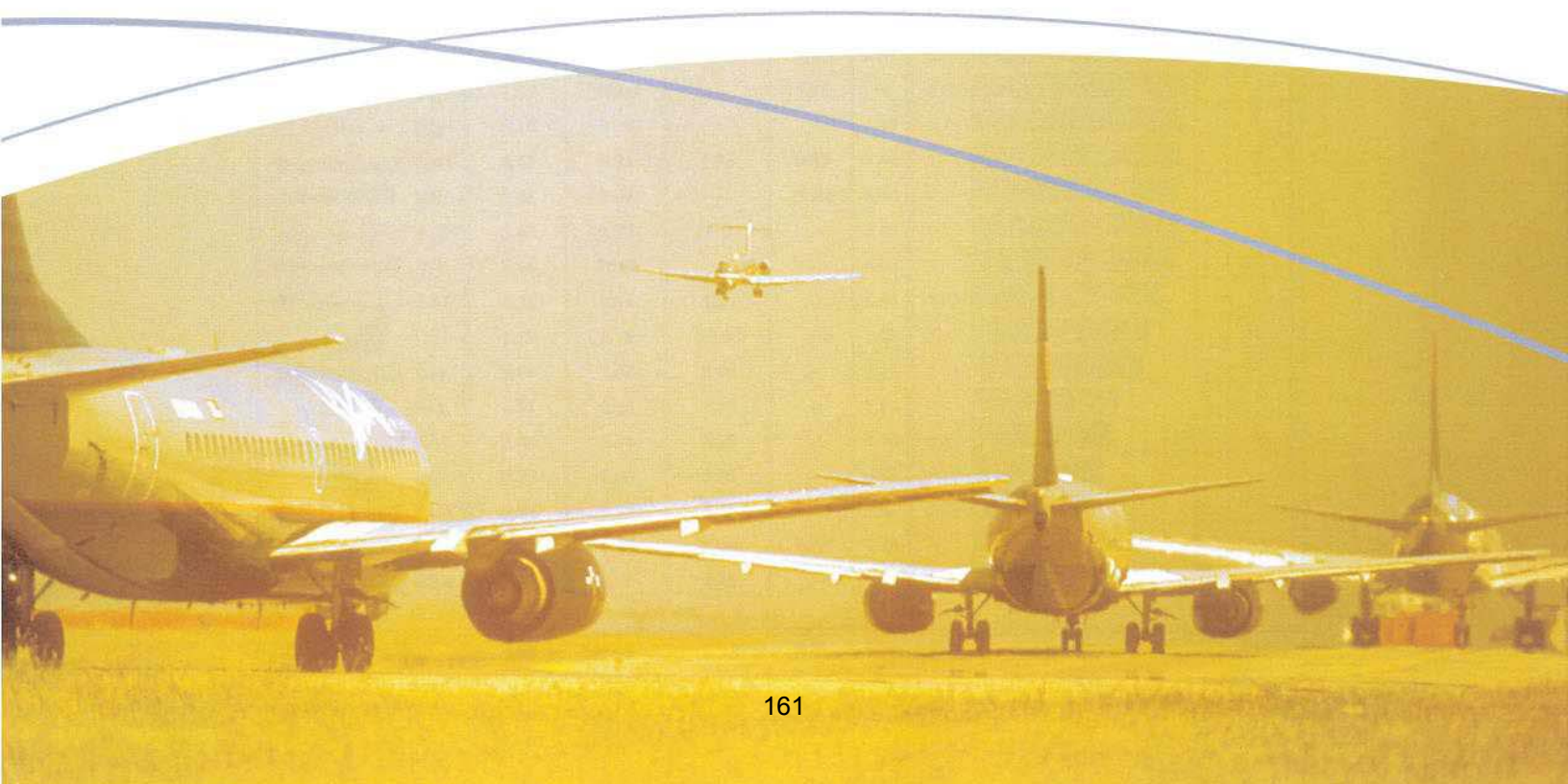
Since this issue was first brought to the attention of the Roundtable in late 2004, compliance with the Woodside VOR (OSI) crossing altitude procedure has improved significantly. This is largely due to the efforts of Bert Ganoung at the Noise Abatement Office and Patty Daniel at the NORCAL TRACON facility. It is the Subcommittee's hope that Roundtable approval of the recommendations contained herein will ensure that this improvement trend continues.

ATTACHMENTS

- Attachment No. 1:** Map showing the location of the Woodside VOR (OSI), the Woodside "gate", and other relevant air traffic information.
- Attachment No. 2:** Response to Subcommittee Questions by Patty Daniel, Operations Manger, FAA Northern California Terminal Radar Approach Control (NORCAL TRACON)

Fly Quiet Report

**Presented at the February 1, 2012
Airport Community Roundtable Meeting
SFO Aircraft Noise Abatement Office
Fourth 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

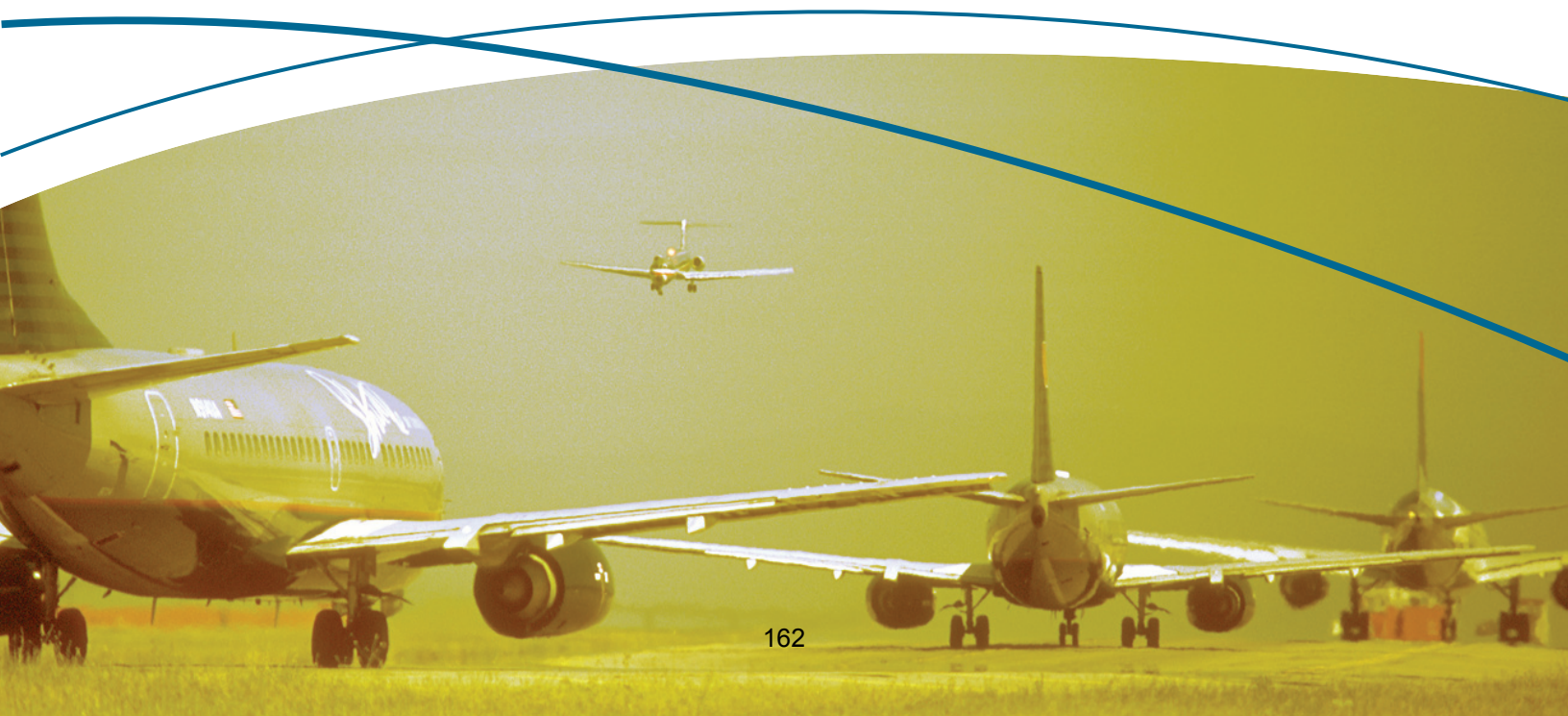
The overall goal of the Fly Quiet Program is to influence airlines to operate as quietly as possible in the San Francisco Bay Area. A successful Fly Quiet Program can be expected to reduce both single event and total noise levels around the airport.

Program Reports

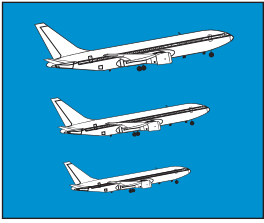
Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow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

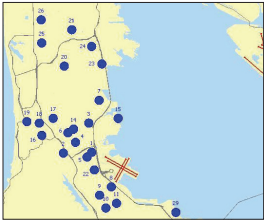


SFO's Fly Quiet Ratings



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

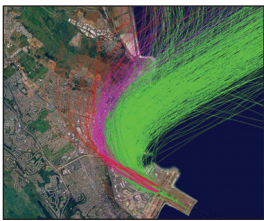
Eliminating high-level noise events is a long-standing goal of the Airport and the Airport Community Roundtable. As a result the Airport has established single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher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

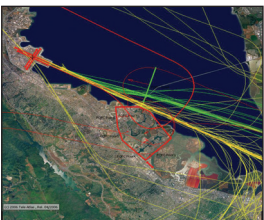
In order to evaluate each airline's performance when flying a Shoreline Departure, a corridor was established using Interstate 101 (green colored flight tracks) as a reference point. The corridor runs north along 101, beginning approximately one-mile north-northwest of the end of Runways 28L and 28R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













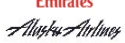
























Foster City Arrival Quality

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.



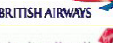




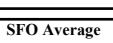
Airline Fly Quiet Summary Report - 4th Quarter 2011

October 1 to December 31, 2011

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures		Arrivals	Final Score	Airline Fly Quiet Rating				
					Shoreline	Gap	Foster City						
	RPA	10.00	9.94	-	10.00	-	-	9.98	<div></div>				
	ATN	6.15	9.71	-	10.00	8.44	-	8.57	<div></div>				
	DHL	6.15	10.00	-	-	9.38	-	8.51	<div></div>				
	ANA	7.42	10.00	-	-	7.46	-	8.29	<div></div>				
	FFT	6.17	9.94	-	10.00	6.88	8.23	8.24	<div></div>				
	ASH	10.00	9.90	10.00	-	5.38	5.00	8.06	<div></div>				
	ABX	4.87	9.19	8.41	8.00	10.00	7.77	8.04	<div></div>				
	ACA	7.56	9.89	-	9.41	6.25	6.39	7.90	<div></div>				
	FDX	4.10	9.22	10.00	10.00	6.25	7.77	7.89	<div></div>				
	SWA	5.74	9.88	-	9.77	6.58	6.83	7.76	<div></div>				
	JAL	5.64	9.94	-	-	7.65	-	7.74	<div></div>				
	SKW	10.00	9.98	6.67	9.31	4.94	5.24	7.69	<div></div>				
	JBU	4.85	9.88	5.83	8.93	7.90	7.46	7.48	<div></div>				
	UAE	7.42	10.00	-	-	4.60	-	7.34	<div></div>				
	ASA	5.39	9.92	10.00	9.17	3.04	5.31	7.14	<div></div>				
	DLH	6.84	9.87	-	7.50	4.23	-	7.11	<div></div>				
	WJA	5.82	10.00	-	10.00	2.50	-	7.08	<div></div>				
	AAY	1.90	8.57	10.00	-	-	7.50	6.99	<div></div>				
	DAL	6.56	9.86	4.78	7.78	5.49	7.47	6.99	<div></div>				
	AMX	5.82	9.41	4.47	10.00	5.00	7.23	6.99	<div></div>				
	SWR	8.17	10.00	-	-	2.73	-	6.97	<div></div>				
	AWE	4.86	9.91	3.33	8.70	6.76	7.80	6.89	<div></div>				
	BER	4.05	10.00	-	5.00	8.33	-	6.85	<div></div>				
	AAL	5.83	9.90	4.51	9.26	3.44	8.08	6.84	<div></div>				
	SCX	5.82	9.91	3.33	10.00	4.38	7.50	6.82	<div></div>				
	TAI	5.40	9.44	4.68	10.00	5.00	6.41	6.82	<div></div>				
	AFR	7.48	10.00	-	5.00	4.57	-	6.76	<div></div>				
	COA	6.03	9.83	5.00	7.98	2.96	8.06	6.64	<div></div>				
	VRD	5.33	9.92	2.78	9.25	5.92	6.65	6.64	<div></div>				
	UAL	6.01	9.73	4.13	9.25	3.30	6.74	6.52	<div></div>				
									6.52	SFO AVERAGE			
	CCA	3.43	9.91	-	-	5.53	-	6.29	<div></div>				
	AAR	5.14	8.17	5.50	-	4.80	7.00	6.12	<div></div>				
	TRS	5.82	9.86	6.67	4.44	1.56	7.83	6.03	<div></div>				
	SIA	7.42	7.37	1.67	-	6.10	-	5.64	<div></div>				
	KLM	4.59	9.96	-	1.67	5.89	-	5.53	<div></div>				
	HAL	3.97	9.94	-	-	3.17	5.00	5.52	<div></div>				
	KAL	4.50	5.19	6.15	-	5.80	5.94	5.52	<div></div>				
	NCA	3.43	4.20	7.50	-	4.64	7.16	5.38	<div></div>				
	ANZ	3.48	9.51	-	-	2.90	-	5.30	<div></div>				








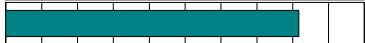





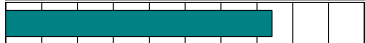



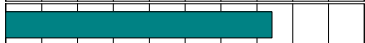

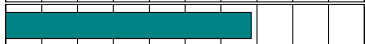

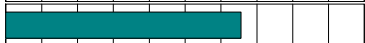



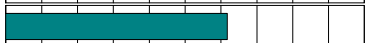



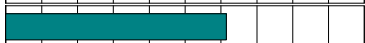

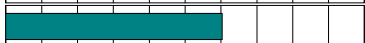


















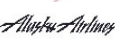





















Airline Fly Quiet Summary Report - 4th Quarter 2011























October 1 to December 31, 2011

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures Shoreline Gap		Arrivals Foster City	Final Score	Airline Fly Quiet Rating											
	LPE	3.84	9.01	-	-	2.81	-	5.22	<div><div></div></div>											
	EVA	6.44	6.27	1.90	0.00	5.81	10.00	5.07	<div><div></div></div>											
	BAW	3.43	9.74	-	-	1.89	-	5.02	<div><div></div></div>											
	VIR	3.59	9.94	-	0.00	4.62	-	4.54	<div><div></div></div>											
	CAL	3.43	0.00	1.54	-	4.40	7.14	3.30	<div><div></div></div>											
	WOA	3.43	0.26	5.76	-	0.83	5.74	3.20	<div><div></div></div>											
	CPA	4.14	0.93	0.98	-	3.00	5.83	2.98	<div><div></div></div>											
	PAL	4.23	0.94	0.00	-	3.41	-	2.14	<div><div></div></div>											
SFO Average		5.57	8.62	5.21	7.79	5.03	6.97	6.52												

Fleet Noise Quality - 4th Quarter 2011







































October 1 to December 31, 2011

Airline	Nationwide		San Francisco		Fleet Noise Quality Rating
	Fleet Noise Quality Rating		Average Daily Jet Operations	Score	
 ASH	10.00		1	10.00	
 RPA	10.00		0	10.00	
 SKW	10.00		87	10.00	
 SWR	5.17		1	8.17	
 ACA	6.75		7	7.56	
 AFR	5.49		1	7.48	
 ANA	5.43		1	7.42	
 SIA	5.93		2	7.42	
 UAE	7.89		1	7.42	
 DLH	6.09		2	6.84	
 DAL	4.92		24	6.56	
 EVA	5.05		2	6.44	
 FFT	6.41		5	6.17	
 ATN	5.83		0	6.15	
 DHL	1.77		0	6.15	
 COA	5.98		12	6.03	
 UAL	5.83		129	6.01	
 AAL	3.94		28	5.83	
 AMX	5.54		1	5.82	
 SCX	5.82		1	5.82	
 TRS	6.97		4	5.82	
 WJA	5.82		1	5.82	
 SWA	5.70		41	5.74	
 JAL	4.20		1	5.64	
				5.57	SFO AVERAGE
 TAI	5.18		2	5.40	
 ASA	5.10		12	5.39	
 VRD	5.31		41	5.33	
 AAR	3.93		1	5.14	
 ABX	1.52		2	4.87	
 AWE	5.67		15	4.86	
 JBU	6.13		10	4.85	
 KLM	4.67		1	4.59	
 KAL	4.05		2	4.50	
 PAL	5.09		1	4.23	
 CPA	4.18		2	4.14	
 FDX	2.80		1	4.10	

Airline		Nationwide		San Francisco		Fleet Noise Quality Rating									
		Fleet Noise Quality Rating	Average Daily Jet Operations	Score											
	BER	5.92	0	4.05											
	HAL	6.21	1	3.97											
	LPE	4.38	0	3.84											
	VIR	5.84	1	3.59											
	ANZ	4.00	1	3.48											
	BAW	4.34	2	3.43											
	CAL	3.62	2	3.43											
	CCA	3.46	1	3.43											
	NCA	3.90	1	3.43											
	WOA	4.72	0	3.43											
	AAY	1.91	0	1.90											
AVERAGE		5.29	10	5.57											


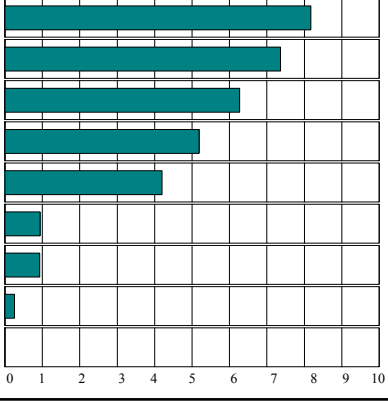






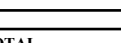
Noise Exceedance Rating Report - 4th Quarter 2011

October 1 to December 31, 2011

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 AIRFRANCE AFR	0	199	0	10.00	<div></div>
 ANA ANA	0	184	0	10.00	<div></div>
 airberlin BER	0	12	0	10.00	<div></div>
 DHL DHL	0	86	0	10.00	<div></div>
 SWISS SWR	0	170	0	10.00	<div></div>
 Emirates UAE	0	184	0	10.00	<div></div>
 WESTJET WJA	0	118	0	10.00	<div></div>
 SkyWest SKW	44	15,978	3	9.98	<div></div>
 KLM KLM	1	148	7	9.96	<div></div>
 FRONTIER FFT	9	891	10	9.94	<div></div>
 HAWAIIAN HAL	2	188	11	9.94	<div></div>
 JAPAN AIRLINES JAL	2	184	11	9.94	<div></div>
 REPUBLIC AIRWAYS RPA	1	89	11	9.94	<div></div>
 virgin atlantic VIR	2	178	11	9.94	<div></div>
 virgin america VRD	100	7,489	13	9.92	<div></div>
 Alaska Airlines ASA	32	2,291	14	9.92	<div></div>
 US AIRWAYS AWE	45	2,785	16	9.91	<div></div>
 AIR CHINA CCA	3	184	16	9.91	<div></div>
 Sun Country Airlines SCX	3	184	16	9.91	<div></div>
 AA AAL	88	5,221	17	9.90	<div></div>
 MEA ASH	2	118	17	9.90	<div></div>
 AIR CANADA ACA	23	1,241	19	9.89	<div></div>
 jetBlue JBU	38	1,836	21	9.88	<div></div>
 SOUTHWEST AIRLINES SWA	155	7,460	21	9.88	<div></div>
 Lufthansa DLH	8	346	23	9.87	<div></div>
 DELTA DAL	106	4,462	24	9.86	<div></div>
 AirTran TRS	16	670	24	9.86	<div></div>
 Continental Airlines COA	64	2,171	29	9.83	<div></div>
 BRITISH AIRWAYS BAW	16	353	45	9.74	<div></div>
 UNITED UAL	1,143	23,774	48	9.73	<div></div>
 ATI ATN	2	40	50	9.71	<div></div>
 AIR NEW ZEALAND ANZ	13	152	86	9.51	<div></div>
 TACA TAI	28	285	98	9.44	<div></div>
 AEROMEXICO AMX	23	224	103	9.41	<div></div>
 FedEx FDX	24	176	136	9.22	<div></div>
 ALLEGANT ABX	52	366	142	9.19	<div></div>
 LAN LPE	15	87	172	9.01	<div></div>
 allegiant AAY	2	8	250	8.57	<div></div>
				8.62	<div>SFO AVERAGE</div>


















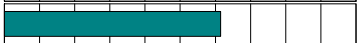

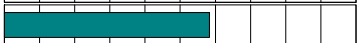

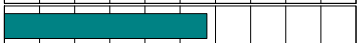


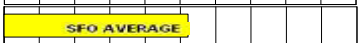











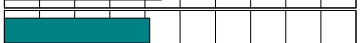






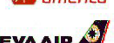









Noise Exceedance Rating Report - 4th Quarter 2011

October 1 to December 31, 2011

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 ASIANA AIRLINES AAR	76	238	319	8.17	
 SINGAPORE AIRLINES SIA	169	367	460	7.37	
 EVA AIR EVA	202	310	652	6.27	
 KOREAN AIR KAL	318	378	841	5.19	
 NCA	140	138	1014	4.20	
 PAL	290	183	1585	0.94	
 CATHAY PACIFIC CPA	647	408	1586	0.93	
 WOA	138	81	1704	0.26	
 CHINA AIRLINES CAL	521	298	1748	0.00	
TOTAL	4,563	82,933			
SFO AVERAGE			242	8.62	


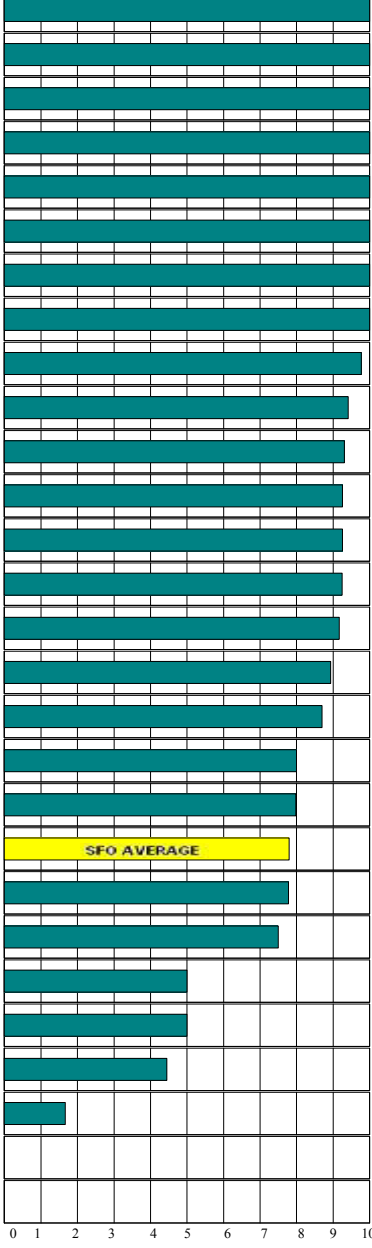


























Nighttime Preferential Runway Use - 4th Quarter 2011

October 1 to December 31, 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	
 ASA		1	100%	0%	0%	0%	10.00	
 ASH		1	100%	0%	0%	0%	10.00	
 FDX		1	100%	0%	0%	0%	10.00	
 ABX		63	76%	2%	21%	2%	8.41	
 NCA		4	75%	0%	0%	25%	7.50	
 SKW		4	50%	0%	50%	0%	6.67	
 TRS		4	50%	0%	50%	0%	6.67	
 KAL		91	62%	0%	0%	38%	6.15	
 JBU		8	38%	0%	63%	0%	5.83	
 WOA		33	58%	0%	0%	42%	5.76	
 AAR		20	55%	0%	0%	45%	5.50	
							5.21	
 COA		14	29%	0%	64%	7%	5.00	
 DAL		23	22%	4%	70%	4%	4.78	
 TAI		57	21%	2%	74%	4%	4.68	
 AAL		17	18%	0%	82%	0%	4.51	
 AMX		88	18%	1%	77%	3%	4.47	
 UAL		88	11%	5%	81%	3%	4.13	
 AWE		1	0%	0%	100%	0%	3.33	
 SCX		1	0%	0%	100%	0%	3.33	
 VRD		12	0%	8%	67%	25%	2.78	
 EVA		42	19%	0%	0%	81%	1.90	
 SIA		36	17%	0%	0%	83%	1.67	
 CAL		39	15%	0%	0%	85%	1.54	
 CPA		41	10%	0%	0%	90%	0.98	
 PAL		1	0%	0%	0%	100%	0.00	
TOTAL		691						
SFO AVERAGE			40%	1%	35%	25%	5.21	






























Shoreline Departure Rating - 4th Quarter 2011

October 1 to December 31, 2011

Airline	Shoreline Departures					Shoreline Departure Rating
	Total	Successful	Marginal	Poor	Score	
 AMX	1	100%	0%	0%	10.00	
 ATN	2	100%	0%	0%	10.00	
 FDX	5	100%	0%	0%	10.00	
 FFT	13	100%	0%	0%	10.00	
 RPA	4	100%	0%	0%	10.00	
 SCX	4	100%	0%	0%	10.00	
 TAI	1	100%	0%	0%	10.00	
 WJA	3	100%	0%	0%	10.00	
 SWA	22	95%	5%	0%	9.77	
 ACA	17	94%	0%	6%	9.41	
 SKW	145	88%	10%	2%	9.31	
 AAL	54	89%	7%	4%	9.26	
 UAL	254	88%	9%	3%	9.25	
 VRD	60	87%	12%	2%	9.25	
 ASA	18	89%	6%	6%	9.17	
 JBU	14	79%	21%	0%	8.93	
 AWE	23	78%	17%	4%	8.70	
 ABX	5	80%	0%	20%	8.00	
 COA	47	60%	40%	0%	7.98	
					7.79	
					SFO AVERAGE	
 DAL	45	67%	22%	11%	7.78	
 DLH	2	50%	50%	0%	7.50	
 AFR	3	0%	100%	0%	5.00	
 BER	1	0%	100%	0%	5.00	
 TRS	9	22%	44%	33%	4.44	
 KLM	3	0%	33%	67%	1.67	
 EVA	1	0%	0%	100%	0.00	
 VIR	1	0%	0%	100%	0.00	
TOTAL					757	
SFO AVERAGE		69%	18%	13%	7.79	




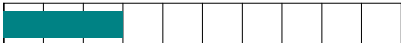













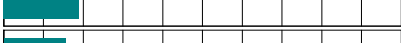


Gap Departure Climb Rating - 4th Quarter 2011

October 1 to December 31, 2011

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 ABX	1	10.00	<div><div></div></div>
 DHL	2	9.38	<div><div></div></div>
 ATN	4	8.44	<div><div></div></div>
 BER	3	8.33	<div><div></div></div>
 JBU	22	7.90	<div><div></div></div>
 JAL	49	7.65	<div><div></div></div>
 ANA	89	7.46	<div><div></div></div>
 FFT	2	6.88	<div><div></div></div>
 AWE	42	6.76	<div><div></div></div>
 SWA	130	6.58	<div><div></div></div>
 ACA	5	6.25	<div><div></div></div>
 FDX	3	6.25	<div><div></div></div>
 SIA	169	6.10	<div><div></div></div>
 VRD	105	5.92	<div><div></div></div>
 KLM	28	5.89	<div><div></div></div>
 EVA	135	5.81	<div><div></div></div>
 KAL	124	5.80	<div><div></div></div>
 CCA	88	5.53	<div><div></div></div>
 DAL	143	5.49	<div><div></div></div>
 ASH	10	5.38	<div><div></div></div>
		5.03	<div><div></div></div>
 AMX	4	5.00	<div><div></div></div>
 TAI	3	5.00	<div><div></div></div>
 SKW	255	4.94	<div><div></div></div>
 AAR	102	4.80	<div><div></div></div>
 NCA	62	4.64	<div><div></div></div>
 VIR	66	4.62	<div><div></div></div>
 UAE	87	4.60	<div><div></div></div>
 AFR	85	4.57	<div><div></div></div>
 CAL	136	4.40	<div><div></div></div>
 SCX	2	4.38	<div><div></div></div>
DLH	164	4.23	<div><div></div></div>
AAL	97	3.44	<div><div></div></div>
PAL	88	3.41	<div><div></div></div>
UAL	1887	3.30	<div><div></div></div>
HAL	28	3.17	<div><div></div></div>


















































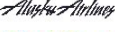







Gap Departure Climb Rating - 4th Quarter 2011

October 1 to December 31, 2011

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 ASA	37	3.04	
 CPA	191	3.00	
 COA	84	2.96	
 ANZ	72	2.90	
 LPE	20	2.81	
 SWR	76	2.73	
 WJA	7	2.50	
 BAW	150	1.89	
 TRS	4	1.56	
 WOA	21	0.83	
0 1 2 3 4 5 6 7 8 9 10			
TOTAL 4882			
SFO Average 5.03			

Foster City Arrival Rating - 4th Quarter 2011

October 1 to December 31, 2011

Airline	Foster City Arrivals					Foster City Arrival Rating
	Total	Successful	Marginal	Poor	Score	
 EVA	1	100%	0%	0%	10.00	
 FFT	31	65%	35%	0%	8.23	
 AAL	169	62%	38%	0%	8.08	
 COA	134	61%	39%	0%	8.06	
 TRS	46	57%	43%	0%	7.83	
 AWE	66	56%	44%	0%	7.80	
 ABX	65	55%	45%	0%	7.77	
 FDX	56	55%	45%	0%	7.77	
 AAY	2	50%	50%	0%	7.50	
 SCX	2	50%	50%	0%	7.50	
 DAL	233	49%	51%	0%	7.47	
 JBU	69	49%	51%	0%	7.46	
 AMX	83	46%	53%	1%	7.23	
 NCA	58	47%	50%	3%	7.16	
 CAL	7	43%	57%	0%	7.14	
 AAR	20	40%	60%	0%	7.00	
					6.97	
 SWA	145	38%	61%	1%	6.83	
 UAL	670	36%	63%	1%	6.74	
 VRD	127	33%	67%	0%	6.65	
 TAI	85	31%	67%	2%	6.41	
 ACA	18	28%	72%	0%	6.39	
 KAL	85	19%	81%	0%	5.94	
 CPA	6	17%	83%	0%	5.83	
 WOA	34	15%	85%	0%	5.74	
 ASA	16	6%	94%	0%	5.31	
 SKW	63	13%	79%	8%	5.24	
 ASH	1	0%	100%	0%	5.00	
 HAL	2	0%	100%	0%	5.00	
TOTAL	2,294					
SFO AVERAGE		40%	59%	1%	6.97	



San Francisco International
Airport/Community Roundtable

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DATE; February 1, 2012
TO: Roundtable Representatives, Alternates and Interested Persons
FROM: Steve Alverson, Roundtable Coordinator
SUBJECT: **Agenda Item No. VII.E:** Review / Approval of Resolution
12-07: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2012

RECOMMENDATION

Adopt the attached Roundtable Resolution No. 12-07 that specifies the day, time, and place for holding Regular Meetings of the Airport/Community Roundtable, as required by the Brown Act and the Roundtable Bylaws for calendar year 2012.

BACKGROUND

California Government Code Section 54950 et seq., commonly known as the Ralph M. Brown Act (Open Meeting Law for local government bodies) and the adopted Airport/Community Bylaws, as amended, require the Roundtable to establish the date, time, and place for holding its Regular Meetings. The amended Roundtable Bylaws state the following:

“The Roundtable membership shall establish, by adopted resolution, the date, time and place for Regular Roundtable Meetings. Such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter each year.” (Roundtable Bylaws Article VI, Paragraph 1).

Special meetings, workshops, and other Roundtable related activities may be held as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws.

DISCUSSION

At its Regular Meeting on October 6, 2010, the Roundtable approved a recommendation from the Operations and Efficiency Subcommittee to adopt a four-meeting per year schedule with the option of holding a fifth meeting on an as-needed basis. The four Roundtable Regular Meetings are to be held on the first Wednesday of the following months: February, May, September, and November. Therefore, with adoption of Roundtable Resolution 12-07, the Regular Roundtable Meetings would be scheduled to occur at 7 pm on February 1, May 2, September 5, and November 7, 2012 in the David Chetcuti Community Room at 450 Poplar Street, Millbrae, CA.

SRA/pmw

Attachment:
Resolution 12-07



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RESOLUTION No. 12 - 07

* * * * *

A RESOLUTION PROVIDING FOR THE DAY, TIME, AND PLACE FOR HOLDING REGULAR MEETINGS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE FOR CALENDAR YEAR 2012

WHEREAS, the San Francisco International Airport/Community Roundtable (Roundtable) was established in 1981, via a Memorandum of Understanding (MOU), to serve as a public forum to address community noise issues related to aircraft operations at San Francisco International Airport, and

WHEREAS, Article VI, Paragraph I of the adopted Roundtable Bylaws, as amended, requires the Roundtable to establish, by resolution, the date, time, and place for Regular Roundtable Meetings and that such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter, and

WHEREAS, the Regular Meetings of the Roundtable are held in accordance with the relevant provisions of the Ralph M. Brown Act, which requires the Roundtable to establish a regular day, time, and place for holding its Regular Meetings (California Government Code Section 54950 et seq.).

NOW, THEREFORE BE IT RESOLVED, that the Regular Meetings of the Roundtable shall be scheduled for the first Wednesday of the following months: February, May, September, and November, 2012, at 7:00 p.m. in the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops may be scheduled and held, as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws.

* * * * *

PASSED, APPROVED, AND ADOPTED ON FEBRUARY 1, 2012

Roundtable Chairperson



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February 1, 2012

TO: Roundtable Representatives and Alternates

FROM: Steve Alverson, Roundtable Coordinator

SUBJECT: **Agenda Item No. VII.F for February 1, 2012, Re: Appointment of a Roundtable Work Program Subcommittee, Re: Preparation of a Draft Roundtable Work Program for FY 2012/2013**

RECOMMENDATION

Appoint a Roundtable Work Program Subcommittee to prepare a draft Work Program for FY 2012/2013.

BACKGROUND/DISCUSSION

The Roundtable is scheduled to meet four times per year in the following months: February, May, September, and November. To provide guidance for the content of each meeting agenda and to focus Roundtable discussions/actions/resources on topics of interest to its member agencies and the public, the Roundtable prepares and adopts a Work Program tied to the Roundtable's fiscal year (July 1 – June 30). A draft Work Program for the coming year will be prepared by the Roundtable Work Program Subcommittee. The Subcommittee meets annually (once) with Roundtable staff and Airport staff to identify topics of interest to be addressed by the full Roundtable during the coming fiscal year. It is now time to appoint the 2012 Work Program Subcommittee, re: preparation of a draft Work Program for FY 2012/2013.

The Roundtable Work Program Subcommittee is a standing committee that reviews the status of the current fiscal year Work Program items, discusses and selects items for the coming year, and then directs Roundtable Staff to prepare a draft Work Program for review/adoption by the full Roundtable, based on a recommendation from the Subcommittee. After adoption by the full Roundtable, the Work Program can be amended at any time during the fiscal year by formal Roundtable action.

The members of the FY2011/2012 Work Program Subcommittee included: Richard Newman, Roundtable Chairperson; Vice-Chairperson Sepi Richardson; Marge Colapietro, City of Millbrae; Larry May, Town of Hillsborough; and Omar Ahmad, City of San Carlos (seat is vacant). The 2012 Subcommittee members will need to meet once, prior to the middle of April 2012, to prepare a draft Work Program for FY 2012/2013 for consideration/action at the May 2, 2012 Regular Roundtable meeting.

The Roundtable Chairperson, at his/her discretion, may appoint members to Roundtable committees. This agenda item provided Roundtable members the opportunity to provide input on subcommittee membership.

SRA/pmw

