



## **REGULAR MEETING ANNOUNCEMENT**

### **MEETING No. 279**

**Wednesday, March 7, 2012 - 7:00 p.m.**

**\*\*\*\*\* NOTE MEETING LOCATION CHANGE \*\*\*\*\***

**San Francisco International Airport  
Aviation Library and Museum  
(Access from the Departure Level of the International Terminal)  
(See attached map for directions)**

### **AGENDA**

- I. Call to Order / Roll Call / Declaration of a Quorum Present -**  
Jeff Gee, Roundtable Chairperson / Steve Alverson, Roundtable Coordinator
- II. Public Comment on Items NOT on the Agenda –**  
**Note:** Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item.

### **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.

- |  |                   |
|--|-------------------|
| <b>III. <u>Consent Agenda Items</u> –</b>                                    | <b>ACTION</b>     |
| <b>A. Review of Airport Director's Report for January 2012</b>               | <b>Pgs. 21-28</b> |
| <b>B. Review of Roundtable Regular Meeting Overview for February 1, 2012</b> | <b>Pgs. 29-41</b> |
| <b>C. Review/Approval of Correspondence/Information Items for March 2012</b> | <b>Pgs. 43-95</b> |

**Note:** Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the Roundtable Administration Office, at 1828 El Camino Real, Suite 705, Burlingame, California 94010, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: [www.SFOroundtable.org](http://www.SFOroundtable.org).

**Note:** To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (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**

IV. **Airport Director's Comments** – John Martin, Director,  
San Francisco International Airport (*Verbal Report*)

V. **FY 2011 – 2012 Roundtable Work Program Items:**

- A. Update on FAA's PORTE THREE Departure Analysis: **INFORMATION**  
City of Brisbane Comments, Status of FAA Response – Roundtable Chairperson  
(*Verbal Report*)
- B. Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR: **INFORMATION**  
Ad Hoc Committee Report on Mr. Lyon's Four Recommendations –  
David Burow (*Verbal Report*)
- C. Review/approval of an Interim Roundtable Budget Expenditures for **INFORMATION / ACTION**  
FY 2011/2012 – Dave Pine **Pgs. 99-114**
- D. Status of Roundtable Work Program Items **INFORMATION**  
– Steve Alverson **Pgs. 115-116**
  - a. See attached memo providing brief updates on several work program items (e.g., RNP, Recent  
Portable Monitoring, Runway safety area, Aviation Noise News)
- E. Study Session on Roundtable Efficiency and FY 2012/2013 Work Program **ACTION**  
– Roundtable Chairperson (*Verbal Report*)
  - a. An outcome of this effort will be committee assignments
    - i. Operations and Efficiency Subcommittee
      - 1. Develop basis for the recommending adoption of a federal 60 CNEL standard
    - ii. Legislative Subcommittee
      - 1. Develop basis for a letter to the California Congressional delegation opposing  
CatEx for NextGEN
    - iii. Work Program Subcommittee
      - 1. Initiate development of the FY2012-2013 Roundtable Work Program

VI. **Member Communications / Announcements** – Roundtable Members

VII. **ADJOURN** – Roundtable Chairperson **ACTION**

**NOTE: Next Regular Roundtable Meeting Date: Wednesday, May 2, 2012**

**Roundtable Web Site: [www.sforoundtable.org](http://www.sforoundtable.org)**

## Glossary of Common Acoustic and Air Traffic Control Terms

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### A

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**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

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**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

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**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 (10:00 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.



## Glossary of Common Acoustic and Air Traffic Control Terms

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### D

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**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

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**En route** – The portion of a flight between departure and arrival terminal areas.

### F

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**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

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**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.



## Glossary of Common Acoustic and Air Traffic Control Terms

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**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.

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**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

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**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

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### K

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**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

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**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

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**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

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**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.

## Glossary of Common Acoustic and Air Traffic Control Terms

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### O

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**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

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**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

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### R

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**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

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**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.

## Glossary of Common Acoustic and Air Traffic Control Terms

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**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

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**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

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### V

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**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.

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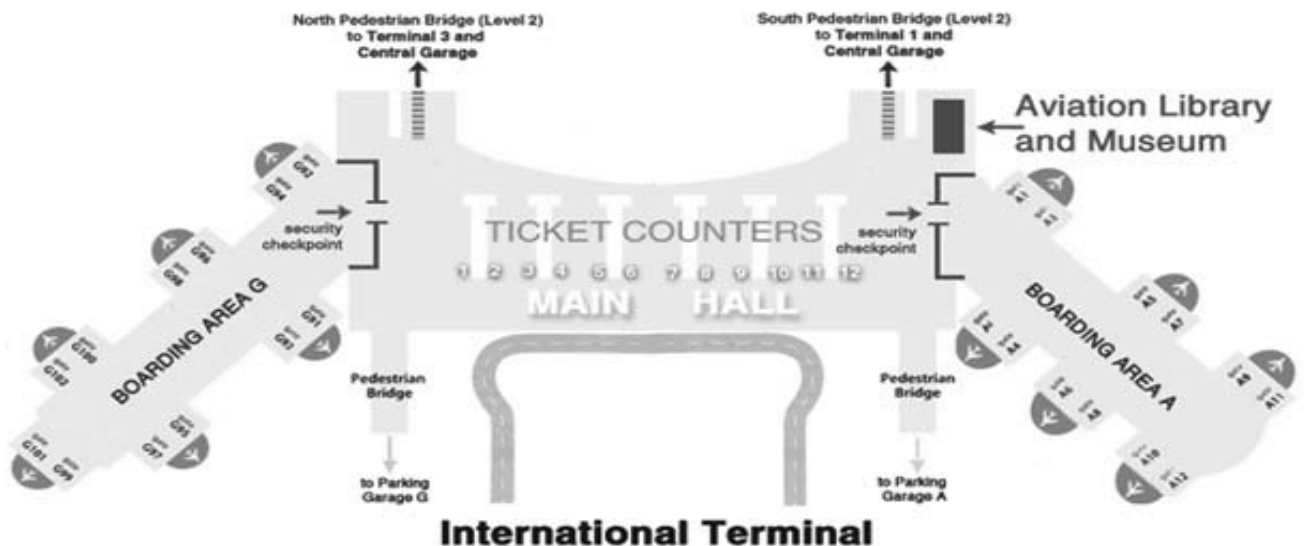
## **AIRPORT/COMMUNITY ROUNDTABLE** **MEETING PLACE FOR MARCH 7, 2012**

### **San Francisco International Airport Aviation Library and Museum**

#### **Directions:**

Take the Airport exit and follow signage to the "International Terminal" and to "Departing Flights/Hourly Parking." Look for Parking Garage "A" on your right. You will enter the garage on Level 5.

Go to level 8 of the Garage and park anywhere near the AirTrain Station. Take the AirTrain "Blue Line" to the International Terminal, which is the next stop. Take the escalator down one level to the Departures Level. The Museum is located left of Boarding Area A (Gates A1 through A12) security checkpoint entrance.



**NOTE: Please bring your parking ticket for validation.**





San Francisco International  
Airport/Community Roundtable

1828 El Camino Real, Suite 705  
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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](http://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.

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### **AIRPORT/COMMUNITY ROUNDTABLE OFFICERS / STAFF/ CONSULTANTS**

**~ March 2012 ~**

**Chairperson:**

**JEFFREY GEE**

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

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

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





## **ABOUT THE AIRPORT/COMMUNITY ROUNDTABLE**

### **OVERVIEW**

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues. The Roundtable is scheduled to meet on the first Wednesday of the following months: February, May, September, and November. **Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations. For more information about the Roundtable, please contact Roundtable staff at (650) 363-4417 or (650) 692-6597.**

### **POLICY STATEMENT**

The Airport/Community Roundtable reaffirms and memorializes its longstanding policy regarding the “shifting” of aircraft-generated noise, related to aircraft operations at San Francisco International Airport, as follows: **“The Airport/Community Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the “shifting” of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport.”** (Source: Roundtable Resolution No. 93-01)

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### **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







San Francisco International  
Airport/Community Roundtable

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

## **MEMBERSHIP ROSTER MARCH 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

**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 MARCH 2012 (Continued)**

Page 2 of 3

### **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/Roundtable Chairperson

Alternate: Vacant

### **CITY OF SAN BRUNO**

**Ken Ibarra**, Council Member

Alternate: Rico Medina, Council Member

### **CITY OF SAN CARLOS**

**Matt Grocott**, Council Member

Alternate: Bob Grassilli, Council Member

### **CITY OF SAN MATEO**

**Representative**: Vacant

Alternate: Vacant

## **MEMBERSHIP ROSTER MARCH 2012 (Continued)**

Page 3 of 3

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

**Kevin Mullin**, Council Member

Alternate: Richard Garbarino, Council Member

### **TOWN OF WOODSIDE**

**David Burow**, Council Member

Alternate: Dave Tanner, Council Member

## **ROUNDTABLE ADVISORY MEMBERS**

### **AIRLINES/FLIGHT OPERATIONS**

Captain 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)**

Dennis Green

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## **ROUNDTABLE STAFF/CONSULTANTS**

Steven R. Alverson, Roundtable Coordinator (Consultant)

Phil Wade, Roundtable Support (Consultant)

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## **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

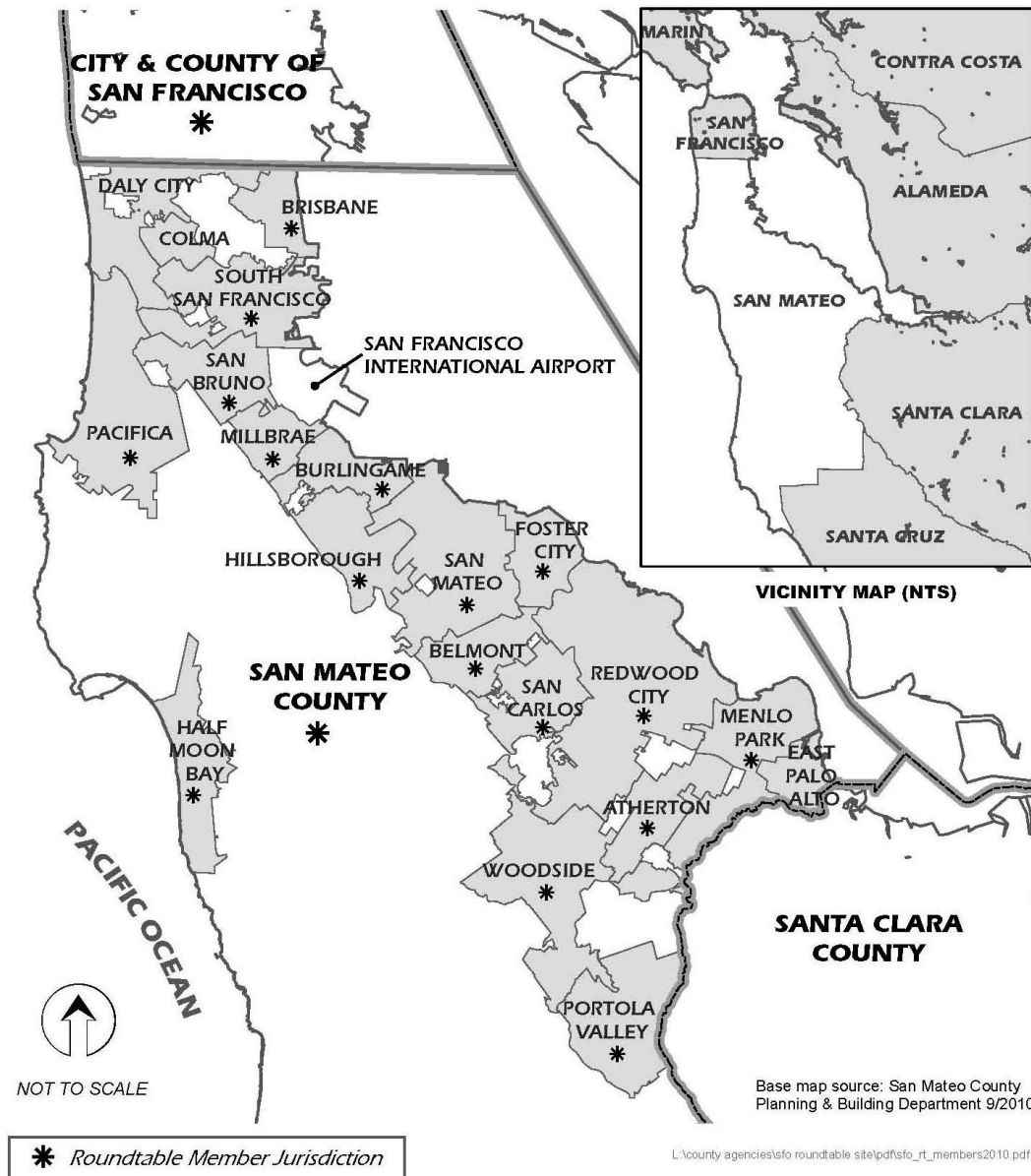
Joyce Satow, Noise Abatement Office Administration Secretary

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  
F (650) 692-6152  
[www.sforoundtable.org](http://www.sforoundtable.org)

## **CONSENT AGENDA**

**Regular Meeting # 279**  
**~ March 7, 2012 ~**

**Agenda Items III. A - C**



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# airport director's report

**Presented at the March 7, 2012**

**Airport Community Roundtable Meeting**

SFO Aircraft Noise Abatement Office

**January 2012**



# Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **January 2012**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	25	8599	3	9.98	
FFT	1	288	3	9.98	
AWE	4	747	5	9.97	
TRS	2	159	13	9.93	
AAL	22	1688	13	9.93	
SWA	32	2402	13	9.93	
ACA	5	373	13	9.93	
DAL	19	1297	15	9.92	
HAL	1	66	15	9.92	
ANZ	1	63	16	9.92	
VRD	43	2669	16	9.92	
AFR	1	56	18	9.91	
JBU	14	650	22	9.89	
ASA	21	696	30	9.84	
DLH	4	120	33	9.83	
AMX	3	71	42	9.78	
SCX	2	45	44	9.77	
UAL	390	8653	45	9.77	
TAI	5	101	50	9.74	
BAW	12	124	97	9.50	
ABX	15	113	133	9.31	
LPE	7	34	206	8.93	
FDX	11	41	268	8.61	
AAR	23	79	291	8.49	
SIA	55	124	444	7.70	
EVA	55	106	519	7.31	
KAL	64	115	557	7.12	
WOA	29	33	879	5.45	
NCA	28	28	1,000	4.82	
PAL	81	62	1,306	3.23	
CPA	210	130	1,615	1.63	
CAL	193	100	1,930	0.00	
<b>TOTAL</b>	<b>1,378</b>	<b>29,832</b>	<b>9,654</b>		

Source: SFO Noise Abatement Office

# Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **January 2012**



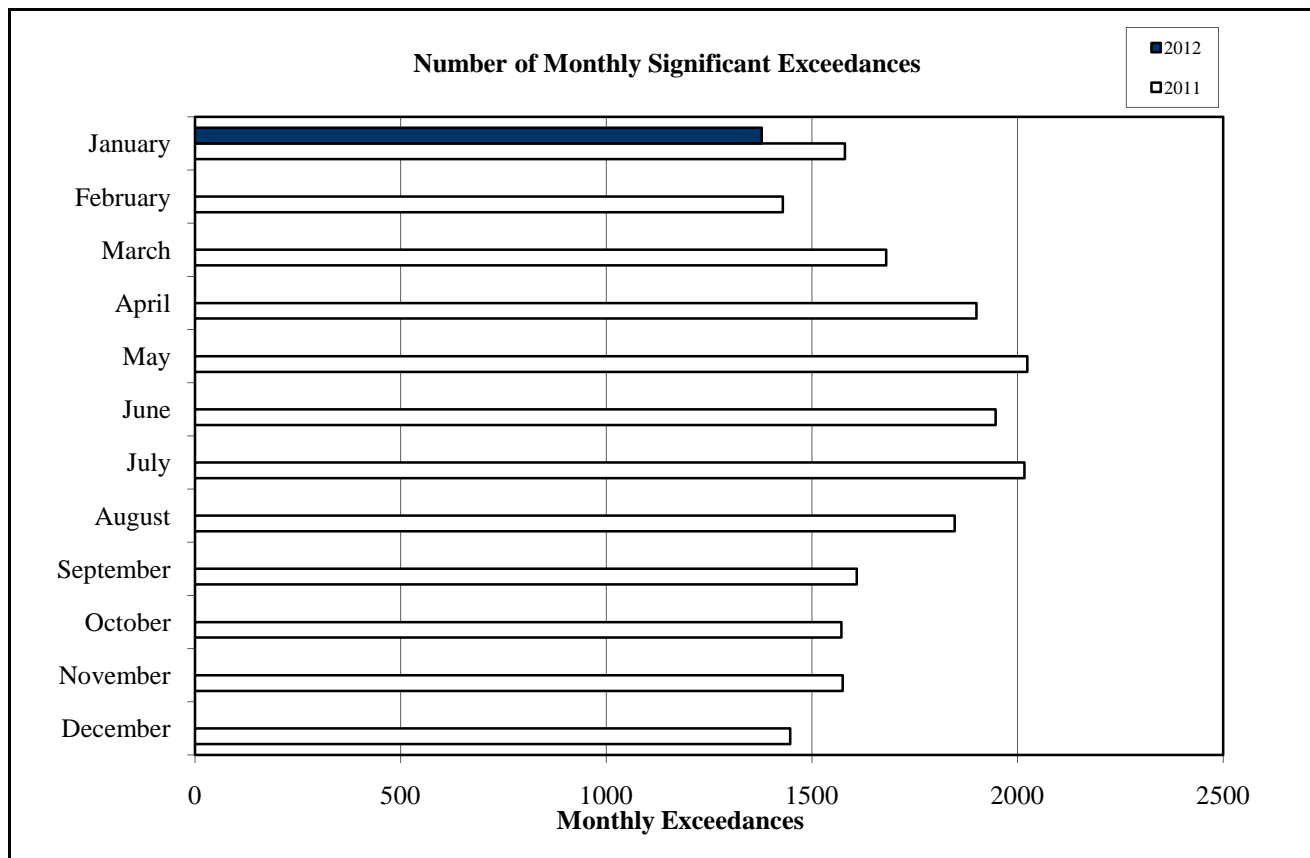
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2008	2009	2010	2011	2012	
<b>January</b>	1321 (1)	1459	1312**	1580	1378	<b>-202</b>
<b>February</b>	1366	1161 (2)	1297**	1429		
<b>March</b>	1757	1991	1778	1681		
<b>April</b>	1694 (3)	2258	1449	1900		
<b>May</b>	2039 (1)	1917	2042	2024		
<b>June</b>	2154 (1)*	2428	2177	1947		
<b>July</b>	1974*	2039	1743	2017		
<b>August</b>	2067*	1725	2090	1847		
<b>September</b>	1470	1554	1636	1609		
<b>October</b>	1474	1724	1537	1572		
<b>November</b>	1635	1400**	1599	1575		
<b>December</b>	1821	1494**	1411	1447		
<b>Annual Total</b>	20772	21150	20071	20628	1378	
<b>Year to Date Trend</b>	<b>20772</b>	<b>21150</b>	<b>20071</b>	<b>20628</b>	<b>1378</b>	<b>-202</b>

(#) Number of new noise monitors - EMUs

\* Amount of exceedance corrected due to new monitors.

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



## Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

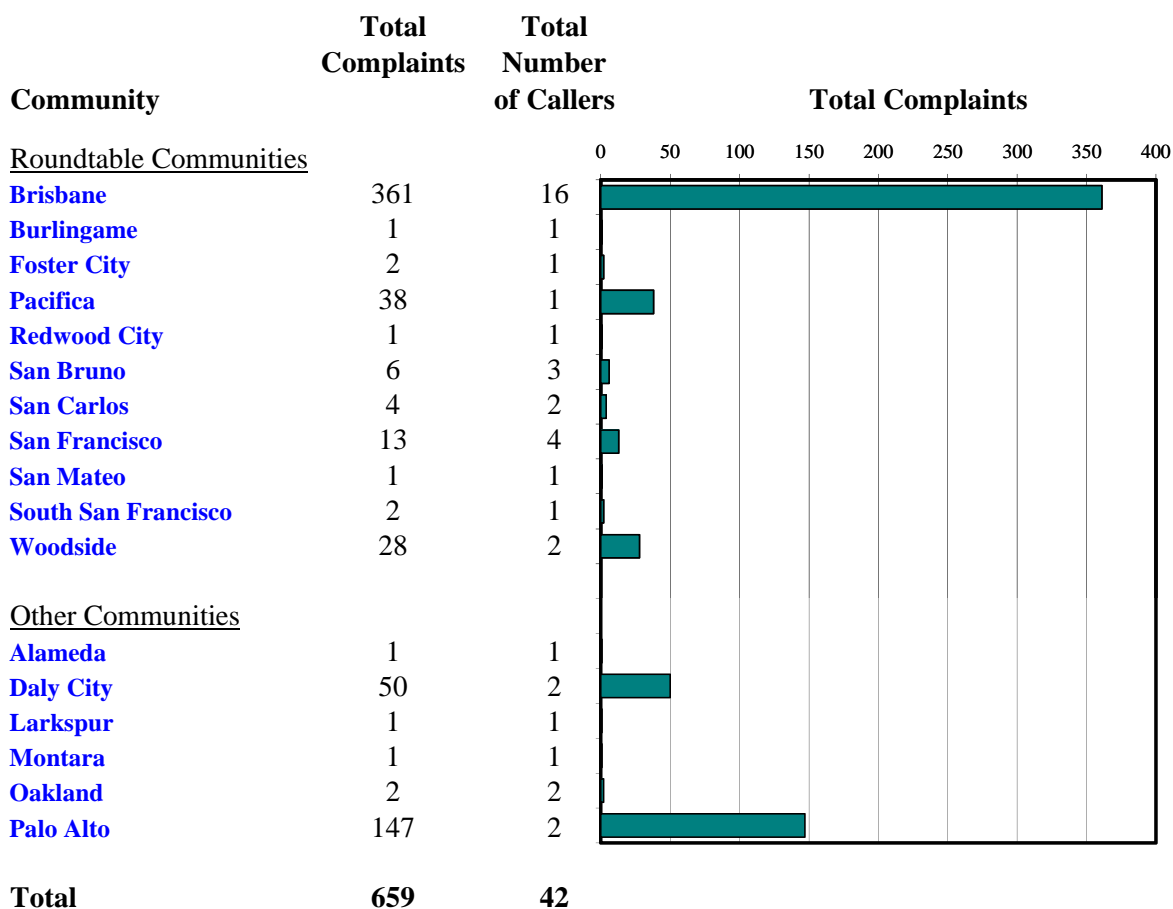
Period: January 2012



San Francisco International Airport

### Monthly Calls by Community

Source: Airport Noise Monitoring System





This is a detailed map of the San Francisco Bay Area, showing major cities, highways, and geographical features. The map includes labels for cities like San Francisco, Oakland, Berkeley, and San Jose, as well as highways such as I-80, I-580, and I-880. The map also shows the San Francisco Bay, the Pacific Ocean, and various regional parks and valleys.

Page 4






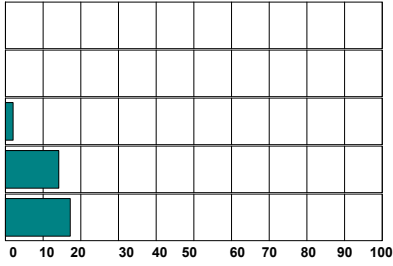
# Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **January 2012**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
    	SKW	1	0.2	3%	
	SWA	1	0.8	3%	
	DAL	3	4.6	8%	
	AAL	15	17.8	39%	
	UAL	18	4.1	47%	
	<b>Total</b>	<b>38</b>			

*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)

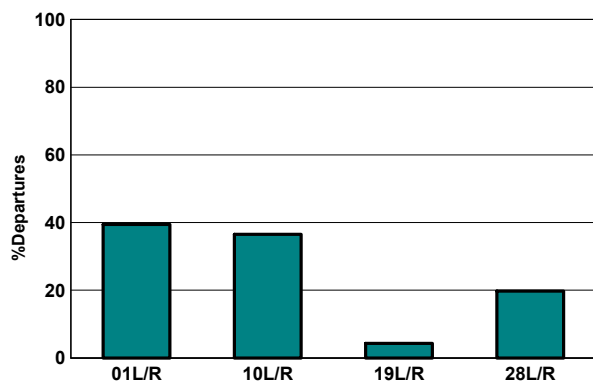
#### Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	92	-	-	-	-	-	-	-	-	-	-	-	92
10L/R	85	-	-	-	-	-	-	-	-	-	-	-	85
19L/R	10	-	-	-	-	-	-	-	-	-	-	-	10
28L/R	46	-	-	-	-	-	-	-	-	-	-	-	46
<b>Total</b>	<b>233</b>	-	-	-	-	-	-	-	-	-	-	-	<b>233</b>

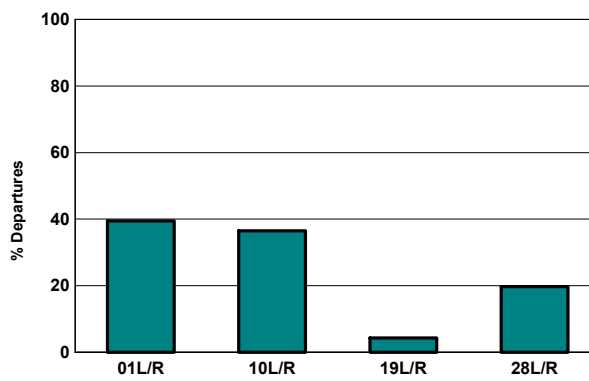
  

01L/R	39%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	39%
10L/R	36%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	36%
19L/R	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%
28L/R	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%

#### Current Month (1 am to 6 am)



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



#### Current Month (1 am to 6 am)



Numbers rounded to nearest whole percentages

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



Numbers rounded to nearest whole percentages



## Air Carrier Runway Use Summary Report

San Francisco International Airport -- Director's Report

Period: January 2012

Time of Day : All Hours



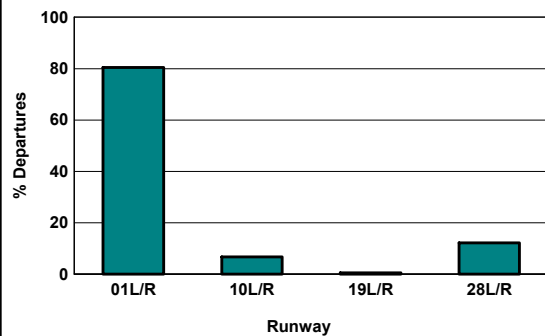
San Francisco International Airport

### Runway Utilization (All Hours)

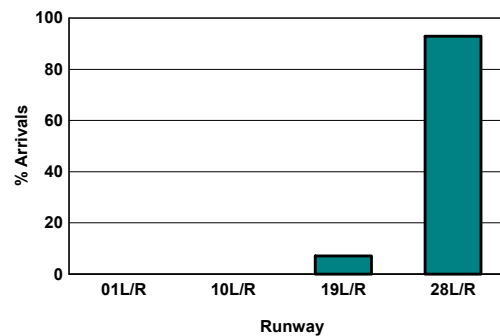
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
<b>Total Monthly Operations</b>					
Departures	12,434	1,047	89	1,887	15,457
Arrivals	0	0	1,096	14,335	15,431
<b>Percentage Utilization</b>					
Departures	80.4%	6.8%	0.6%	12.2%	100%
Arrivals	0.0%	0.0%	7.1%	92.9%	100%

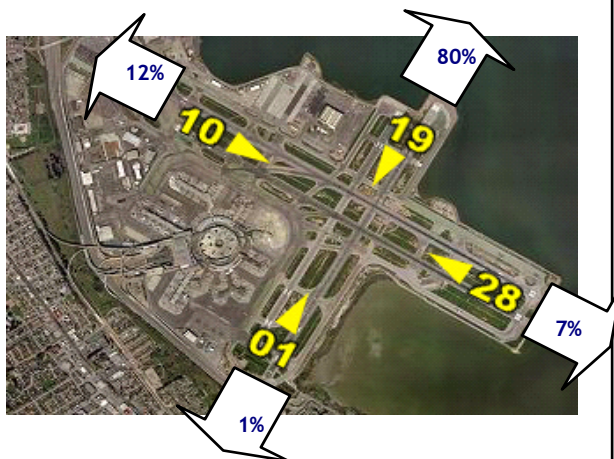
### Departures (All Hours)



### Arrivals (All Hours)



### Percentage Departure Utilization



Numbers rounded to nearest whole percentages

### Percentage Arrival Utilization



Numbers rounded to nearest whole percentages



**Airport / Community Roundtable**  
**Meeting No. 278 Overview**  
**Wednesday, February 1, 2012**

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

NOTE: Chairperson Newman was absent; therefore, Vice-Chairperson Richardson was acting Chair for the start of the meeting. Acting Chairperson Richardson called the Regular Meeting of the Airport/Community Roundtable to order, at approximately 7:04 PM, in the David Chetcuti Community Room at Millbrae City Hall. Steve Alverson, Roundtable Chairperson called the roll. A quorum (at least 12 Regular Members) was present as follows:

**REGULAR MEMBERS PRESENT**

**Mike McCarron**, San Francisco International Airport (Alternate)  
**Dave Pine**, County of San Mateo Board of Supervisors  
**Elizabeth Lewis**, Town of Atherton  
**Sepi Richardson**, City of Brisbane/**Vice-Chairperson**  
**Jerry Deal**, City of Burlingame (Alternate for 2/1/12 meeting only)  
**Steve Okamoto**, City of Foster City (Alternate)  
**Naomi Patridge**, City of Half Moon Bay  
**Marie Chuang**, Town of Hillsborough (Alternate)  
**Robert Gottschalk**, City of Millbrae  
**Ann Wengert**, Town of Portola Valley  
**Jeffrey Gee**, City of Redwood City  
**Ken Ibarra**, City of San Bruno  
**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)  
City and County of San Francisco Mayor's Office  
C/CAG Airport Land Use Committee (ALUC)  
City of Belmont  
City of Menlo Park  
City of Pacifica  
City of San Carlos  
City of San Mateo (Vacant)

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

## **ADVISORY MEMBERS**

### **Airline/Flight Operations**

**Andy Allen**, United Airlines

**Duncan Flett**, United Airlines

### **Federal Aviation Administration**

**Patty Daniel**, Nor Cal TRACON

**Andy Richards**, Regional Air Traffic Control Manager

## **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

Acting Chairperson Richardson requested that the order of Agenda Items II and VI be reversed. Member Gee made a **MOTION** that was **SECONDED** by Member Pine. The motion **PASSED UNANIMOUSLY**.

Acting Chairperson Richardson welcomed the meeting attendees, acknowledging representatives from United Airlines, Continental Airlines, Southwest Airlines, the FAA, as well as other special guests, including Marc Hershman, Brian Perkins from Congresswoman Speier's office, and former Roundtable Chair and Assemblyman Gene Mullin.

## **VI. Recognition of Roundtable Representatives and Alternates for 2012**

Acting Chairperson Richardson opened this agenda item with the recognition of former Roundtable Coordinator, Dave Carbone. She invited former Roundtable Chairperson, Mary Griffin, to speak.

Ms. Griffin stated that thirty-one years ago she was one of the original signatories on the Roundtable Memorandum of Understanding. She indicated that the Roundtable is unique, and that few communities have this kind of representation. Ms. Griffin indicated that Dave Carbone was a great asset to the Roundtable. She stated that he is well informed, intelligent, efficient, and he carried the duties of getting the county together for the Roundtable process. Ms. Griffin thanked Mr. Carbone for his efforts on the Roundtable and the opportunity to speak.

On behalf of the San Francisco Airport Commission, Alternate McCarron presented Dave Carbone with a resolution recognizing his 28 years of service to the County; including overseeing the Roundtable, working with the community on noise issues, and representing the County and the Roundtable on numerous key commissions, committees, and panels.

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

Alternate McCarron also noted that Mr. Carbone is a recognized leader in the area of airport land use compatibility planning by the FAA and Caltrans' Division of Aeronautics.

Roundtable Coordinator, Steve Alverson, on behalf of the Roundtable, presented Mr. Carbone with a resolution recognizing his many years of successful service as the Roundtable Coordinator. Mr. Alverson thanked Mr. Carbone for establishing a great foundation for Mr. Alverson to work from.

Dave Carbone thanked the Roundtable for the recognition of his service. He personally thanked Mary Griffin, Lou Turpen, Roger Chinn, Roger Lambert, John Martin, Mike McCarron, Bert Ganoung, Patty Daniel, Andy Richards, Richard Newman, Steve Alverson, Connie and Steve Shields, Heather Yoshi, Cindy Gibbs, Evelyn Yendi, past Roundtable chairpersons, Gene Mullin, and to all the current and past Roundtable representatives. Mr. Carbone recognized that the subject of aircraft noise is not easy to learn, and he thanked all the Members for their dedication on the Roundtable. Mr. Carbone concluded by saying that the Roundtable is a leader in what they do, and that they're the ones that get things done.

Acting Chairperson Richardson thanked Mr. Carbone for his service to the Roundtable, and acknowledged Mayor Kirsten Keith as the new Alternate for the City of Menlo Park.

Acting Chairperson Richardson then acknowledged former Member John Lee for his service on the Roundtable. On behalf of the Roundtable, Steve Alverson presented former Member Lee with a resolution acknowledging his twelve years of service to the Roundtable, and his involvement on various Roundtable subcommittees.

Mr. Lee thanked the airport and the County offices. He stated that it was an honor to serve the Roundtable. Mr. Lee concluded by congratulating each member and encouraged them to continue the work they do on the Roundtable.

Acting Chairperson Richardson also acknowledged the service of former Members Toben, Bologoff, and Cohen, as well as former Roundtable administrative assistant, Connie Shields.

Member Ibarra **MOVED** to approve the adoption of Roundtable Resolutions 12-01 through 12-06. Member Patridge **SECONDED** the motion and it **PASSED UNANIMOUSLY**.

### III. Public Comment on Relevant Items Not on the Agenda

Jeff Zajas, a community member from the City of Brisbane, addressed Roundtable members, stating that he had originally brought Brisbane's noise issue to the attention of the Roundtable last December. Mr. Zajas indicated that it took ten to twelve months to discuss this issue, fourteen months to get a letter sent to the FAA, and that he felt the Roundtable had not been very responsive. Mr. Zajas concluded by saying he hoped, moving forward, it would not be an adversarial environment, and that they could continue to work together to get this done.

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

#### IV. Consent Agenda Items

Acting Chairperson Richardson opened the discussion of the Consent Agenda Items by stating that she wanted certain revisions made to the meeting overview of the Workshop that was held in Brisbane on October 5<sup>th</sup>. Chairperson Richardson read the requested changes to the Roundtable members, which included the addition of specific data related to airport operations and overflights in the City of Brisbane as provided by Bert Ganoung and Barry Corlett; revisions to comments provided by Assemblyman Jerry Hill; additional comments provided by community members from Brisbane; and clarification on Chairperson Newman's concluding comments at the end of the Workshop.

Acting Chairperson Richardson asked for a motion to approve these additions to the October 5<sup>th</sup> meeting overview. Member Gee **MOVED** to approve these additions. The motion was **SECONDED** by Member Ibarra. The motion **PASSED** with five members abstaining due to their absence at the October 5<sup>th</sup> Workshop.

**Comments/Concerns/Questions:** Member Ibarra asked if there is a recording of the October 5<sup>th</sup> Workshop in Brisbane, which Acting Chairperson Richardson indicated there was.

#### V. Airport Director's Comments

Alternate McCarron provided the Airport Director's Comments on behalf of John Martin, who was absent. Alternate McCarron indicated that SFO's website has new 3D flight tracking software that is available for public use. He stated that the software provides a good representation of what it is like to fly in the Bay Area, the amount traffic they have, the complexity of routes, the intersection of routes, and the separation requirements that are in place. Alternate McCarron also noted that SOIA/PRM has been used on several days in November, as well as in December and January, for about 50 hours of reduced delays. He also stated that the ceiling was lowered to 1,600 feet; however, Patty Daniel of TRACON clarified that it had not yet been lowered. Alternate McCarron stated that once the ceiling was lowered, this would provide some noise relief to the San Mateo/Foster City area on approach. Alternate McCarron continued by saying that the Noise Abatement staff has been proactive in monitoring the Fly Quiet Program and the Shoreline Departure. On behalf of John Martin, Alternate McCarron welcomed all the new members of the Roundtable, and encouraged them to get some training on noise and aviation issues, as well as to visit the airport. He concluded by saying that Member Martin looks forward to working with them.

**Comments/Concerns/Questions:** Jeff Zajas stated that he had used the 3D modeling software on SFO's website, and that it is wonderful. Mr. Zajas continued by saying that in their January 5<sup>th</sup> meeting with Jackie Speier, everyone agreed that there would be an opportunity to review the data and modeling prior to its delivery to FAA, which did not happen. Mr. Zajas stated that he hoped, moving forward, when commitments are made they're followed through and done, because it helps them feel that their opinions and input

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

are valued. Mr. Zajas concluded by thanking Bert Ganoung for being a proponent of providing the community the data they requested.

**Comments/Concerns/Questions:** None.

## II. Election of Roundtable Officers for Calendar Year 2012

Acting Chairperson Richardson opened this agenda item by stating that Mark Church, from San Mateo County, was Chair for seven or eight years, and that last year, the Roundtable had a member of the public as the Chair, Richard Newman. Acting Chairperson Richardson stated that Member Gee and Member Pine had expressed their interest in becoming Chair of the Roundtable. Chairperson Richardson stated that Richard Newman had not indicated to her that he was seeking reelection; she further added that she would like to continue serving as the Vice-Chair of the Roundtable for another year.

Member Pine **NOMINATED** Member Gee for the position of Chair of the Roundtable. Member Lewis **SECONDED** the nomination, and the nomination for Member Gee to serve as the Chairperson of the Roundtable for calendar year 2012 **PASSED UNANIMOUSLY**.

Chairperson Gee stated that he was honored and humbled to be chosen as the Chair of the Roundtable. Chairperson Gee stated that they are very lucky to live in San Mateo County, which has been the second least impacted County in the State during this recession. He indicated that SFO is a big part of their success, and has helped them not be as financially impacted as other parts of California. Chairperson Gee continued by saying that, at the same time, they need to ensure that their residents have a good quality of life. Therefore, the Roundtable needs to work with their communities, SFO, the airlines, pilots, and FAA to ensure that San Mateo County is still a great county to live in. Chairperson Gee concluded by thanking all the members again for his election.

Chairperson Gee noted that the next item is the election of a Vice-Chair. Member Lewis **NOMINATED** Sepi Richardson for Vice-Chair. Member Patridge **SECONDED** the nomination, and the nomination for Member Richardson to serve as the Vice-Chairperson of the Roundtable for calendar year 2012 **PASSED UNANIMOUSLY**.

**Comments/Concerns/Questions:** None.

## VII.A Update of Crossing Altitude of Oceanic Arrivals over the Woodside VOR: History and Current Altitude Findings

SFO Aircraft Noise Abatement Manager Bert Ganoung opened this agenda item by welcoming Chairperson Gee to his new position on the Roundtable. Mr. Ganoung provided an overview of the major arrival patterns into SFO from various destinations. He indicated that the Noise Office is reviewing old Roundtable packets to research the history of this issue. Mr. Ganoung stated that the Roundtable had begun analysis of aircraft altitudes over the Woodside VOR well before 1998; looking at flight tracks and checking the ability

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

of flights to go over the area. Mr. Ganoung stated that they have not been able to find a copy of the so called “Eshoo agreement”, but that they are looking for it and have contacted Congresswoman Eshoo’s office and the FAA to see if they have a copy of the agreement.

Mr. Ganoung noted a couple of Roundtable work program items that had explored moving flights from 6,000 to 7,000 feet and running a trial of having Hawaii arrival flights, between 4 and 7 AM, bump up to 8,000 feet. He noted that this issue was on the November 1998 Roundtable agenda, because there were 100 complaint calls a month generated by these flights. Mr. Ganoung then noted that the Woodside VOR issue seemed to drop off the Roundtable agenda. He did note that FAA incorporated the 8,000-foot crossing altitude into their procedures, under noise abatement. Mr. Ganoung stated that the history of this issue began with the Atherton area being affected by arrivals from Hawaii between 4 and 7 AM. He indicated that after many meetings it was determined that aircraft could possibly cross at 8,000 feet. Mr. Ganoung also noted that Oceanic Tailored Arrivals (OTAs) were added to this approach, and that it has been in a test phase for some time, but not officially charted.

Mr. Ganoung showed slides of arrival flight tracks. He noted that turboprop aircraft are brought in off the coast because they are slower than jet aircraft; he also noted that Big Sur traffic, which turns over the Woodside VOR, is vectored on days when weather is bad or traffic volume is high. Mr. Ganoung noted that altitudes in the FAA’s radar data are accurate within plus or minus 300 feet. Therefore, an aircraft at or above 7,700 feet mean sea level, is considered to be at the 8,000-foot crossing altitude. He concluded by stating that there were more than 25 arrivals below 7,700 feet in the months of June, July, and August, which appears to be happening on an annual basis. These aircraft were predominately OTAs.

**Comments/Concerns/Questions:** Member Burow asked Mr. Ganoung when there would be a more comprehensive report. Mr. Ganoung responded by saying that he agreed to provide an update of the Woodside VOR issue and provided the data he has to this point. He indicated that the Aircraft Noise Abatement Office Staff have been doing a lot of research and that this issue was put off as a non-agenda item unless there were more than 25 flights below 7,700 feet.

Chairperson Gee asked the Roundtable Members to forward any correspondence they have related to this issue to Mr. Ganoung. Member Burow asked if Mr. Ganoung had contacted Congresswoman Eshoo’s office, which Mr. Ganoung said he had.

Member Pine drew the Roundtable attention to FAA Order NCT7110.65T, which requires that all Oceanic jet arrivals inbound from the west shall cross the OSI at or above 8,000 feet. Mr. Ganoung noted that procedure is only in effect when “traffic is permitting.”

Andy Richards, Regional Air Traffic Manager from the FAA, addressed the Roundtable. He provided some background history on the Woodside issue, stating that this issue began

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

with complaints regarding four or five DC-10 aircraft that arrived from Hawaii between 4 and 7 AM. Working with the Roundtable, Mr. Richards continued, the FAA agreed to test two Woodside crossing altitudes: one at 7,000 feet and the other at 8,000 feet. He noted that he's never met Congresswoman Eshoo, or signed any agreements with her.

Chairperson Gee asked Mr. Richards how the "voluntary" agreement is documented. Mr. Richards stated that there was an informal test of this procedure, and that it was finally added to FAA's standard operating procedures, under the "noise abatement" section. Member Burow asked if this procedure was only for OTAs, which Mr. Richards answered that it was.

Member Wengert asked how long the OTA test has been in place. Patty Daniel responded by saying that tailored arrival procedure has been in place for three or four years. Ms. Daniel stated that only certain aircraft can fly this procedure, and that it has to be by pilot request. Ms. Daniel stated that when aircraft are allowed, traffic permitting, to approach in a glide profile, then there is less fuel burned and less noise. In the future, she stated, this is how the FAA wants to manage aircraft on all arrivals. More aircraft will be flying the OTA as a part of the ASPIRE Partnership (Asia and Pacific Initiative to Reduce Emissions) that is focused on reducing fuel burn and carbon emissions. Ms. Daniel concluded by saying the OTA is different than anything the FAA publishes now, which is why it's still in a test phase.

Vice-Chairperson Richardson asked Mr. Richards how they got their request to study the Woodside issue. Mr. Richards stated they received the request in writing from the Roundtable. Vice-Chairperson Richardson asked whether there were any studies conducted to look at potential impacts from this procedure change. Mr. Richards stated that a consultant did prepare models, and that shifting noise was an issue they were concerned with. He indicated that after working with the United Airlines flight crews, they did not see a shift in flight tracks. Vice-Chairperson Richardson asked if a published procedure is not followed, who is responsible for making sure they're followed. Mr. Richards responded by saying that airlines will file routes of flight, and air traffic control will ensure that their route of flight is safe in relation to other airplanes. He stated that aircraft incapable of flying certain routes will be accommodated on an as-needed basis. He concluded that in a congested air space such as the Bay Area's, there is little room for variance in procedures.

**Jim Lyons Presentation:** Mr. Lyons opened his presentation by stating that aircraft on arrival to SFO and OAK overfly the Woodside VOR/Portola Valley area, and that low-flying aircraft is disrupting sleep and the enjoyment of their property. He stated that his home is at an elevation of about 2,300 feet, and that he lives in a noise-sensitive area.

Mr. Lyons stated they noticed an increase in jet aircraft overflights beginning in 2006, and that SFO data supports this. In 2010, Mr. Lyons continued, 21,535 aircraft overflew the Woodside VOR, which is a 13.5 percent increase from 2008. In total, there were 61,000 jet overflights between 2008 and 2010.

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

Mr. Lyons noted that there has been a drop in the average altitude over the Woodside VOR, from 7,500 feet in May of 2005 to 6,600 feet in February of 2010. Mr. Lyons stated that an altitude of 6,600 feet is only 4,300 feet above his home. He continued by stating that a decrease in altitude from 8,000 to 6,600 feet increases noise levels by approximately 4.2 dB, which is perceived as a 34 percent increase in noise volume.

Mr. Lyons stated that during nighttime hours, aircraft routinely overfly the Woodside VOR at less than 8,000 feet, and that two-thirds of all night-time flights from 2008 through 2011 were below 8,000 feet. Mr. Lyons continued by stating that UAL Flight 76 has been the worst offender, with nearly 75 percent of all its flights, between 2009 and 2011, being below 8,000 feet, and 30 percent being below 6,000 feet.

Mr. Lyons played two audio files of aircraft overflying his home; one overflight at an altitude of approximately 5,708 feet on January 23, 2012 at 10:49 PM, which reached 81.1 dB, and the other at an altitude of 5,921 feet on January 24, 2012 that reached 82.8 dB. Mr. Lyons defied anyone to sleep through 82.8 dB. He added it could not be done. Mr. Lyons then showed a slide indicating that significant aircraft noise events in San Mateo County increased over 2010.

Mr. Lyons stated that the Eshoo agreement was created in 2000 to address aircraft noise levels over the Peninsula, and that the agreement is noted in the 2005 letter from Congresswoman Eshoo's office to Mr. Withycombe of the FAA. Mr. Lyons noted FAA Order NCT7110.65T, which establishes the procedures for Oceanic arrivals over the OSI. Mr. Lyons indicated that, per SFO's own records, between the hours of 10:30 PM and 6:30 AM, these rules are violated two-thirds of the time.

Mr. Lyons asked the Roundtable to take action to reduce commercial aircraft noise. He asked that the Roundtable request data from SFO regarding aircraft altitudes and noise levels. He asked that the Roundtable analyze this data and report the results to the public, and that the Roundtable ask Nor Cal TRACON and the FAA why the Eshoo agreement is being ignored.

Mr. Lyons continued by asking the Roundtable to ask SFO to provide reports of Woodside VOR overflight; to install noise monitoring equipment at the Woodside VOR and in Portola Valley for at least four months; to provide single-event exceedance reports for the Woodside VOR and Portola Valley; and request that Nor Cal TRACON and FAA state whether they intend to comply with the Eshoo agreement.

Chairperson Gee thanked Mr. Lyons for his presentation and then opened the floor to public comment.

**Public Comments:** Jeff Zajac thanked Mr. Lyons for his presentation. He then asked FAA and the airlines to stay after the meeting so they could talk about how the procedures work. Mr. Zajac stated that he made a recording of overflights in Brisbane, and that he would like to have an explanation of why aircraft are turning early. Chairperson Gee

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indicated that it would be best that conversations with Mr. Zajas and FAA be conducted in public before the Roundtable rather than after the meeting.

Caroline Vertongen, a resident of Portola Valley, addressed the Roundtable by stating that she has observed an increase in overflights, and that she agreed that the average overflight altitude is below 8,000 feet. Ms. Vertongen stated that she lives on a hill and it's frightening to see the belly of an overflying aircraft. She stated that studies have been made on the affects of aircraft noise, which have shown that aircraft noise can impair cognitive functions, cause hearing impairment, and cause sleep disorders. The FAA, she stated, ignores this data. Ms. Vertongen stated that low-flying aircraft are also a safety hazard, which also affects their quality of life. Ms. Vertongen stated that private citizens are required to follow regulations, and asked why the FAA is allowed to violate these agreements and pretend they don't. She concluded by stating that the PG&E accident should serve as a reminder that it is time for FAA to adhere to noise reduction and safety rules.

Victor Schachter, a resident of Portola Valley, addressed the Roundtable by asking what environmental impact studies have been conducted during this test period, as required by law, to determine the impacts on our communities. Mr. Schachter stated that the aircraft noise pollution is nearly destroying their quality of life. He continued by saying that they have a right to quiet just as much as they have the right to use the air safely, but that they don't have the right to do this without environmental study. Mr. Schachter stated that he was shocked to hear the denial of the Eshoo agreement. He stated that there is no dispute of the 2005 letter, and that if they continue to see this neglect by the FAA they will pursue political and legal means. The number of violations, he continued, is inexcusable. Mr. Schachter stated that between December 28 and January 24, he was woken numerous times by aircraft overflights between 5:30 and 8:30 AM and 9:00 and 11:30 PM. Mr. Schachter concluded by urging the Roundtable to continue to work towards a resolution.

Mary Jane Lyons, a Woodside resident, stated that they've lived on Skyline for twenty years, and have sent a lot of letters to SFO and the FAA over the last two years. She stated that the problem is getting unbearable. Mrs. Lyons stated that three weeks ago, between 4 and 5 PM, there were twenty-two aircraft overflights. She concluded by saying they live twenty-two miles away in the country, but that they have brought the airport and the runway to them.

Frank Rothschild, a Woodside resident, stated that he has lived next to the Woodside VOR for 15 years, and that planes go over his chimney in a constant line, typically under 8,000 feet, which he's confirmed by checking SFO data. Mr. Rothschild stated that he's also looked at the NextGEN air control system website, which is being tested at SFO. Mr. Rothschild stated that he does not know of anyone who was notified of this test, which has failed. He continued by saying that no one was informed of NextGen test, and that they don't want NextGEN. He stated that when aircraft fly over, the wildlife community is disturbed. Mr. Rothschild also explained that they live in a scenic corridor, but they have

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jets flying over their heads. Mr. Rothschild explained that NextGEN is before Congress and has been incorporated into an appropriations bill, but that no one has asked him about a test or a permanent change to aviation that could affect his home. He continued that the NextGEN demo on the FAA website shows aircraft overflying the Woodside VOR at 6,100 feet. Mr. Rothschild stated that he assumed the FAA is aware of this, as it appears that this is the model that will be implemented nationwide. Mr. Rothschild stated that this is unacceptable for human beings, and that while he cannot determine what's acceptable from the aviation side, it's not acceptable on the ground. He concluded by stating he's grateful for the Roundtable, because the only other option is a legal one.

Tina Nguelyn, a resident of Portola Valley, stated that the quality of life has been deteriorating in Portola Valley. Beyond sleep, she stated, there's a lot of noise during the daytime. Ms. Nguelyn stated that aircraft are vectored in from southern locations. Using the San Jose website, she noted that on October 4<sup>th</sup>, 2010, there were 80 flights over the Woodside VOR; over thirty percent of which were at an altitude between 5,000 and 6,000 feet, while the majority was between 6,000 and 7,000 feet. Only twelve percent was above 8,000 feet. Ms. Nguelyn stated that one overflight noise event can last up to two and a half minutes; which, if there are ten flights overflights in an hour, constitutes a half-hour of aircraft noise.

**Comments/Concerns/Questions:** Chairperson Gee thanked everyone for their time and asked Mr. Lyons to email his presentation to Steve Alverson.

An audience member asked if a transcript would be available for this meeting. Chairperson Gee responded by saying that a meeting overview would be approved at the next meeting.

Member Mullin asked if a noise monitor in Woodside was a cost concern. Mr. Ganoung responded that noise monitors have been placed at the Woodside VOR many times in support of the testing, and that they have over a year's worth of data for that site for different times of the year. If they want a permanent location, he concluded, it's approximately \$30,000.

Chairperson Gee asked if Mr. Ganoung could bring back the 2009 data, which Mr. Ganoung said they could. Chairperson Gee asked that the representatives from Woodside and Portola Valley form an ad hoc committee and come back with a recommendation at the next meeting about installing a temporary or permanent noise monitoring facility, and establishing a single noise event exceedance level. Chairperson Gee also stated that the Roundtable would draft a letter to FAA asking for them to comply with the Eshoo agreement.

Member Pine asked for clarification on the meeting overview process. Steve Alverson responded by saying that staff prepares meeting overviews, which can be found in the Roundtable packets, that try to capture the essence of a Roundtable meeting without going through a court reporter process.

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## **VII.B Review of Fly Quiet Program Quarterly Report**

Bert Ganoung provided the Fly Quiet Program Quarterly Report, stating that the trend line for fleet noise quality averages has improved. He stated that the noise exceedance rating averages have been on a downward trend. Mr. Ganoung continued by saying that nighttime preferential runway use averages have also been sliding, which he said was the result of a lot of seasonal traffic; noting a higher score than usual in the fourth quarter. Mr. Ganoung stated that the Shoreline departure rating averages had a dip in the fourth quarter. He also noted that they will be using Runway 1 more often than the gap and shoreline departures, which will help on the windy days. He continued by noting that gap departure climb rating averages have been on decline. Mr. Ganoung stated that the Foster City arrival rating averages have had a slight improvement, and concluded by saying that they're still working hard to keep Shoreline departures out of Brisbane.

## **VII.C Update on FAA's PORTE THREE Departure Analysis**

Steve Alverson addressed this agenda item by reminding members that the Roundtable had authorized former Chairperson Newman to request the FAA to study the use of the PORTE THREE departure procedure. Mr. Alverson continued by saying that the FAA responded that there was not enough specificity to the request; therefore, former Chairperson Newman revised the letter and ran it past the City of Brisbane. Mr. Alverson indicated that there was a meeting held with Congresswoman Jackie Speier, during which a commitment was made to get the letter out by February 1, 2012, and that former Chairperson Newman sent the packet to FAA today. Copies of the packet arrived here before the meeting.

**Comments/Concerns/Questions:** Chairperson Gee noted that, as Jeff Zajas mentioned, there was an understanding that there would be community input on the letter. He indicated that residents did not have an opportunity to review the letter, and asked that if there was anything missing in the letter to let the Roundtable know.

Barry Corlett, a resident of Brisbane, stated that there was no review of the letter as agreed upon. He continued by saying that the letter identifies four alternatives, with alternatives one and two looking hardly different from what is currently done today. Mr. Corlett also noted that following the PORTE THREE departure, as published, was one of the alternatives they had asked for. Bert Ganoung and Chairperson Gee noted that the "Charted Path" alternative in the letter examines the PORTE THREE departure as published.

## **VII.D Budget Update for FY 2010/2011**

Chairperson Gee asked Member Pine to provide an update on the Roundtable budget. Member Pine indicated that there was not enough budget adopted for this fiscal year. Member Pine stated that the prior year had a budget of approximately \$150,000; \$60,000 of which went to ESA, with the remainder going to the website consultant and County staff.

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Member Pine indicated that in the absence of County Roundtable staff, ESA has stepped up to fill the gap. He concluded by recommending that an ad hoc committee be formed to examine what needs to be done to support the Roundtable and addressing the budget issue moving forward.

**Comments/Concerns/Questions:** Chairperson Gee requested volunteers to work with Member Pine on the budget ad hoc committee. Chairperson Gee, Vice-Chairperson Richardson, Naomi Patridge, and Sue Digre (in absentia) volunteered for the ad hoc committee.

#### **VII.E Review/Approval of Resolution 12-07: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2012**

Chairperson Gee suggested that the resolution add two more meetings, one in March and one in June, stating that additional meetings are required to address the community's noise concerns. Chairperson Gee noted that the details regarding the additional costs associated with the two additional meetings could be examined later. Member Lewis made a **MOTION** to add two additional meetings to the Roundtable schedule in March and June. The motion was **SECONDED** by Vice Chairperson Richardson. The motion to extend the Roundtable's schedule by two meetings **PASSED UNANIMOUSLY**.

**Comments/Concerns/Questions:** None.

#### **VII.F Appoint a Roundtable Work Program Subcommittee to Prepare Draft Work Program for FY 2012/2013**

Chairperson Gee continued this item to the next meeting.

#### **VIII. Aviation Noise News Update**

Steve Alverson stated that Congress is on the verge of approving a four-year reauthorization bill that will fund the FAA. He also noted that the Air Transport Association has changed their name to Airlines for America. Mr. Alverson drew the Roundtable's attention to a New York Times article regarding airport delays. The article, Mr. Alverson noted, stated that seven airports including SFO account for 80 percent of delays in the U.S. Lastly, Mr. Alverson reminded Roundtable members that the UC Davis Aviation Noise/Air Quality Symposium will be occurring in Palm Springs from March 4<sup>th</sup> through the 6<sup>th</sup>, and encouraged anyone who could to attend.

**Comments/Concerns/Questions:** Jim Lyons commented that the pending FAA funding reauthorization legislation includes a provision that would exempt NextGEN from U.S. environmental law. Mr. Alverson confirmed Mr. Lyons statement regarding the exemption for NextGEN, and noted that the Roundtable had submitted a letter to Congress opposing this provision in the FAA funding reauthorization legislation. Chairperson Gee asked Mr. Alverson to track this issue in case it needed to be followed up on.

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**IX. Member Communications / Announcements**

Chairperson Gee thanked Richard Newman for his service as the former Roundtable Chair. Chairperson Gee stated that Member Newman understands aircraft noise issues, and that he looked forward to working with Member Newman in the future. Member Pine also expressed his appreciation for working with Member Newman; stating that he worked very hard for the community. Member Pine continued by saying that he found it unfortunate some of the ways Member Newman was treated by the public, and that he commended him for his service. Chairperson Gee also thanked Member Pine for all his efforts on the budget and other issues. Chairperson Gee thanked the public, FAA, and the airlines. He stated that they all have to work together. There's going to be a lot of work outside this formal setting, he concluded, but that it would all be brought back here for formal action.

**Comments/Concerns/Questions:** None.

**X. Adjourn**

Chairperson Gee adjourned the meeting at 9:23 PM.

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## Item III.C

San Francisco International  
Airport/Community Roundtable

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

**DATE:** March 7, 2012

**TO:** Roundtable Members, Alternates and Interested Persons

**FROM:** Steve Alverson, Roundtable Coordinator

**SUBJECT:** **Agenda Item III.C, Re: Review/Approval of  
Correspondence/Information Items for March 2012**

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Attached are the following correspondence/information items for review at the March 7, 2012 Roundtable Meeting:

1. Analysis of Scheduled Airline Traffic: Comparative Report  
October 2011 **Pgs. 45-48**
2. Analysis of Scheduled Airline Traffic: Comparative Report  
November 2011 **Pgs. 49-52**
3. Letter from Jim Lyons to William Withycombe re: Low-flying Aircraft over the  
Woodside VOR  
February 1, 2012 **Pgs. 53-78**
4. Email exchange re: Noise Monitor in Woodside – Letter from Ganoung  
February 2, 2012 – February 20, 2012 **Pgs. 79-81**
5. Email exchange re: Noise Monitor Cost, Installation and Operation Questions  
February 2, 2012 – February 29, 2012 **Pgs. 83-86**
6. Letter from Bert Ganoung to Jim Lyons re: Low-flying Aircraft over the Woodside VOR  
February 13, 2012 **Pg. 87**
7. Letter to Congresswoman Eshoo re: Aircraft Overflights at the Woodside VOR  
February 24, 2012 **Pgs. 89-91**



8. Letter to Dennis Green of NorCal TRACON re: Aircraft Overflights at the Woodside VOR  
February 29, 2012 **Pgs. 93-94**
9. Memo from Bert Ganoung re: Requested Action Items from February 1, 2012 Roundtable Meeting (data sheets included on CDs to be provided at meeting)  
February 29, 2012 **Pg. 95**



**Analysis of Scheduled Airline Traffic**  
**COMPARATIVE TRAFFIC REPORT**  
Oct-11

San Francisco International Airport



**Monthly Comparison**

**Calendar Year-to-Date**

	Oct-11	Oct-10	% Change	2011	2010	% Change
<b>Flight Operations - Total *</b>	35,446	33,812	4.8%	336,310	324,119	3.8%
Air Carrier	26,017	24,964	4.2%	247,917	241,486	2.7%
Air Taxi	7,919	7,067	12.1%	75,399	69,646	8.3%
Civil	1,189	1,433	-17.0%	10,741	10,663	0.7%
Military	321	348	-7.8%	2,253	2,324	-3.1%
<b>Revenue Landed Weight (000 lbs.)</b>	2,574,477	2,505,229	2.8%	24,669,305	24,213,847	1.9%
<b>Total Airport Passengers **</b>	3,601,311	3,502,275	2.8%	34,249,427	33,042,081	3.7%
<b>Total Enplaned &amp; Deplaned</b>	3,582,833	3,477,925	3.0%	34,048,275	32,804,351	3.8%
Total Enplaned	1,802,998	1,752,673	2.9%	16,974,554	16,362,569	3.7%
Total Deplaned	1,779,835	1,725,252	3.2%	17,073,721	16,441,782	3.8%
<b>Domestic</b>	2,814,344	2,706,202	4.0%	26,401,433	25,297,990	4.4%
Enplanements	1,406,839	1,355,953	3.8%	13,189,055	12,646,309	4.3%
Deplanements	1,407,505	1,350,249	4.2%	13,212,378	12,651,681	4.4%
<b>International</b>	768,489	771,723	-0.4%	7,646,842	7,506,361	1.9%
Enplanements	396,159	396,720	-0.1%	3,785,499	3,716,260	1.9%
Deplanements	372,330	375,003	-0.7%	3,861,343	3,790,101	1.9%
<b>Total U.S. Mail (metric tons)</b>	4,119	3,325	23.9%	33,510	33,807	-0.9%
Domestic	2,314	1,712	35.2%	19,236	17,681	8.8%
International	1,805	1,613	11.9%	14,274	16,127	-11.5%
<b>Total Cargo *** (metric tons)</b>	28,078	30,968	-9.3%	286,424	323,077	-11.3%
Domestic	10,798	10,316	4.7%	94,357	107,727	-12.4%
International	17,280	20,653	-16.3%	192,067	215,349	-10.8%
<b>Total Cargo and U.S. Mail (metric tons)</b>	32,198	34,293	-6.1%	319,934	356,884	-10.4%
<b>Cars Exited (Garage and Lot)</b>	276,494	269,006	2.8%	2,774,155	2,685,551	3.3%

\*SFO ATCT Traffic Control Count

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

\*\*\*Excludes mail

## Analysis Of Scheduled Airline Traffic

### AIR SERVICE AT SAN FRANCISCO INTERNATIONAL AIRPORT

From: Jan 2011 to: Oct 2011



#### Domestic Passenger Air Carriers

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

#### Domestic Cargo Only Air Carriers

ABX Air  
Air Cargo Carriers  
Air Transport International  
Ameriflight  
Astar USA (DHL)  
Federal Express  
Kalitta Air  
Southern Air

#### Foreign Cargo Only Air Carriers

Nippon Cargo Airlines

#### Foreign Flag Passenger Air Carriers

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

#### Regional/Commuter Air Carriers

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

#### Seasonal/Charter Air Carriers

Air Berlin  
Allegiant Air (Servisair)  
Miami Air International  
Ryan International Airlines (Servisair)  
Sukhoi Civil Aircraft Company (Servisair)  
World Airways (Asiana Airlines)

#### Summary by Category

<b>Domestic Passenger Air Carriers</b>	<b>13</b>
<b>Foreign Flag Passenger Air Carriers</b>	<b>24</b>
<b>Domestic Cargo Only Air Carriers</b>	<b>8</b>
<b>Foreign Cargo Only Air Carriers</b>	<b>1</b>
<b>Regional/Commuter Air Carriers</b>	<b>5</b>
<b>Seasonal/Charter Air Carriers</b>	<b>6</b>
<b>Total Passenger Airlines</b>	<b>48</b>
<b>Total Cargo Airlines</b>	<b>9</b>
<b>Total Airlines</b>	<b>57</b>

**Analysis of Scheduled Airline Traffic**  
**INTERNATIONAL SUMMARY REPORT**  
**Oct-11**

San Francisco International Airport



**Monthly Comparison**

	Oct-11	Oct-10	% Change
International Flight Operations	4,076	4,172	-2.3%
Domestic Carriers	1,684	1,780	-5.4%
Foreign Flag Carriers	2,392	2,392	0.0%

**Calendar Year-to-Date**

	2011	2010	% Change
International Flight Operations	41,850	41,032	2.0%
Domestic Carriers	18,180	16,716	8.8%
Foreign Flag Carriers	23,670	24,316	-2.7%

Total Airport International Passengers **	776,071	781,095	-0.6%
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Total International Enplaned and Deplaned	768,489	771,723	-0.4%
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Europe	227,997	215,889	5.6%
Enplanements	112,714	106,983	5.4%
Deplanements	115,283	108,906	5.9%

Asia/Middle East	341,402	356,872	-4.3%
Enplanements	180,858	187,423	-3.5%
Deplanements	160,544	169,449	-5.3%

Australia/Oceania	31,913	38,405	-16.9%
Enplanements	18,329	22,531	-18.6%
Deplanements	13,584	15,874	-14.4%

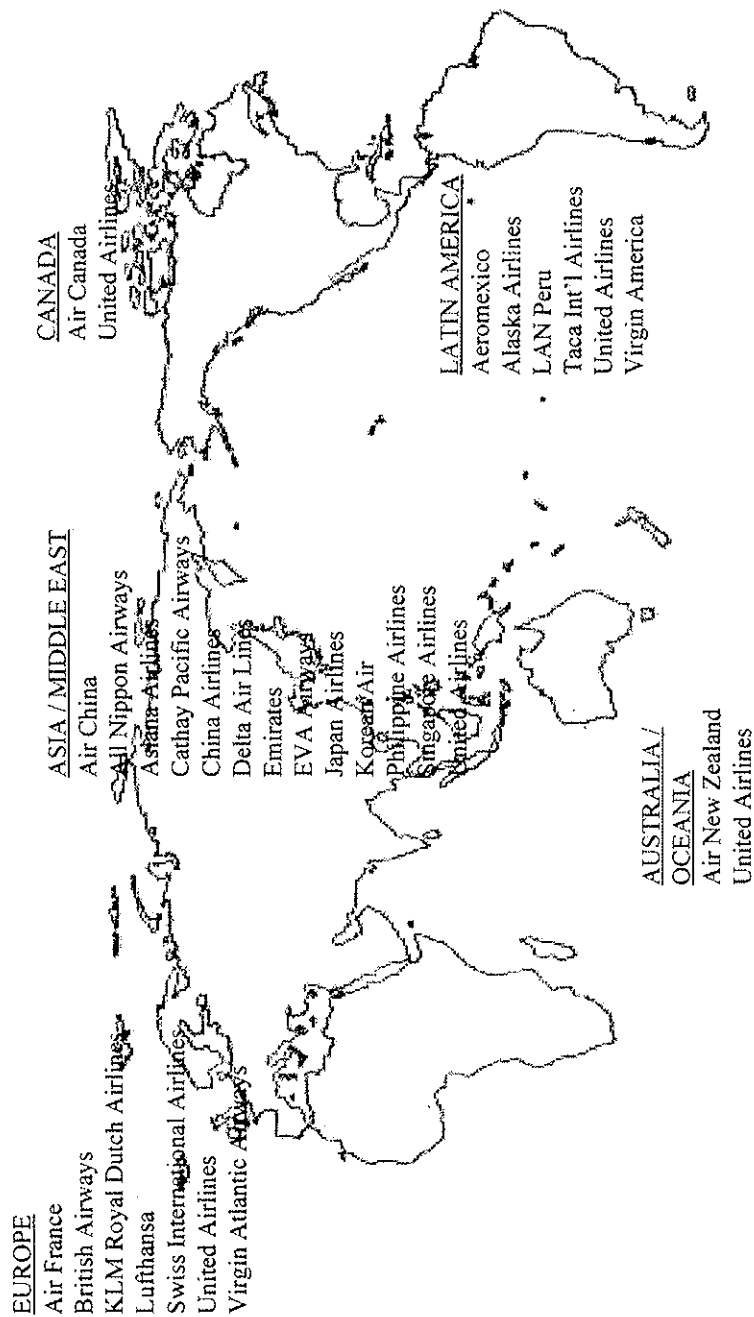
Latin America	51,361	44,113	16.4%
Enplanements	26,823	21,652	23.9%
Deplanements	24,538	22,461	9.2%

Canada	115,816	116,444	-0.5%
Enplanements	57,435	58,131	-1.2%
Deplanements	58,381	58,313	0.1%

Total International Cargo & Mail (metric tons)	19,086	22,265	-14.3%
Europe	4,570	4,762	-4.0%
Asia/Middle East	13,494	16,109	-16.2%
Australia/Oceania	657	914	-28.1%
Latin America	297	397	-25.1%
Canada	67	83	-19.3%

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

# **SAN FRANCISCO INTERNATIONAL AIRPORT** **INTERNATIONAL SERVICE** **MAJOR PASSENGER CARRIERS** **AS OF NOVEMBER 2011**



# Analysis of Scheduled Airline Traffic

## COMPARATIVE TRAFFIC REPORT

### Sep-11

San Francisco International Airport



#### Monthly Comparison

	Sep-11	Sep-10	% Change
Flight Operations - Total *	34,898	32,480	7.4%
Air Carrier	25,686	24,276	5.8%
Air Taxi	7,907	6,798	16.3%
Civil	1,119	1,160	-3.5%
Military	186	246	-24.4%

#### Calendar Year-to-Date

	2011	2010	% Change
Flight Operations - Total *	300,864	290,307	3.6%
Air Carrier	221,900	216,522	2.5%
Air Taxi	67,480	62,579	7.8%
Civil	9,552	9,230	3.5%
Military	1,932	1,976	-2.2%

Revenue Landed Weight (000 lbs.)	2,536,007	2,440,042	3.9%	22,095,936	21,708,617	1.8%
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Total Airport Passengers **	3,573,533	3,367,415	6.1%	30,648,116	29,539,806	3.8%
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Total Enplaned & Deplaned	3,556,407	3,345,315	6.3%	30,465,442	29,326,426	3.9%
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Total Enplaned	1,783,953	1,683,566	6.0%	15,171,556	14,609,896	3.8%
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Total Deplaned	1,772,454	1,661,749	6.7%	15,293,886	14,716,530	3.9%
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Domestic	2,776,093	2,568,656	8.1%	23,587,089	22,591,788	4.4%
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Enplanements	1,395,349	1,299,521	7.4%	11,782,216	11,290,356	4.4%
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Deplanements	1,380,744	1,269,135	8.8%	11,804,873	11,301,432	4.5%
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International	780,314	776,659	0.5%	6,878,353	6,734,638	2.1%
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Enplanements	388,604	384,045	1.2%	3,389,340	3,319,540	2.1%
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Deplanements	391,710	392,614	-0.2%	3,489,013	3,415,098	2.2%
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Total U.S. Mail (metric tons)	3,131	2,824	10.9%	29,391	30,483	-3.6%
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Domestic	1,521	1,424	6.8%	16,922	15,969	6.0%
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International	1,610	1,399	15.1%	12,469	14,514	-14.1%
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Total Cargo *** (metric tons)	28,979	31,760	-8.8%	258,346	292,108	-11.6%
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Domestic	11,477	10,766	6.6%	83,559	97,412	-14.2%
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International	17,502	20,994	-16.6%	174,786	194,697	-10.2%
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Total Cargo and U.S. Mail (metric tons)	32,110	34,584	-7.2%	287,737	322,591	-10.8%
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Cars Exited (Garage and Lot)	270,165	258,358	4.6%	2,497,661	2,416,545	3.4%
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\*SFO ATCT Traffic Control Count

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

\*\*\*Excludes mail

**Analysis Of Scheduled Airline Traffic**  
**AIR SERVICE AT SAN FRANCISCO INTERNATIONAL AIRPORT**  
**From: Jan 2011 to: Sep 2011**



**Domestic Passenger Air Carriers**

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

**Domestic Cargo Only Air Carriers**

ABX Air  
 Air Cargo Carriers  
 Air Transport International  
 Ameriflight  
 Federal Express  
 Kalitta Air  
 Southern Air

**Foreign Cargo Only Air Carriers**

Nippon Cargo Airlines

**Foreign Flag Passenger Air Carriers**

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

**Regional/Commuter Air Carriers**

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

**Seasonal/Charter Air Carriers**

Air Berlin  
 Allegiant Air (Servisair)  
 Miami Air International  
 Ryan International Airlines (Servisair)  
 Sukhoi Civil Aircraft Company (Servisair)  
 World Airways (Asiana Airlines)

**Summary by Category**

<b>Domestic Passenger Air Carriers</b>	<b>13</b>
<b>Foreign Flag Passenger Air Carriers</b>	<b>24</b>
<b>Domestic Cargo Only Air Carriers</b>	<b>7</b>
<b>Foreign Cargo Only Air Carriers</b>	<b>1</b>
<b>Regional/Commuter Air Carriers</b>	<b>5</b>
<b>Seasonal/Charter Air Carriers</b>	<b>6</b>
<b>Total Passenger Airlines</b>	<b>48</b>
<b>Total Cargo Airlines</b>	<b>8</b>
<b>Total Airlines</b>	<b>56</b>

**Analysis of Scheduled Airline Traffic**  
**INTERNATIONAL SUMMARY REPORT**  
**Sep-11**

San Francisco International Airport



**Monthly Comparison**

**Calendar Year-to-Date**

	Sep-11	Sep-10	% Change	2011	2010	% Change
International Flight Operations	4,172	4,206	-0.8%	37,778	36,860	2.5%
Domestic Carriers	1,770	1,736	2.0%	16,496	14,936	10.4%
Foreign Flag Carriers	2,402	2,470	-2.8%	21,282	21,924	-2.9%
Total Airport International Passengers **	787,318	785,181	0.3%	6,945,653	6,807,046	2.0%
Total International Enplaned and Deplaned	780,314	776,659	0.5%	6,878,353	6,734,638	2.1%
Europe	245,770	224,163	9.6%	1,873,686	1,653,547	13.3%
Enplanements	123,877	114,201	8.5%	925,596	828,751	11.7%
Deplanements	121,893	109,962	10.9%	948,090	824,796	14.9%
Asia/Middle East	331,368	346,317	-4.3%	3,119,091	3,169,190	-1.6%
Enplanements	162,847	166,048	-1.9%	1,521,977	1,536,497	-0.9%
Deplanements	168,521	180,269	-6.5%	1,597,114	1,632,693	-2.2%
Australia/Oceania	31,819	38,564	-17.5%	314,273	329,500	-4.6%
Enplanements	15,800	18,823	-16.1%	151,940	157,621	-3.6%
Deplanements	16,019	19,741	-18.9%	162,333	171,879	-5.6%
Latin America	48,142	40,870	17.8%	561,374	577,916	-2.9%
Enplanements	24,353	20,016	21.7%	279,588	282,908	-1.2%
Deplanements	23,789	20,854	14.1%	281,786	295,008	-4.5%
Canada	123,215	126,745	-2.8%	1,009,929	1,004,485	0.5%
Enplanements	61,727	64,957	-5.0%	510,239	513,763	-0.7%
Deplanements	61,488	61,788	-0.5%	499,690	490,722	1.8%
Total International Cargo & Mail (metric tons)	19,112	22,393	-14.7%	187,255	209,210	-10.5%
Europe	3,913	4,229	-7.5%	37,862	38,707	-2.2%
Asia/Middle East	14,206	16,660	-14.7%	139,294	159,705	-12.8%
Australia/Oceania	647	1,013	-36.2%	6,597	8,357	-21.1%
Latin America	276	394	-29.9%	2,948	1,618	82.2%
Canada	70	96	-27.3%	552	823	-32.9%

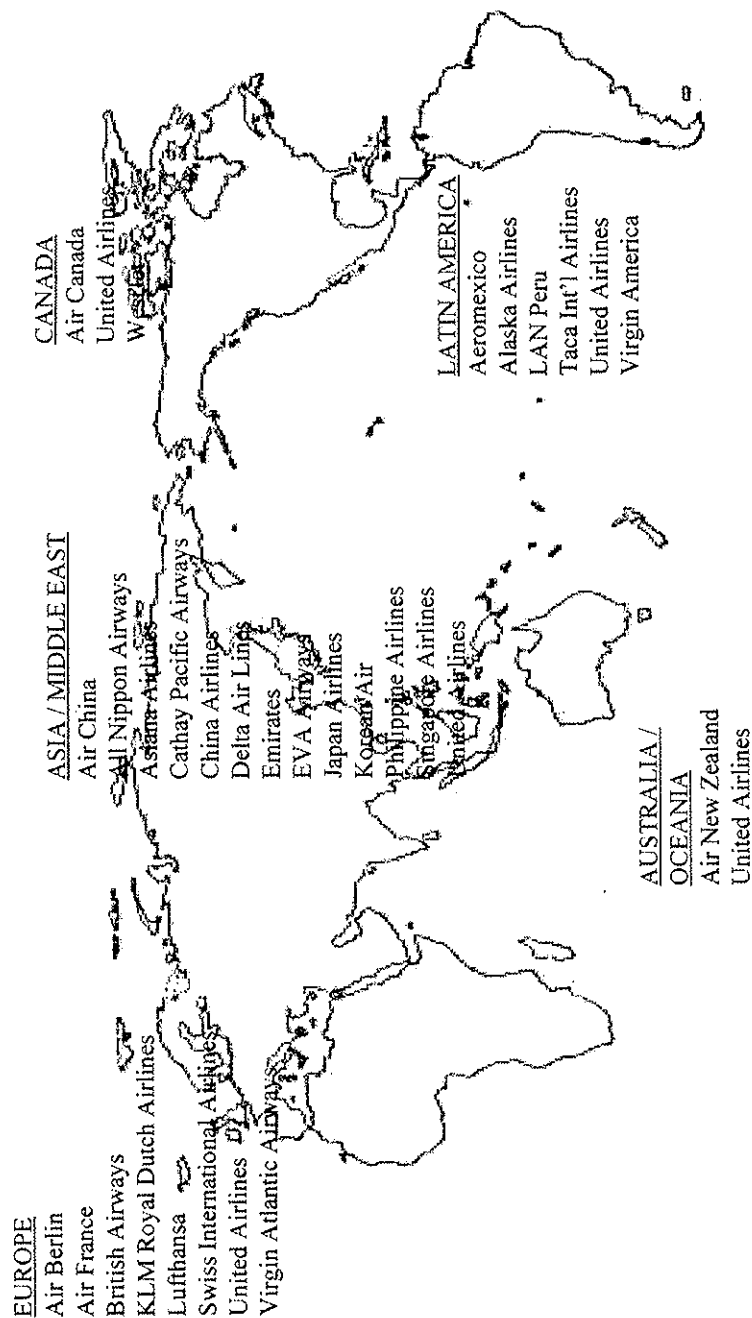
\*\* Total airport international passengers include total enplaned and deplaned passengers and passengers who fly into and out of SFO on the same aircraft

# SAN FRANCISCO INTERNATIONAL AIRPORT

## INTERNATIONAL SERVICE

### MAJOR PASSENGER CARRIERS

#### AS OF OCTOBER 2011





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

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

February 1, 2012

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 December 20, 2011, which, in turn, responded to my letter to you of November 22, 2011. In my November 22 letter I asked that the FAA confirm that it intends to comply with the agreement reflected in Congresswoman Anna G. Eshoo's letter to you of December 15, 2005, (the "Eshoo Agreement") and with FAA Facility Order NCT 7110.65G. Both the Eshoo Agreement and NCT 7110.65G at paragraph 5-7(a)(2)(f) require that arriving aircraft flying over the Woodside VOR (which approach from the Pacific Ocean) maintain a minimum altitude of 8,000 feet.

In your December 20 letter (which was signed by someone else, apparently on your behalf), you did not address NCT 7110.65G (or its successors) and stated that after an extensive review of your files, you could find no document labeled the "Eshoo Agreement" or even any record of any FAA official ever meeting with Congresswoman Eshoo.

I am flabbergasted by your response. In my prior communications with you, I specifically described not only the contents of the December 15, 2005, letter from Congresswoman Eshoo to you reflecting the Eshoo Agreement, but I also quoted to you the language of NCT 7110.65G, which conforms to the terms of the Eshoo Agreement that I had described. I am very surprised (and troubled) by your office's inability to find a copy of Congresswoman Eshoo's letter to you, or even to acknowledge the existence of NCT 7110.65G or its successors.

Mr. William C. Withycombe  
February 1, 2012  
Page 2

To assist you in responding to the requests in my November 22 letter, I enclose a copy of Congresswoman Eshoo's December 15, 2005, letter to you. The portion of the letter setting forth the principal terms of the Eshoo Agreement states as follows:

"[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 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."

Based on the information I received from the FAA in response to an FOIA request, it is also quite clear from the FAA's records that it has incorporated the basic terms of the Eshoo Agreement into its standard operating procedure. In my letter to you of November 22, I quoted to you the language of FAA Order NCT 7110.65G, adopted January 25, 2005, at paragraph 5-7(a)(2)(f). In fact, in identical language over the last seven years, the FAA has required that the minimum altitude for arriving aircraft flying over the Woodside VOR is 8,000 feet, traffic permitting. That requirement is now found at FAA Order NCT 7110.65T, adopted June 25, 2011, which provides at paragraph 5-8:

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

...5-8. 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."

For your convenience, I have also enclosed a copy of relevant excerpts of both the FAA rules cited above.

Finally, I am compelled to respond to one other assertion raised in your December 20 letter regarding the SFO Community Roundtable (SFORT). I

agree that, as your letter states, SFORT was created “for the discussion and implementation of noise mitigation strategies at SFO.” Your letter goes on to claim that the SFORT “is recognized as one of the most successful aircraft noise roundtables in the United States.” I am surprised that your letter would make such an unqualified representation about the SFORT without disclosing recent significant criticisms of its activities by an independent public agency. And, if your office did not know about these rebukes, your letter reflects a disconcerting ignorance of the San Mateo County Grand Jury’s stern chastisement of the SFORT and its noise mitigation efforts.

The final report of the 2010-2011 San Mateo County Superior Court Grand Jury entitled “County Officials Need to Make Noise about Aircraft Noise” questioned whether the SFORT was operating effectively to ensure that San Mateo County residents are not unduly impacted by aircraft noise and was highly critical of the SFORT’s noise mitigation efforts. Among the Grand Jury’s findings:

1. “[T]he effectiveness of the Airport Roundtable was diminishing, and ... participation and enthusiasm for the SFO Roundtable was in decline.” (Page 1.)
2. “[T]here are individuals and communities that continue to suffer significant adverse impacts from aircraft noise who believe that their concerns are not being adequately addressed.” (Page 4.)
3. The SFORT does not address single noise events, especially individual night-time events, “which can be the most distressing to residents.” (Page 5.)
4. The SFORT’s “focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.” (Page 6.)

I have enclosed a copy of the Grand Jury report for your information.

I realize that there are many well-intentioned members serving on the SFORT and I intend to bring my concerns about aircraft noise to their attention at their next meeting. (Your letter states that meeting is scheduled for February 2, 2012; in fact, the correct date is February 1.) I do not believe, however, that the presence of the SFORT excuses the FAA from responding to the concerns I raised in my prior letters to you.

Mr. William C. Withycombe  
February 1, 2012  
Page 4

Now that you have all the relevant information before you, I again ask (as I did in my November 22 letter to you) that the FAA confirm that it intends to comply with the Eshoo Agreement and NCT 7110.65G, as currently found in NCT 7110.65T. I also request (as I did in my November 22 letter) that if the FAA has determined not to comply with the Eshoo Agreement and NCT 7110.65G (now NCT 7110.65T), please explain the basis for that decision.

I trust that you will give me the courtesy of a thoughtful, informed and meaningful reply.

Very truly yours,

  
James E. Lyons

Enclosures  
JEL/ecg

cc: The Honorable Anna G. Eshoo (w/enclosures)  
Karen K. Chapman (w/enclosures),  
District Chief of Staff for Congresswoman Eshoo  
Bert Ganoung, Aircraft Noise Abatement Manager (w/enclosures),  
San Francisco International Airport  
Steve Alverson, Roundtable Coordinator (w/enclosures), ✓  
SFO Community Roundtable  
Dave Pine, Supervisor, District One (w/enclosures),  
San Mateo County Board of Supervisors  
Lirio Liu (w/enclosures),  
Deputy Regional Administrator



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

*Anna G. Eshoo  
Fourth 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

**ORDER**

**NCT 7110.65G**

**NCT  
AIR TRAFFIC CONTROL  
(FACILITY ORDER)**



**January 25, 2005**

**Distribution: AWP-530, All NCT AT Personnel**

**Initiated by: NCT**

## forEwOrd

This order prescribes air traffic control procedures for use by personnel providing air traffic control services within the airspace delegated to Northern California TRACON. Controllers are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by it.

Dawna J. Vicars  
Air Traffic Manager  
Northern California TRACON

## **Chapter 1. introduction**

### **Section 1. general**

#### **1-1. PURPOSE.**

This order prescribes air traffic control procedures for use by Northern California TRACON (NCT) personnel. This order supplements FAA Order 7110.65, Air Traffic Control and other NCT directives.

#### **1-2. DISTRIBUTION.**

This order is distributed to AWP-530 and all air traffic personnel at Northern California TRACON.

#### **1-3. CANCELLATION.**

NCT Order 7110.65F, Air Traffic Control dated October 25, 2004 and NCT Notice 7110.57 are cancelled.



## Chapter 5. NOISE ABATEMENT

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

### 5-1. BAB.

When vectoring beyond 9 NM for Runway 15, restrict aircraft when on the TACAN Runway 15 final approach to cross AHART at or above 2,600 feet.

### 5-2. HWD.

Runway 28 departures shall be issued a departure procedure that will ensure a left turn to at least 250° until clear of the Bay shoreline.

### 5-3. MCC.

Do not vector jet and 4-engine prop aircraft departing Runway 16 to the left below 3,000 feet.

### 5-4. MHR.

#### a. Runway 22 Arrivals:

(1) Do not issue an altitude below 3,000 to jet aircraft that are more than 10 miles from MHR until the aircraft is established on final.

(2) Vector pattern traffic to remain within 10 miles MHR.

(3) Between the hours 2200 and 0700 local:

(a) Vector aircraft inbound from ZOA 23/24 to intercept I-MHR east of LDOOR at or above 5,000 feet.

(b) Vector aircraft inbound from ZOA 42/44 to intercept I-MHR east of CAMRR at or above 6,500 feet.

(c) If unable to vector aircraft inbound from the south onto the final within 10 miles of MHR, then vector onto I-MHR east of LDOOR at or above 5,000.

(d) If holding for more than 10 minutes is required, hold aircraft east of CAMRR, left turns, at or above 7,000 feet.

b. Runway 4 Departures: Between the hours of 2200 and 0700 local, do not vector jet aircraft until passing 4,000 feet and then right turns only.

#### c. Runway 22 Departures:

(1) Do not vector jets to the right.

(2) Between the hours of 2200 and 0700 local, do not vector jet aircraft until passing 4,000 feet (6,000 feet for northbound departures).

**5-5. NUQ.**

Between the hours of 2300 and 0700 local, weather permitting, assign all NUQ arrivals Runway 14.

**5-6. OAK.****a. Arrivals:**

(1) 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.

(2) Runways 9/11:

(a) The Port of Oakland prohibits all jets, turbo-props in excess of 17,000 pounds and all four-engine aircraft from landing on Runways 9 except when Runways 11/29 are not available.

(b) To the extent possible, vector all jet aircraft from the south or west over the Golden Gate Bridge and away from the city of San Francisco.

(c) The Port of Oakland has requested that no aircraft land on Runway 9L/R or Runway 15, between the hours of 2200 and 0600 local.

(3) Runway 29.

(a) Instruct jet aircraft on a visual or VFR approach northeast of OAK to cross the OAK 100° radial at or above 3,000 feet.

(b) Between the hours of 2200 and 0700 local, and at other times when traffic permits, vector jet aircraft from the west south of OAK to remain over the Bay.

(c) Vector jet aircraft practicing instrument approaches south of OAK to remain over the Bay.

**b. Runways 27/29 Departures:**

(1) Vector oceanic departures over the Bay to pass over the north end of the Golden Gate Bridge.

(2) Do not vector jet aircraft over the Oakland Hills below 3,000 feet.

(3) Between 0000 and 0600 local, vector prop aircraft as much as possible over the Bay until passing 3,000 feet.

**5-7. SFO.****a. Arrivals:**

(1) Runways 19: Jet aircraft executing visual approaches from the south and west shall be vectored north of a line from Hunter's Point to the Golden Gate Bridge, at 5,000 feet or above, prior to being issued an approach clearance.

**(2) Runways 28:**

**(a)** Regardless of time of day, Runway 28R is the preferred arrival runway and shall be assigned whenever traffic permits without increasing delays.

**(b)** Instruct aircraft assigned Runway 28R that request Runway 28L to make that request to the Tower.

**(c)** When traffic requires side by arrivals, utilize the Quiet Bridge Approach and the Tipp Toe Approach to the extent possible.

**(d)** Between the hours of 2200 and 0700 local, utilize the Quiet Bridge Approach to the maximum extent possible, including arrivals from the south, sequencing jet aircraft in-trail. The ILS 28R is to be the primary approach when Quiet Bridge Approaches are not feasible.

**(e)** Jet aircraft executing visual approaches from the south shall be vectored so as to turn final no closer than 9 miles from the runway.

**NOTE:** Traffic permitting, apply this procedure to prop aircraft also.

**(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.

**b. Departures:****(1) Runways 1:**

**(a)** Do not vector aircraft on the PORTE DP below 2,000 feet. Do not vector this traffic any further left than 180° until crossing the SFO 281° radial southbound.

**(b)** Vector aircraft en-route to the San Jose CX along the PORTE DP route until crossing the SFO 281° radial then direct OSI and instructed to depart OSI heading 110° (heading 130° during SJCE).

**(c)** When lateral spacing is required, vector LIN, RBL, SAC transition jet departures, to the northwest to remain over the Bay whenever possible.

**(d)** During periods of light traffic, randomly vector SAC, LIN, and RBL jet departures to minimize concentrating successive departures over the same geographical location.

**(e)** Oceanic departures may be vectored to conform with the PORTE DP route if the aircraft crosses 4 miles north of SFO at or above 2,000 feet. After the aircraft passes the SFO 281° radial, a direct route to the appropriate oceanic composite fix may be approved. Vector aircraft which are unable to comply with this climb restriction over the Bay and pass over the north end of the Golden Gate Bridge.

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

(g) Between the hours of 2200 and 0700 local (Sundays to 0800) and other periods of light traffic, issue the QUIET DP jet aircraft routed via SAC, LIN, RBL. Also during these hours and during other periods of light traffic, an effort should be made to vector LIN and PORTE departures eastbound over the Bay until abeam DECOT and then proceed on course.

(2) Runways 10: Between the hours of 2200 and 0700 local (Sundays to 0800), vector oceanic departures over the Bay and pass over the north end of the Golden Gate Bridge.

(3) Runways 28.

(a) Do not vector jet aircraft prior to crossing the SFO 6 DME.

NOTE: This does not pertain to aircraft issued the SHORELINE DP

(b) Between the hours of 2200 and 0700 local (Sundays to 0800), do not vector aircraft off of the MOLEN DP.

(c) Between the hours of 2200 and 0700 local (Sundays to 0800), vector aircraft issued the SFO DP west of the Peninsula Shoreline and over the north end of the Golden Gate Bridge.

#### 5-8. SJC.

##### a. Arrivals:

(1) Runway 12: Between the hours of 2100 and 0700 local, vector jet aircraft on the final approach course prior to SUNNE intersection.

(2) Runway 30:

(a) The Fairgrounds Visual Approach shall be utilized to the fullest extent possible.

(b) Do not descend jet aircraft below 5,000 feet until the aircraft is east of the SJC 176° radial and west of a line that runs through BORED and KLIDE.

##### b. Departures:

(1) Runway 12: Do not give a right turn to jet traffic until at or above 3,000 feet.

(2) Runway 30:

(a) Do not vector jet aircraft until after passing the SJC 1.8 DME and leaving 2,000 feet.

(b) Do not turn jet aircraft toward Woodside until abeam NUQ at or above 3,000 feet.

#### 5-9. SMF.

##### a. Arrivals:

(1) Assign jet aircraft a downwind that is west of the airport.

**NORTHERN CALIFORNIA TRACON  
AIR TRAFFIC CONTROL  
FACILITY ORDER**

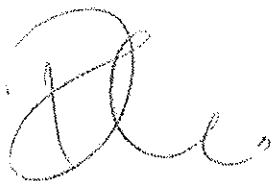


**June 25, 2011**

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

## FORWARD

This order prescribes air traffic control procedures for use by personnel providing air traffic control services within the airspace delegated to Northern California TRACON. Control Room personnel are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by it.

A handwritten signature in black ink, appearing to read 'DK', with a stylized, cursive flourish.

Donald H. Kirby  
Air Traffic District Manager  
Northern California TRACON

## Chapter 1. Introduction

### Section 1. General

#### 1-1. Purpose of This Order.

This order prescribes air traffic control procedures for use by Northern California TRACON (NCT) personnel. This order supplements FAA Order 7110.65, Air Traffic Control and other NCT directives.

#### 1-2. Audience.

This order is distributed to Western Terminal Service Area (WTSA) and all air traffic personnel at Northern California TRACON.

#### 1-3. Where Can I Find This Notice.

You can find this document on the NCT LAN at:  
\\10.11.40.40\Common\\_NCT Directives\AT\Orders.

#### 1-4. What This Order Cancels.

NCT Order 7110.65R dated December 10, 2010, NCT Notice 7110.6, "Critically Dependent Positions", dated February 3, 2011, NCT Notice 7110.19, "SOIA During SJCE", dated June 6, 2011.

#### 1-5. Explanation of Changes.

(Bold text in exit/entry tables are the changes)

*Briefing Note: All airspace diagram revisions are related to NCT's airspace ceiling changing to a uniform FL190.*

a. Paragraph 4-3, "NCT Traffic Flow Description", delete the following:

SJCW	<del>SJC Landing Runways 30 during SFOE operations</del>
------	--

b. Paragraph 4-14, "Long Range Radar (LRR) Procedures", delete the following requirements:

~~c. For operations that involve a heavy jet or B757, VFR aircraft shall be separated from all VFR/IFR aircraft by wake turbulence separation as defined in national directives.~~

## Chapter 5. Noise Abatement

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

### 5-1. BAB.

When vectoring beyond 9 NM for Runway 15, restrict aircraft when on the TACAN Runway 15 final approach to cross AHART at or above 2,600 feet.

### 5-2. HWD.

Runway 28 departures shall be issued a departure procedure that will ensure a left turn to at least 250° until clear of the Bay shoreline.

### 5-3. MCC.

Do not vector jet and 4-engine prop aircraft departing Runway 16 to the left below 3,000 feet.

### 5-4. MHR.

#### a. Runway 22 Arrivals:

(1) Do not issue an altitude below 3,000 feet to jet aircraft that are more than 10 miles from MHR until the aircraft is established on final.

(2) Vector pattern traffic to remain within 10 miles MHR.

(3) Between the hours of 2200 and 0700 local:

(a) Vector aircraft inbound from ZOA 42/44 to intercept I-MHR east of CAMRR at or above 6,500 feet.

(b) If unable to vector aircraft inbound from the south onto the final within 10 miles of MHR, then vector onto I-MHR east of LDOOR at or above 5,000 feet.

(c) If holding for more than 10 minutes is required, hold aircraft east of CAMRR, left turns, at or above 7,000 feet.

b. Runway 4 Departures: Between the hours of 2200 and 0700 local, do not vector jet aircraft until passing 4,000 feet and then right turns only.

#### c. Runway 22 Departures:

(1) Do not vector jets to the right.

(2) Between the hours of 2200 and 0700 local, do not vector jet aircraft until passing 4,000 feet (6,000 feet for northbound departures).



**5-5. NUQ.**

Between the hours of 2300 and 0700 local, weather permitting, assign all NUQ arrivals Runway 14.

**5-6. OAK.****a. Arrivals:**

(1) 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.

(2) Runways 9/11:

(a) The Port of Oakland prohibits all jets, turbo-props in excess of 17,000 pounds, and all four-engine aircraft from landing on Runways 9 except when Runways 11/29 are not available.

(b) To the extent possible, vector all jet aircraft from the south or west over the Golden Gate Bridge and away from the city of San Francisco.

(c) The Port of Oakland has requested that no aircraft land on Runway 9L/R or Runway 15 between the hours of 2200 and 0600 local.

(3) Runway 29.

(a) Instruct jet aircraft on a visual or VFR approach northeast of OAK to cross the OAK 100° radial at or above 3,000 feet.

(b) Between the hours of 2200 and 0700 local and at other times when traffic permits, vector jet aircraft from the west south of OAK to remain over the Bay.

(c) Vector jet aircraft practicing instrument approaches south of OAK to remain over the Bay.

**b. Departures:**

(1) Runways 9/11 - between the hours of 2300 and 0600 local:

(a) SFOW: Assign an east or southeast-bound jet departure a heading of 140°, and a north or northeast-bound jet departure a right turn heading 310°

(b) SFOE: Assign a right turn heading 140° to all jet departures.

(2) Runways 27/29:

(a) Vector oceanic departures over the Bay, to pass over the north end of the Golden Gate Bridge.

(b) Do not vector jet aircraft over the Oakland Hills below 3,000 feet.

(c) Between 0000 and 0600 local, vector prop aircraft, as much as possible, over the Bay until passing 3,000 feet.

**5-7. RNO.**

a. Do not turn jet and large turbo-prop departures off of the assigned DP until the aircraft has passed beyond 5 miles from the runway.

b. Avoid altitude assignments below 10,000 feet, to jet and large turbo-prop departures.

**5-8. SFO.**

a. Arrivals:

(1) Runways 19: Jet aircraft executing visual approaches from the south and west shall be vectored north of a line from Hunter's Point to the Golden Gate Bridge at 5,000 feet or above prior to being issued an approach clearance.

(2) Runways 28:

(a) Regardless of time of day, Runway 28R is the preferred arrival runway and shall be assigned whenever traffic permits without increasing delays.

(b) Instruct aircraft assigned Runway 28R that request Runway 28L to make that request to the Tower.

(c) When traffic requires side-by arrivals, utilize the Quiet Bridge Approach and the Tipp Toe Approach to the extent possible.

(d) Between the hours of 2200 and 0700 local, utilize the Quiet Bridge Approach to the maximum extent possible, including arrivals from the south, sequencing jet aircraft in-trail. The ILS 28R is the primary approach when Quiet Bridge Approaches are not feasible.

(e) Jet aircraft executing visual approaches from the south shall be vectored so as to turn final no closer than 9 miles from the runway.

NOTE: Traffic permitting, apply this procedure to prop aircraft also.

(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.

b. Departures:

(1) Runways 1:

(a) Do not vector aircraft on the PORTE DP below 2,000 feet. Do not vector this traffic any further left than 180° until crossing the SFO 281° radial southbound.

(b) Vector aircraft enroute to the San Jose CX along the PORTE DP route until crossing the SFO 281° radial, then direct OSI to depart OSI heading 110° (heading 140° during SJCE).

(c) When lateral spacing is required, vector LIN, RBL, and SAC transition jet departures to the northwest to remain over the Bay whenever possible.

(d) During periods of light traffic, randomly vector SAC, LIN, and RBL jet departures to minimize concentrating successive departures over the same geographical location.

(e) Oceanic departures may be vectored to conform to the PORTE DP route if the aircraft crosses 4 miles north of SFO at or above 2,000 feet. After the aircraft passes the SFO 281° radial, a direct route to the appropriate oceanic composite fix may be approved. Vector aircraft which are unable to comply with this climb restriction over the Bay and pass over the north end of the Golden Gate Bridge.

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

(g) Between the hours of 2200 and 0700 local (Sundays to 0800) and other periods of light traffic, issue the QUIET DP jet aircraft routed via SAC, LIN, and RBL. Also during these hours and during other periods of light traffic, an effort should be made to vector LIN and PORTE departures eastbound over the Bay until abeam DECOT then proceed on course.

(2) Runways 10: Between the hours of 2200 and 0700 local (Sundays to 0800), vector oceanic departures over the Bay to pass over the north end of the Golden Gate Bridge.

(3) Runways 28:

(a) Do not vector jet aircraft prior to crossing the SFO 6 DME.

NOTE: This does not pertain to aircraft issued the SHORELINE DP.

(b) Between the hours of 2200 and 0700 local (Sundays to 0800), do not vector aircraft off the MOLEN DP.

(c) Between the hours of 2200 and 0700 local (Sundays to 0800), vector aircraft issued the SFO DP west of the Peninsula Shoreline and over the north end of the Golden Gate Bridge.

## **5-9. SJC.**

### **a. Arrivals:**

(1) Runway 12: Between the hours of 2100 and 0700 local, vector jet aircraft on the final approach course prior to SUNNE intersection.

(2) Runway 30:

(a) The Fairgrounds Visual Approach shall be utilized to the fullest extent possible.

(b) Do not descend jet aircraft below 5,000 feet until the aircraft is east of the SJC 176° radial and west of a line that runs through BORED and KLIDE.

### **b. Departures:**



# County Officials Need to Make Noise about Aircraft Noise

Issue | Background | Findings | Conclusions | Recommendations | Responses | Attachments

## Issue

Is the San Francisco International Airport Roundtable (SFO Roundtable) operating effectively to ensure that San Mateo County residents are not unduly impacted by aircraft noise?

## Summary

The San Francisco International Airport (SFO), one of the busiest airports in the world, is experiencing significant expansion and an increase in both domestic and international flight traffic. While SFO is wholly owned and operated by the City and County of San Francisco, it is located entirely within the boundaries of San Mateo County. Many communities in close proximity to SFO and those located under departure flight paths are increasingly impacted by aircraft noise and vibration, especially from night departures.

The San Francisco Airport Roundtable serves as the primary forum to address the impact of aircraft noise on communities in San Mateo County. Comprised of elected officials from 17 San Mateo County cities along with representatives of San Francisco and SFO, the Airport Roundtable is tasked with monitoring noise and complaint data and interfacing with the public, local governments, state agencies, the FAA, the airline industry and SFO administrators on behalf of San Mateo County. The Grand Jury conducted an inquiry to determine if the Airport Roundtable was effectively representing those San Mateo County residents being impacted by aircraft noise and vibration.

The Grand Jury found that the effectiveness of the Airport Roundtable was diminishing, and that participation and enthusiasm for the SFO Roundtable was in decline. The City of Daly City, one of the communities most severely impacted by aircraft noise and night departures, has withdrawn from the Airport Roundtable. Monthly meetings of the Roundtable have been reduced to quarterly meetings. The Grand Jury recommended that the San Mateo County Board of Supervisors become actively involved in revitalizing the Airport Roundtable and recommended that Daly City renew their membership and appoint a fully engaged representative.

The Grand Jury further found that noise monitoring and mitigation efforts are primarily based on compliance with the federal standard of 65dbCNEL, which is an average noise level over a 24 hour period, and therefore does not address single aircraft noise events. They also determined that there is no mechanism in place to measure structural vibration. The Grand Jury recommended that the Roundtable expand their focus to include single aircraft noise events, particularly night departures, and request that the Noise Abatement Office deploy equipment to measure and monitor both single events and structural vibration.

The Grand Jury further found that the bylaws of the SFO Roundtable do not require that the Chair or Vice-chair be an elected representative of a member city, nor does it allow for any membership or committee representation by individual members of the community. It was also noted that there was no representation from the State of California, Division of Aeronautics. The Grand Jury recommends that the bylaws be amended to require the Chair and Vice-chair to be an elected official from a member city and expand membership to include a representative of the State of California, Division of Aeronautics. The Grand Jury also recommends that severely impacted cities form citizen advisory groups to work with their appointed representative on the Airport Roundtable to identify and mitigate aircraft noise in their communities.

## Background

The San Francisco International Airport (SFO), is one of the busiest airports in the United States, serving as the gateway to Europe, Asia and Australia. In 2010 SFO served over 39 million passengers on some 387,000 flights. SFO serves as a major hub for United Airlines (now merged with Continental), and as the primary hub for Virgin Airlines. SFO is experiencing significant airport expansion and an increase in both domestic and international flight traffic into and out of SFO.

SFO is wholly owned and operated by the City and County of San Francisco, yet its 2300 acre operation is located entirely within the boundaries of unincorporated San Mateo County and in immediate proximity to numerous residential communities. While San Mateo County undoubtedly benefits economically from the presence of SFO within its borders, it also bears the brunt of the traffic congestion, pollution, and the vibration and noise generated by aircraft and related airport activities.

Although all air traffic control and flight patterns are under the sole jurisdiction of the Federal Aviation Administration, SFO operates under a permit issued by the State of California and is regulated by the State of California Department of Transportation, Division of Aeronautics. The California Public Utilities Code requires that "the department shall adopt noise standards governing the operation of aircraft and aircraft engines for airports operating under a valid permit issued by the department to an extent not prohibited by federal law. The standards shall be based upon the level of noise acceptable to a reasonable person residing in the vicinity of the airport".<sup>1</sup>

California law further provides that, "The violation of the noise standards by any aircraft shall be deemed a misdemeanor and the operator thereof shall be punished by a fine of one thousand dollars (\$1000) for each infraction,"<sup>2</sup> and that "It shall be the function of the county wherein an airport is situated to enforce the noise regulations established by the department."<sup>3</sup>

In 1971, pursuant to California regulation, San Mateo County designated SFO as a "Noise Problem Airport."<sup>4</sup> The preamble to the regulations states that "the regulations are designed to cause the airport proprietor, aircraft operator, local governments, pilots, and the department to

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<sup>1</sup> Public Utilities Code Section 21669

<sup>2</sup> Public Utilities Code Section 21669.4 (a)

<sup>3</sup> Public Utilities Code Section 21669.4 (b)

<sup>4</sup> California Code of Regulations, Title 21, Article 2, section 5020

work cooperatively to diminish noise problems. The regulations accomplish these ends by controlling and reducing the noise impact area in communities in the vicinity of airports."<sup>5</sup>

In response, the San Francisco International Airport/Community Roundtable (SFO Roundtable) was created by a Memorandum of Understanding between the County and the cities of San Mateo County in 1981 as a forum to address the impacts of aircraft noise on communities in San Mateo County. Participation by the Cities is voluntary. The San Mateo County Board of Supervisors delegated responsibility for the aircraft noise issue to the SFO Roundtable comprised of local elected representatives from 17 San Mateo County communities along with officials from SFO, San Francisco, San Mateo County and the County Airport Land Use Committee (ALUC). The SFO Roundtable remains the primary agency charged with the responsibility for monitoring aircraft noise data and noise mitigation programs, as well as interfacing with the public, local governments, state agencies, the FAA, the airline industry and SFO administrators on behalf of San Mateo County.

Pursuant to state law, SFO established a Noise Abatement Office. This office operates 31 noise monitors in San Mateo County to measure noise and track ambient noise. These include 29 permanent locations and 2 portable units presently deployed in Brisbane. There is currently no mechanism in place to measure or track structural vibration. The SFO Noise Abatement Office also fields and tracks resident complaints about aircraft noise.

The Grand Jury assessed whether the SFO Roundtable is operating effectively to mitigate aircraft noise impacts on San Mateo County residents.

## Discussion

While it is recognized that the Federal Aviation Administration (FAA) regulates the operation of aircraft and controls the use of airspace, there may be significant opportunities for the elected officials in San Mateo County to mitigate the impacts on its residents.

SFO expansion and the increase in air traffic, especially departing night flights, has raised strong objections from some northern San Mateo County communities. Issues also continue to be raised by southern and mid San Mateo County communities regarding aircraft noise from arriving flights coming into SFO.

The Roundtable has maintained a good relationship with SFO, and can claim many successes including the establishment of a state of the art Noise Abatement Office funded by and located at SFO. The role of the Noise Abatement Office is to monitor aircraft noise activity and to compile data and prepare reports. These reports are used by the SFO Airport Roundtable to analyze and mitigate noise impacts in San Mateo County.

In 1983 the FAA and SFO invested \$153,000,000 in a major noise insulation program to soundproof more than 15,000 homes located within the 1983 noise contour map in which it was determined that aircraft noise exceeded the federal standard of 65dbCNEL.<sup>6</sup> The 65dbCNEL

<sup>5</sup> California Code of Regulations, Title 21, Article 2, section 5000

<sup>6</sup> 65 decibels Community Noise Equivalent Level

noise standard represents the average noise level over a 24 hour period rather than the noise level of any individual event. Single event aircraft flyovers need to occur frequently and at very high volumes in order to bring the average noise level to 65dbCNEL. A community or residence could therefore experience numerous severe noise events in a day, but unless the average noise level over a 24 hour period exceeded the standard, it would not be considered a problem.

Eligible homes were noise insulated with the installation of noise resistant doors and windows in return for owners waiving their future vertical air rights and their legal rights to engage in noise litigation against SFO. Funds for the insulation program have been exhausted, and there are no current efforts to seek additional funding for expansion of the program to insulate areas that were not originally included, but may now suffer significant aircraft noise impacts.

The impact of structural vibration created by aircraft departures is not measured or tracked, but represents another impact on northern San Mateo County communities, particularly with night departures of heavy aircraft with international destinations.

While the efforts of the Roundtable and SFO have successfully mitigated the impact of aircraft noise in many areas of San Mateo County, there are individuals and communities that continue to suffer significant adverse impacts from aircraft noise who believe that their concerns are not being adequately addressed. For example, changes in departure patterns over Brisbane have generated strong protests from residents who assert that their quality of life is being adversely impacted. Increased night flights over San Bruno, South San Francisco and Daly City are also of major concern to those communities, especially when the flights depart directly over residential areas that did not participate or were not eligible for the noise insulation program.

The SFO Noise Abatement Office and SFO Roundtable sponsor a cooperative "Fly Quiet" program that monitors departure noise and acknowledges airlines that operate within recommended noise reduction guidelines. Neither the County of San Mateo nor the San Francisco Airport Commission exercise their authority to issue fines and sanctions for noise violations despite frequent and repetitive failures to comply with standards.

## **Investigation**

The 2010-2011 San Mateo Grand Jury conducted an extensive investigation into aircraft noise issues at SFO which included interviews with the following:

- Current and former members of the SFO Roundtable
- Key personnel at SFO and the SFO Noise Abatement Office
- San Mateo County Officials and Staff
- San Mateo County Counsel and Staff
- Elected officials from impacted San Mateo County communities
- Residents in communities impacted by aircraft noise and vibration

In addition, the Grand Jury reviewed numerous current and historic documents that included:

- Bylaws and meeting minutes of the SFO Roundtable

- Federal and state noise standards and regulations applicable to SFO
- Extensive data on SFO flight paths, noise complaints and violations of noise standards
- CNEL Noise Contour Maps (attachment)
- Minutes of the City of San Francisco Airport Commission.

The Grand Jury also toured the San Francisco International Airport and visited the SFO Noise Abatement Office to observe their noise monitoring and tracking systems.

## Findings

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.
2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.
3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.
4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.
5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website ([www.SFORoundtable.org](http://www.SFORoundtable.org)). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.
6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.
7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.
8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.
9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.



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

## Conclusions

1. While numerous San Mateo County communities are affected to various degrees by aircraft noise from SFO, the most severe impacts are created by departures over Brisbane, Colma, Daly City, San Bruno and South San Francisco. The increasing frequency and intensity of aircraft noise, particularly at night, represents a problem for the quality of life for the residents of those communities.
2. The San Mateo County Board of Supervisors has not recently taken an active role in addressing aircraft noise issues and has largely delegated this responsibility to the SFO Airport Roundtable.
3. It would be more effective to have elected officials serve as Chairperson and Vice-chairperson of the SFO Roundtable, as they are directly accountable to the citizens.
4. Including a representative of the State of California, Division of Aeronautics, on the SFO Roundtable would add an important dimension and enhance effectiveness.
5. The lack of effectiveness of the SFO Roundtable has caused a decline in attendance and enthusiasm for participation in the SFO Roundtable. Community participation is minimal and not encouraged.
6. The focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.

## Recommendations

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.
2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.
3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.
4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.
5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.
7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.
8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.

The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.
2. Maintain regular attendance and full participation in SFO Roundtable meetings and activities.

**From:** Council-Jeff Gee [jgee@redwoodcity.org]  
**Sent:** Monday, February 20, 2012 6:34 PM  
**To:** Steven Alverson; sepirichardson@ci.brisbane.ca.us  
**Subject:** FW: Noise Monitor in Woodside - Letter From Ganoung  
**Attachments:** Letter from Bert G to Jim Lyons re noise monitor in Woodside Feb 13 2012.pdf

Last one.

*Jeff Gee*

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

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**From:** Dave Pine<[dpine@smcgov.org](mailto:dpine@smcgov.org)> [<mailto:dpine@smcgov.org>]  
**Sent:** Sunday, February 19, 2012 4:07 PM  
**To:** Burow, David  
**Cc:** Jim Lyons; [VSchachter@fenwick.com](mailto:VSchachter@fenwick.com); [awengert@portolavalley.net](mailto:awengert@portolavalley.net); [d.tanner@woodsidetown.org](mailto:d.tanner@woodsidetown.org); [DPine@smcgov.org](mailto:DPine@smcgov.org); [elewis@ci.atherton.ca.us](mailto:elewis@ci.atherton.ca.us); [jgee@redwoodcity.org](mailto:jgee@redwoodcity.org)  
**Subject:** Fwd: Noise Monitor in Woodside - Letter From Ganoung

Dave B,

The email you sent to Bert on 2/02 (copied below) asked about the "placement of a permanent or temporary noise monitor in the South County." The attached letter from Bert Ganoung to Jim Lyons talks only about the placement of a portable noise monitor at the Woodside VOR. During the Roundtable meeting on 2/1 we agreed to follow-up on the request made by Jim Lyons and the community residents that attended "to install noise monitoring equipment at Woodside VOR and in Portola Valley for a period of at least 4 months and report results to the Roundtable." According, I think we should follow-up with Bert to make sure he is also investigating the placement of a noise monitor in Portola Valley as well as at the Woodside VOR. Can you take the lead on this since you have been the point person so far for communicating with Bert about the noise monitoring?

Dave

Dave Pine  
San Mateo County Supervisor  
400 County Center, 1st Floor  
Redwood City, CA 94063  
(650) 363-4571 (w)  
(650) 814-3103 (m)  
[dpine@smcgov.org](mailto:dpine@smcgov.org)

>>> "David Burow" [d.burow@woodsidetown.org](mailto:d.burow@woodsidetown.org)> 2/18/2012 6:23 PM >>

FYI

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>>> "David Burow" [d.burow@woodsidetown.org](mailto:d.burow@woodsidetown.org)> 2/13/2012 11:20 AM >>  
Bert,

Thanks for the update.  
Dave

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From: Bert Ganoung [[Bert.Ganoung@flysfo.com](mailto:Bert.Ganoung@flysfo.com)]  
Sent: Friday, February 10, 2012 5:05 PM  
To: David Burow  
Cc: [elewis@ci.atherton.ca.us](mailto:elewis@ci.atherton.ca.us); [awengert@portolavalley.net](mailto:awengert@portolavalley.net); [dpine@smcgov.org](mailto:dpine@smcgov.org); [jgee@redwoodcity.org](mailto:jgee@redwoodcity.org); John Bergener; Michael McCarron  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

Councilmember Burrow,

I am afraid that I need to ask for more time in providing the quote to the subcommittee. Our noise system provider and supplier requested more information to refine their quote. I will push for a return early next week.

Sincerely,  
Bert

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

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>>> "Bert Ganoung" [Bert.Ganoung@flysfo.com](mailto:Bert.Ganoung@flysfo.com)> 2/2/2012 3:52 PM >>  
Councilmember Burrow,

Thank you for your prompt email on the subject. I do want to let you know early on that our current model of noise monitor was discontinued with the buyout of our noise monitoring system provider Lochard Corporation by Bruel & Kjaer EMS, Inc. I will get together with the necessary parties that I need to confirm figures with and should have answers for you by early next week.

Sincerely,  
Bert

Bert Ganoung  
Manager, Aircraft Noise Abatement

San Francisco International Airport  
(650) 821-5100  
(650) 821-5112 FAX

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-----Original Message-----

From: David Burow [<mailto:d.burow@woodsidetown.org>]

Sent: Thursday, February 02, 2012 9:30 AM

To: Bert Ganoung

Cc: [elewis@ci.atherton.ca.us](mailto:elewis@ci.atherton.ca.us); [awengert@portolavalley.net](mailto:awengert@portolavalley.net); [dpine@smcgov.org](mailto:dpine@smcgov.org); [jgee@redwoodcity.org](mailto:jgee@redwoodcity.org)

Subject: Norise Monitor Cost, Installation and Operation Questions

Bert,

I am writing for the ad hoc subcommittee that was formed last evening to make a recommendation to the Roundtable about the placement of a permanent or temporary noise monitor in the South County. I know that you have provided some of this information in the past but I would like to make sure we have the most current information. Could you provide the subcommittee with the following information:

1. Capital cost for a permanent noise monitor?
2. Estimated installation cost for a permanent noise monitor? Would your organization manage/perform the installation?
3. Physical requirements for installing the noise monitor e.g. power, communications, security, mounting, access, etc.
4. Recommended location relative to the Woodside VOR or location in general for a permanent noise monitor? Can it be co-located the VOR? I think you may have suggested this might be complicated because of the need to coordinate with the FAA?
5. Lead time for delivery of a new noise monitor unit? Are used ones available?
6. I believe you had indicated that if the cities paid the capital cost and provided a location and power that your organization would provide ongoing maintenance for the unit as well as collect and analyze the data from it. Can you confirm or clarify this?
7. Let us know if there are other items we should take into consideration when deciding if we want to fund and install a permanent noise monitor.
8. Please also describe the alternative of having one of your portable noise monitors installed temporarily to take noise data measurements. How long could it be installed? When could it be installed? Could it be done annually at the same time of year to track trends?
9. Please provide any other information that you think we need to make a well reasoned recommendation.

If you have any questions let me know.

Thanks,  
Dave Burow  
650 364 0697

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To: Steven Alverson  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

-----Original Message-----

From: Bert Ganoung [mailto:Bert.Ganoung@flysfo.com]  
Sent: Wednesday, February 29, 2012 4:38 PM  
To: Bert Ganoung; David Burow  
Cc: elewis@ci.atherton.ca.us; awengert@portolavalley.net; dpine@smcgov.org;  
jgee@redwoodcity.org; John Bergener; Michael McCarron; Steven Alverson  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

Councilmember Burrow,

I am sorry that I do not have the promised document ready for you. Our legal department has requested to work with it a while longer and get it back to me next week. I hope that this does not hinder your progress and would be happy to work with you and the group on the basic requirements that we would need to have on a new permanent noise monitoring site.

Sincerely,  
Bert

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

Please consider the environment before printing this email.

-----Original Message-----

From: Bert Ganoung  
Sent: Monday, February 27, 2012 6:17 PM  
To: 'David Burow'  
Cc: elewis@ci.atherton.ca.us; awengert@portolavalley.net; dpine@smcgov.org;  
jgee@redwoodcity.org; John Bergener; Michael McCarron; 'Steve Alverson'  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

Councilmember Burrow,

Our vendor has informed me that they can give us a rough estimate of \$35,000 per site which will be refined once they are able to visit the site to see what services there are and any other installation issues that could arise. These other issues such as trenching for utilities would be additional. Trenching no obstructions, bare ground, average soil and no special requirements (hand trenching, etc.) would be about \$160.00 per linear foot. Our vendor has located a few noise monitoring units that would be compatible with our system and are similar to the second generation units that we already own.

Yes, we are going to place a monitor at the Woodside VOR on Monday March 5th, 2012 and it is our intent to do both Woodside and Portola Valley since it is a significant time commitment to download these monitors weekly or bi-weekly. Staff is coordinating with Councilmember Wengert in Portola Valley for a preferred location. We have been requested to do four months and I believe that we can comply with that request pending the arrival of our other two for

servicing from the vendor to be on-time with our Belmont/San Carlos quarterly monitoring commitment.

I will send tomorrow the Airport requirements for noise monitor installation that will fall to the requesting jurisdiction.

Sincerely,  
Bert

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

Please consider the environment before printing this email.

-----Original Message-----

From: David Burow [mailto:d.burow@woodsidetown.org]  
Sent: Monday, February 27, 2012 5:22 PM  
To: Bert Ganoung  
Cc: elewis@ci.atherton.ca.us; awengert@portolavalley.net; dpine@smcgov.org;  
jgee@redwoodcity.org; John Bergener; Michael McCarron  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

Bert,  
Any update? The Chair would like us to report on this topic at the Roundtable meeting on March 7 and the working group is meeting this Wednesday or Thursday to discuss the topic? Also with respect to your letter to Jim Lyons dated Feb 13 you indicate that you plan to place a portable noise monitor in Woodside? Can you let us know how long you plan to leave the monitor in place? Do you also plan to take noise measurements in Portola Valley in parallel or after taking measurements in Woodside?  
Thank you,  
Dave Burow

---

From: David Burow  
Sent: Monday, February 13, 2012 11:20 AM  
To: Bert Ganoung  
Cc: elewis@ci.atherton.ca.us; awengert@portolavalley.net; dpine@smcgov.org;  
jgee@redwoodcity.org; John Bergener; Michael McCarron  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

Bert,  
Thanks for the update.  
Dave

---

From: Bert Ganoung [Bert.Ganoung@flysfo.com]  
Sent: Friday, February 10, 2012 5:05 PM  
To: David Burow  
Cc: elewis@ci.atherton.ca.us; awengert@portolavalley.net; dpine@smcgov.org;  
jgee@redwoodcity.org; John Bergener; Michael McCarron  
Subject: RE: Noise Monitor Cost, Installation and Operation Questions

Councilmember Burrow,



I am afraid that I need to ask for more time in providing the quote to the subcommittee. Our noise system provider and supplier requested more information to refine their quote. I will push for a return early next week.

Sincerely,  
Bert

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

Please consider the environment before printing this email.

-----Original Message-----

From: David Burow [mailto:d.burow@woodsidetown.org]  
Sent: Thursday, February 02, 2012 9:30 AM  
To: Bert Ganoung  
Cc: elewis@ci.atherton.ca.us; awengert@portolavalley.net; dpine@smcgov.org;  
jgee@redwoodcity.org  
Subject: Norise Monitor Cost, Installation and Operation Questions

Bert,

I am writing for the ad hoc subcommittee that was formed last evening to make a recommendation to the Roundtable about the placement of a permanent or temporary noise monitor in the South County. I know that you have provided some of this information in the past but I would like to make sure we have the most current information. Could you provide the subcommittee with the following information:

1. Capital cost for a permanent noise monitor?
2. Estimated installation cost for a permanent noise monitor? Would your organization manage/perform the installation?
3. Physical requirements for installing the noise monitor e.g. power, communications, security, mounting, access, etc.
4. Recommended location relative to the Woodside VOR or location in general for a permanent noise monitor? Can it be co-located the VOR? I think you may have suggested this might be complicated because of the need to coordinate with the FAA?
5. Lead time for delivery of a new noise monitor unit? Are used ones available?
6. I believe you had indicated that if the cities paid the capital cost and provided a location and power that your organization would provide ongoing maintenance for the unit as well as collect and analyze the data from it. Can you confirm or clarify this?
7. Let us know if there are other items we should take into consideration when deciding if we want to fund and install a permanent noise monitor.
8. Please also describe the alternative of having one of your portable noise monitors installed temporarily to take noise data measurements. How long could it be installed? When could it be installed? Could it be done annually at the same time of year to track trends?
9. Please provide any other information that you think we need to make a well reasoned recommendation.

If you have any questions let me know.

Thanks,  
Dave Burow  
650 364 0697



February 13, 2012

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

Dear Mr. Lyons:

Under state law, San Francisco International Airport measures SFO-related aircraft noise in the communities located within the 65 dB Community Noise Equivalent Level (CNEL) contour or in communities located in close proximity to the 65 dB CNEL contour. Although Woodside is located well outside the 65 dB CNEL contour and on-going noise measurement is not required, SFO has intermittently measured aircraft noise in the Woodside community when there have been testing of approach procedures using the Woodside navigation aid as a fix or reference, in order to monitor for potential issues. SFO last performed noise measurements at the Woodside VOR in 2011, when noise measurements indicated the SFO aircraft CNEL to be 40 decibels and the community CNEL to be 53.8 decibels.

In light of the resurgence of community concerns raised, SFO has decided to deploy a portable noise monitor at the Woodside VOR. Measurements from this monitor will provide current data to SFO and the Roundtable and allow us to assess the need to either install a permanent noise monitoring system or deploy quarterly a portable monitor at the Woodside VOR navigation aid.

As we previously informed you, SFO has no ability to dictate the flight altitudes of commercial aircraft over Woodside, or to enforce FAA Air Traffic Control Orders. Your November 22, 2011 letter does not dispute SFO's limitation of authority, nor does it raise issues that we have not already addressed. Notwithstanding the fact that the use of airspace is within the federal government's jurisdiction, SFO is committed to continuing discussions with the FAA to encourage FAA's implementation of NCT 7110.65T, Section 5-8(a)(2)(f) without compromising air safety.

Sincerely,

Bert Ganoung  
Aircraft Noise Abatement Manager

cc: The Honorable Anna G. Eshoo  
David Burrow, Council Member, Woodside Town Council  
Steven Alverson, Roundtable Coordinator,  
San Francisco International Airport/Community Roundtable

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San Francisco International  
Airport/Community Roundtable

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

February 24, 2012

The Honorable Anna G. Eshoo  
Member of Congress  
Fourteenth District, California  
698 Emerson Street  
Palo Alto, California 94301

**Subject:** Aircraft Overflights at the Woodside VOR

Dear Congresswoman Eshoo:

As you may be aware, the San Francisco International Airport/Community Roundtable (Roundtable) has been working intermittently for the last fourteen years with the FAA, SFO, airlines, and the Cities of Woodside and the Town of Portola Valley on community concerns about noise and the altitudes of aircraft over the Woodside VOR. Over the last few months, community members from Woodside and Portola Valley have increasingly voiced their concern with noise generated by aircraft overflights in the vicinity of the Woodside VOR.

Recent data provided at the last regular meeting of the Roundtable on February 1, 2012 indicates that the overall number of aircraft overflights over the Woodside VOR have increased by 13.5 percent since 2008, and that the average altitude of these arrivals decreased from 7,500 feet (in 2005) to 6,600 feet (in 2010).

As we engage members of the community and representatives from FAA on this issue, one of the primary points of contention is over whether or not the FAA signed a formal agreement with your office to establish a minimum altitude of 8,000 feet for noise abatement purposes for aircraft overflying the Woodside VOR. The crux of this debate centers on a letter from your office (attached), dated December 15, 2005, in which the following is stated:

*"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 the Skyline would be 8,000 feet ... and that air traffic controllers would enforce these regulations for approaching flights into San Francisco and Oakland Airports."* [Emphasis added]



The Honorable Anna G. Eshoo

February 24, 2012

Page 2 of 2

The FAA has published noise abatement procedures in NorCal TRACON's Air Traffic Control Facility Order (NCT 7110.65T), which states:

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

5-8. SFO.

a. Arrivals

(2) Runways 28:

(e) 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."

While this policy seemingly addresses the issue at hand, the language "traffic permitting" provides air traffic controllers with considerable latitude in determining whether or not oceanic arrivals into SFO will pass over the Woodside VOR above or below 8,000 feet.

In an attempt to reconcile the differences in interpretation of what, if any, agreement the FAA is obligated to adhere to, the Roundtable respectfully requests that if your office has possession of a formal agreement with the FAA related to Woodside VOR overflights, copies of such documentation be forwarded to our staff for review.

The Roundtable fully supports the FAA's mission to safely and efficiently move aircraft through the Bay Area's complex airspace; however, we are also concerned with the noise impacts these overflights may have on our communities. Your support on this matter has been greatly beneficial in the past, and we are grateful for any additional information or guidance you may be able to provide.

If you have any questions, or require additional information, please do not hesitate to contact our coordinator, Steve Alverson, at (877) 372-7901.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey Gee", with a long, sweeping horizontal line extending to the right.

Jeffrey Gee, Chairperson  
San Francisco International Airport/Community Roundtable

Attachment



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

*Anna G. Eshoo  
Fourth 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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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

February 29, 2012

Mr. Dennis Green, Staff Manager  
FAA Northern California TRACON District Office  
11375 Douglas Road  
Mather, CA 95655

**Subject:** Aircraft Crossing Altitudes over Woodside VOR

Dear Mr. Green:

The San Francisco International Airport/Community Roundtable (Roundtable) has been working intermittently for the last fourteen years with the FAA, SFO, airlines, and the Cities of Woodside and the Town of Portola Valley on the issue of low-flying aircraft over the Woodside VOR. Over the last few months, community members from Woodside and Portola Valley have increasingly voiced their concern with noise generated by aircraft overflights at the Woodside VOR.

At the last Regular Roundtable meeting on February 1, 2012 Woodside resident Mr. James Lyons presented data (as provided by SFO's Noise Abatement Office) that suggests the catalyst for the increase in aircraft noise complaints from the community are potentially twofold: 1) the number of aircraft overflying the Woodside VOR has increased by 13.5 percent since 2008, and 2) the average altitude of aircraft crossing the Woodside VOR has decreased from 7,500 feet in 2005 to 6,600 feet in 2010.

While the Roundtable fully acknowledges that an increase in arrival activity is beyond the control of the FAA, we are concerned that the average altitude of all SFO arrivals over the Woodside VOR—including oceanic arrivals—is not only below 8,000 feet, but has, in fact, decreased by approximately 900 feet since 2005. These lower crossing altitudes by aircraft on approach to SFO has resulted in a perceived increase in aircraft noise for residents of Woodside and Portola Valley—many of whom have homes located one to two thousand feet above mean sea level.

The Roundtable understands that NorCal TRACON's Air Traffic Control Facility Order (NCT 7110.65T) contains, within its Noise Abatement chapter, the following procedure:

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

5-8. SFO.

a. Arrivals



(2) Runways 28:

- (e) 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."

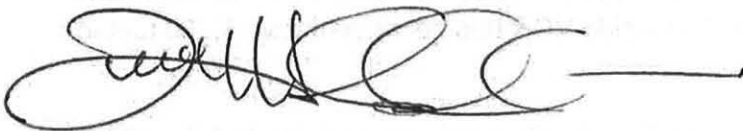
The Roundtable requests that with the exception of Oceanic Tailored Arrivals, FAA ask its air traffic controllers to adhere to the approach procedures identified above when directing oceanic arrivals inbound to SFO. We believe that regular adherence to this pre-established FAA noise abatement procedure will provide noise relief to the communities affected by aircraft overflying the Woodside VOR, while avoiding the transfer of noise to other communities on the peninsula.

The Roundtable understands that FAA's first and foremost concern is the safe and efficient movement of aircraft, and as such, our request for regular adherence to procedure 5-8.a.(2)(e) in NCT 7110.65T may not be possible. If this is the case, however, the Roundtable would appreciate a thorough explanation, at the FAA's earliest convenience, as to the conditions that prohibit SFO's oceanic arrivals from remaining at or above 8,000 feet when crossing the Woodside VOR. Our communities, which experience noise exposure from aircraft overflights on a daily basis, deserve an honest appraisal of the conditions that influence aircraft operations in the Bay Area.

For your information, the next two regular meetings of the Roundtable will be held on March 7 and May 2, 2012. A response to our request by the May meeting would be greatly appreciated.

We look forward to your response and our continued collaboration on this issue.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jeffrey Gee', followed by a long horizontal line.

Jeffrey Gee, Chairperson  
San Francisco International Airport/Community Roundtable

Cc

The Honorable Anna Eshoo, Congresswoman  
Ann Wengert, Council Member, Town of Portola Valley  
David Burow, Council Member, Town of Woodside  
Bill Withycombe, FAA Regional Administrator

**Date:** February 29, 2012

**To:** Steve Alverson

**From:** Bert Ganoung

**Subject:** Requested Action Items from February 1, 2012 Roundtable Meeting

During the last Roundtable meeting we were tasked by Chairperson Jeff Gee with satisfying three of four Requested Action Items that were included in Mr. James Lyons presentation. The fourth item was a request directed at the Federal Aviation Administration's Northern California TRACON and is not for the SFO Noise Abatement Office.

The requested task items in Mr. Lyons presentation that we have assumed are:

1. Request SFO to provide reports of Woodside VOR overflights by altitude, time and flight number covering the entire 24 hour period. - Period of 2009 to date.
2. Request SFO to install noise monitoring equipment at Woodside VOR and in Portola Valley for a period of at least 4 months and report the results to the Roundtable.
3. Request SFO to provide Single Event Exceedance Reports for Woodside VOR and Portola Valley while noise monitoring equipment is in place.

We have assembled and are delivering the first task requirement with this memo for distribution to the Roundtable. Please find attached a Microsoft Excel spreadsheet tabbed by month for the period January 1, 2009 through January 31, 2012 that satisfies the first task requirement of historical data.

Task two, noise monitoring, is being acted on by working with the Roundtable subcommittee tasked with gathering information on permanent noise monitor installation vs. portable noise monitor deployment. We have delivered an updated price quote of \$35,000 to the subcommittee representative Burrow. The SFO Noise Abatement has also taken the initiative to deploy portable noise monitors at the Woodside VOR on Monday, March 4, 2012 and at an as yet to be determined location in Portola Valley. We are waiting for the decision of Portola Valley staff for the proper location.

The final task of providing Single Event Exceedance reports will be published monthly within two weeks following the end of the month. This delay is due to the portable noise monitor logistics of requiring staff to physically visit and download the data from the equipment at the remote location. Once that data is returned to the office it is uploaded and processed into the central noise abatement computer. We will deliver this as Microsoft Excel spreadsheet electronically to the Roundtable for distribution.

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Airport/Community Roundtable

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## **REGULAR AGENDA**

**Regular Meeting # 279**

**~ March 7, 2012 ~**

**Agenda Items IV – V**



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AGREEMENT BETWEEN CITY AND COUNTY OF SAN FRANCISCO AND  
COUNTY OF SAN MATEO FOR PARTIAL REIMBURSEMENT OF  
AIRPORT/COMMUNITY ROUNDTABLE COSTS INCURRED BY COUNTY TO  
ASSIST AIRPORT COMMISSION IN IDENTIFYING NOISE REDUCTION  
MEASURES AND OTHER SERVICES

| This Agreement, dated ~~for convenience~~ July 1, 2011, is by and between the County of San Mateo, a political subdivision of the State of California, hereinafter referred to as "County," and the City and County of San Francisco, a municipal corporation, hereinafter referred to as "City," acting by and through its Airport Commission, hereinafter referred to as "Commission."

RECITALS

WHEREAS, the Parties to this Agreement believe that the residents of the County and the residents of the City have important interests in resolving any noise related problems created by the operation of aircraft at San Francisco International Airport ("SFO"); and

WHEREAS, in the interest of resolving any noise-related problems, City, County and communities located in County have formed the Airport/Community Roundtable ("Roundtable") as a centralized forum for addressing aircraft related noise issues; and

WHEREAS, approval for said Agreement was obtained from a Civil Service Commission Notice of Action for Contract Number 4108-10/11 on June 6, 2011; and

WHEREAS, the Commission and the City are members of the Roundtable; and

WHEREAS, County is the coordinating lead for the Roundtable and has used its resources to provide advisory and technical services to the Roundtable, including development of possible noise mitigation measures; and

WHEREAS, through the efforts of the Roundtable, improved methods of operation and other measures for preventing and alleviating noise due to aircraft operations at SFO have been and will continue to be presented to Commission; and

WHEREAS, the Roundtable provides consultation to the Commission regarding any findings, conclusions, recommendations, reports of activities, or other matters in connection with the performance of this Agreement; and

WHEREAS, the Roundtable is funded by its membership and each member of the Roundtable reimburses the County for the County's expenses for services rendered to the Roundtable, including but not limited to county staff support, consultant contracts, office supplies/equipment, mailing and photocopying costs; and

WHEREAS, the Commission's reimbursement to the County for its share of the County's costs have been determined to be \$125,000.00 per fiscal year for fiscal years 2011-2012, 2012-2013, and 2013-2014;

NOW, THEREFORE, the Parties agree as follows:

**1. Certification of Funds; Budget and Fiscal Provisions; Termination in the Event of Non-Appropriation**

This Agreement is subject to the budget and fiscal provisions of the City's Charter. Charges will accrue only after prior written authorization certified by the Controller, and the amount of City's obligation hereunder shall not at any time exceed the amount certified for the purpose and period stated in such advance authorization.

This Agreement will terminate without penalty, liability or expense of any kind to City at the end of any fiscal year if funds are not appropriated for the next succeeding fiscal year. If funds are appropriated for a portion of the fiscal year, this Agreement will terminate, without penalty, liability or expense of any kind at the end of the term for which funds are appropriated.

City has no obligation to make appropriations for this Agreement in lieu of appropriations for new or other agreements. City budget decisions are subject to the discretion of the Mayor and the Board of Supervisors. County's assumption of risk of possible non-appropriation is part of the consideration for this Agreement.

THIS SECTION CONTROLS AGAINST ANY AND ALL OTHER PROVISIONS OF THIS AGREEMENT.

**2. Term of the Agreement**

A. Subject to Section 1, the term of this Agreement shall be from July 1, 2011 to June 30, ~~2014~~2012; provided, however, that this Agreement shall continue in effect only so long as: (1) at least five of the following Roundtable members – Brisbane, Burlingame, Daly City, Foster City, Hillsborough, Millbrae, Pacifica, San Bruno, South San Francisco – remain members of the Roundtable and remain signatories to the April 2005 Memorandum of Understanding (MOU) and (2) the County remains a member of the Roundtable and a signatory to the MOU. If any of these conditions is not fully met, the Agreement shall terminate upon written notice to the County by SFO and the County shall be paid only for those services performed pursuant to this Agreement prior to such notice, less the amount of any payment previously made.

B. City or County may, at the discretion of either, upon a 30-day written Notice of Intent to Terminate this Agreement, terminate this Agreement. After notice has been delivered, the party signing the Notice of Intent shall set a meeting with the Airport Director, the President of the Airport Commission, and the Chair of the Roundtable to discuss termination of this Agreement. Upon termination of this Agreement by either Party, County shall be paid for the services performed pursuant to this Agreement prior to



the date of receipt of Notice of Intent to Terminate this Agreement, less the amount of any payment previously made.

C. Notwithstanding the other termination provisions of this section, County shall be under no obligation to provide any services under this Agreement until such time as the City Controller has certified to the availability of funds, and City's assumption of risk that such services will not be provided is part of the consideration for this Agreement.

### 3. Effective Date of Agreement

This Agreement shall become effective when the Controller has certified to the availability of funds and County has been notified in writing.

### 4. Services Provided by County

County is retained as an independent contractor to use its professional skills and best efforts during the term of this Agreement to coordinate the efforts of the Roundtable and to provide professional services to the Roundtable, as hereinafter described.

A. County shall provide staffing to the Roundtable, consisting of the following:

- Transportation Systems Coordinator for San Mateo County – Roundtable Oversight, part-time position, ~~(not to exceed \$15,800 per year)~~
- ~~Roundtable Coordinator (consultant contract), salary not to exceed \$60,000 per year~~
- Roundtable Administrative Assistant ~~(not to exceed \$25,000 per year)~~
- ~~Roundtable Media Program (consultant contract), not to exceed \$40,000 per year.~~

B. County shall enter into consulting contracts on behalf of the Roundtable, consisting of the following:

- Environmental Science Associates (ESA) (Roundtable Coordinator)
- As needed consultants ~~(consultant contract), not to exceed \$10,000 per year~~

Consultants selected and furnished by the County shall have appropriate experience, education and training ~~in the field of urban planning and shall also possess experience, education and training in the field of airport land use and noise issues.~~

~~County, through qualified consultant(s),~~ Such consultants shall perform the following services:

1. Study the source, extent and areas in which noise from aircraft operations is produced at SFO;
2. Evaluate any problems created in surrounding communities by aircraft noise;
3. Furnish information to the Roundtable, the Airport Commission and the Airport Director regarding improved methods of operation and other measures for preventing and alleviating noise from aircraft operations at SFO;
4. Consult with Roundtable, Airport Commission, and/or Airport Director as requested regarding any findings, conclusions, recommendations, reports of activities or other matters ~~in connection with the performance of this Agreement~~;
5. Develop the Annual ~~work~~Work Plan for adoption by the Roundtable;
6. Assist the Roundtable in addressing any unresolved or any new issues relating to the compatibility of SFO to the surrounding communities; and
7. Perform such special studies and other work as directed by the Airport Commission or Airport Director or the Chairperson of the Roundtable.

DC. County shall provide for the operating needs of the Roundtable, including postage, photocopying, office equipment/supplies, website support and maintenance, and other similar costs.

## **5. Compensation**

A. The total payment to County under this Agreement for the City's share of operating costs related to the Roundtable and for services provided by the County shall not exceed One Hundred Twenty-Five Thousand Dollars (\$125,000.00) for fiscal year 2010-2011. This payment constitutes City's entire obligation and contribution for its participation in the Roundtable and for reimbursement to the County for services.

B. Payment for services under this Agreement for each fiscal year shall be made by City in two equal payments not-to-exceed \$62,500 each on July 1 and January 1 upon receipt of statements from County. Statements shall be submitted to:

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

**6. Guaranteed Maximum Costs**

A. The City's obligation hereunder shall not at any time exceed the amount certified by the Controller for the purpose and period stated in such certification.

B. Except as may be provided by laws governing emergency procedures, officers and employees of the City are not authorized to request, and the City is not required to reimburse the County for goods or services beyond the agreed upon contract scope unless the changed scope is authorized by amendment and approved as required by law.

C. Officers and employees of the City are not authorized to offer or promise, nor is the City required to honor, any offered or promised additional funding in excess of the maximum amount of funding for which the contract is certified without certification of the additional amount by the Controller.

D. The Controller is not authorized to make payments on any contract for which funds have not been certified as available in the budget or by supplemental appropriation.

**7. General Conditions**

A. This Agreement shall be deemed to be made in and shall be construed in accordance with the laws of the State of California.

B. City designates the Airport Director, or his authorized representative and the Chairperson of the Roundtable, for the direction of all services to be performed by County under this Agreement.

C. The representative of Commission and the representative of the Controller of the City and County of San Francisco shall have the right to examine and inspect the books and any other records of County with respect to the services performed by County under this Agreement.

D. Any provision or portion of this Agreement determined by a court of competent jurisdiction to be unlawful under any applicable law shall be ineffective without affecting any other provision of the Agreement. If the provisions of such applicable law may be waived, they are hereby waived to the end that this Agreement may be deemed to be a valid and binding Agreement enforceable in accordance with its terms.

E. County may subcontract for the services contemplated by this Agreement.

**8. Sunshine Ordinance**

In accordance with San Francisco Administrative Code Section 67.24(e), contracts, contractors' bids, responses to requests for proposals, and all other records of

communications between the City and persons or firms seeking contracts, shall be open to inspection immediately after a contract has been awarded. Nothing in this provision requires the disclosure of a private person's or organization's net worth or other proprietary financial data submitted for qualification for a contract or other benefit until and unless that person or organization is awarded the contract or benefit. Information provided which is covered by this paragraph will be made available to the public by the City upon request.

**9. Tropical Hardwood and Virgin Redwood Ban**

Pursuant to San Francisco Administrative Code § 121.5(b), the City and County of San Francisco urges contractors not to import, purchase, obtain, or use for any purpose, any tropical hardwood, tropical hardwood wood product, virgin redwood or virgin redwood wood product.

**10. Resource Conservation**

County will use recycled paper or paper products to the maximum extent possible and, when appropriate, print documents using double-sided pages.

**11. Cooperative Drafting**

This Agreement has been drafted through a cooperative effort of both parties, and both parties have had an opportunity to have the Agreement reviewed and revised by legal counsel. No party shall be considered the drafter of this Agreement, and no presumption or rule that an ambiguity shall be construed against the party drafting the clause shall apply to the interpretation or enforcement of this Agreement.

**12. Notification**

All notices required to be given shall be sent by U.S. Mail as follows:

A. City

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

Telephone: (650) 821-5100  
Fax: (650) 821-5112

B. County

Planning and Building Division

County of San Mateo  
455 County Center, Second Floor  
Redwood City, CA 94063  
Attn: Virginia Diehl

[David Carbone](#)  
[Steve Monowitz](#)

Telephone: (650) 363-4417  
Fax: (650) 363-4849

**13. Headings**

The headings given in this Agreement are for labeling purposes only and shall not be considered in the interpretation of the Agreement.

**14. Entirety of Agreement**

This Agreement constitutes the entire agreement between the City and the County. No modification of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement shall be binding on the parties hereto.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

AIRPORT COMMISSION  
City and County of San Francisco

COUNTY OF SAN MATEO

\_\_\_\_\_  
John L. Martin  
Airport Director

\_\_\_\_\_  
President, Board of Supervisors

ATTEST:

ATTEST:

\_\_\_\_\_  
Jean Caramatti  
Airport Commission Secretary

\_\_\_\_\_  
Clerk of the Board of Supervisors

Resolution No: 11-0104  
Adopted: April 5, 2011

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Dennis J. Herrera, City Attorney

John Beiers, County Counsel

\_\_\_\_\_  
Melba Yee  
Deputy City Attorney

\_\_\_\_\_  
County Counsel

**AGREEMENT BETWEEN CITY AND COUNTY OF SAN FRANCISCO AND  
COUNTY OF SAN MATEO FOR PARTIAL REIMBURSEMENT OF  
AIRPORT/COMMUNITY ROUNDTABLE COSTS INCURRED BY COUNTY TO  
ASSIST AIRPORT COMMISSION IN IDENTIFYING NOISE REDUCTION  
MEASURES AND OTHER SERVICES**

This Agreement, dated July 1, 2011, is by and between the County of San Mateo, a political subdivision of the State of California, hereinafter referred to as “County,” and the City and County of San Francisco, a municipal corporation, hereinafter referred to as “City,” acting by and through its Airport Commission, hereinafter referred to as “Commission.”

**RECITALS**

WHEREAS, the Parties to this Agreement believe that the residents of the County and the residents of the City have important interests in resolving any noise related problems created by the operation of aircraft at San Francisco International Airport (“SFO”); and

WHEREAS, in the interest of resolving any noise-related problems, City, County and communities located in County have formed the Airport/Community Roundtable (“Roundtable”) as a centralized forum for addressing aircraft related noise issues; and

WHEREAS, approval for said Agreement was obtained from a Civil Service Commission Notice of Action for Contract Number 4108-10/11 on June 6, 2011; and

WHEREAS, the Commission and the City are members of the Roundtable; and

WHEREAS, County is the coordinating lead for the Roundtable and has used its resources to provide advisory and technical services to the Roundtable, including development of possible noise mitigation measures; and

WHEREAS, through the efforts of the Roundtable, improved methods of operation and other measures for preventing and alleviating noise due to aircraft operations at SFO have been and will continue to be presented to Commission; and

WHEREAS, the Roundtable provides consultation to the Commission regarding any findings, conclusions, recommendations, reports of activities, or other matters in connection with the performance of this Agreement; and

WHEREAS, the Roundtable is funded by its membership and each member of the Roundtable reimburses the County for the County’s expenses for services rendered to the Roundtable, including but not limited to county staff support, consultant contracts, office supplies/equipment, mailing and photocopying costs; and

WHEREAS, the Commission's reimbursement to the County for its share of the County's costs have been determined to be \$125,000.00 per fiscal year for fiscal years 2011-2012;

NOW, THEREFORE, the Parties agree as follows:

**1. Certification of Funds; Budget and Fiscal Provisions; Termination in the Event of Non-Appropriation**

This Agreement is subject to the budget and fiscal provisions of the City's Charter. Charges will accrue only after prior written authorization certified by the Controller, and the amount of City's obligation hereunder shall not at any time exceed the amount certified for the purpose and period stated in such advance authorization.

This Agreement will terminate without penalty, liability or expense of any kind to City at the end of any fiscal year if funds are not appropriated for the next succeeding fiscal year. If funds are appropriated for a portion of the fiscal year, this Agreement will terminate, without penalty, liability or expense of any kind at the end of the term for which funds are appropriated.

City has no obligation to make appropriations for this Agreement in lieu of appropriations for new or other agreements. City budget decisions are subject to the discretion of the Mayor and the Board of Supervisors. County's assumption of risk of possible non-appropriation is part of the consideration for this Agreement.

THIS SECTION CONTROLS AGAINST ANY AND ALL OTHER PROVISIONS OF THIS AGREEMENT.

**2. Term of the Agreement**

A. Subject to Section 1, the term of this Agreement shall be from July 1, 2011 to June 30, 2012; provided, however, that this Agreement shall continue in effect only so long as: (1) at least five of the following Roundtable members – Brisbane, Burlingame, Daly City, Foster City, Hillsborough, Millbrae, Pacifica, San Bruno, South San Francisco – remain members of the Roundtable and remain signatories to the April 2005 Memorandum of Understanding (MOU) and (2) the County remains a member of the Roundtable and a signatory to the MOU. If any of these conditions is not fully met, the Agreement shall terminate upon written notice to the County by SFO and the County shall be paid only for those services performed pursuant to this Agreement prior to such notice, less the amount of any payment previously made.

B. City or County may, at the discretion of either, upon a 30-day written Notice of Intent to Terminate this Agreement, terminate this Agreement. After notice has been delivered, the party signing the Notice of Intent shall set a meeting with the Airport Director, the President of the Airport Commission, and the Chair of the Roundtable to discuss termination of this Agreement. Upon termination of this Agreement by either Party, County shall be paid for the services performed pursuant to this Agreement prior to



the date of receipt of Notice of Intent to Terminate this Agreement, less the amount of any payment previously made.

C. Notwithstanding the other termination provisions of this section, County shall be under no obligation to provide any services under this Agreement until such time as the City Controller has certified to the availability of funds, and City's assumption of risk that such services will not be provided is part of the consideration for this Agreement.

**3. Effective Date of Agreement**

This Agreement shall become effective when the Controller has certified to the availability of funds and County has been notified in writing.

**4. Services Provided by County**

County is retained as an independent contractor to use its professional skills and best efforts during the term of this Agreement to coordinate the efforts of the Roundtable and to provide professional services to the Roundtable, as hereinafter described.

A. County shall provide staffing to the Roundtable, consisting of the following:

- Transportation Systems Coordinator for San Mateo County – Roundtable Oversight, part-time position (not to exceed \$15,800 per year)
- Roundtable Administrative Assistant (not to exceed \$25,000 per year)

B. County shall enter into consulting contracts on behalf of the Roundtable, consisting of the following:

- Environmental Science Associates (ESA) (Roundtable Coordinator)
- As needed consultants

Consultants selected and furnished by the County shall have appropriate experience, education and training.

Such consultants shall perform the following services:

1. Study the source, extent and areas in which noise from aircraft operations is produced at SFO;
2. Evaluate any problems created in surrounding communities by aircraft noise;
3. Furnish information to the Roundtable, the Airport Commission and the Airport Director regarding improved methods of operation and

other measures for preventing and alleviating noise from aircraft operations at SFO;

4. Consult with Roundtable, Airport Commission, and/or Airport Director as requested regarding any findings, conclusions, recommendations, reports of activities or other matters;
5. Develop the Annual Work Plan for adoption by the Roundtable;
6. Assist the Roundtable in addressing any unresolved or any new issues relating to the compatibility of SFO to the surrounding communities; and
7. Perform such special studies and other work as directed by the Airport Commission or Airport Director or the Chairperson of the Roundtable.

C. County shall provide for the operating needs of the Roundtable, including postage, photocopying, office equipment/supplies, website support and maintenance, and other similar costs.

**5. Compensation**

A. The total payment to County under this Agreement for the City's share of operating costs related to the Roundtable and for services provided by the County shall not exceed One Hundred Twenty-Five Thousand Dollars (\$125,000.00) for fiscal year 2010-2011. This payment constitutes City's entire obligation and contribution for its participation in the Roundtable and for reimbursement to the County for services.

B. Payment for services under this Agreement for each fiscal year shall be made by City in two equal payments not-to-exceed \$62,500 each on July 1 and January 1 upon receipt of statements from County. Statements shall be submitted to:

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

**6. Guaranteed Maximum Costs**

A. The City's obligation hereunder shall not at any time exceed the amount certified by the Controller for the purpose and period stated in such certification.

B. Except as may be provided by laws governing emergency procedures, officers and employees of the City are not authorized to request, and the City is not required to

reimburse the County for goods or services beyond the agreed upon contract scope unless the changed scope is authorized by amendment and approved as required by law.

C. Officers and employees of the City are not authorized to offer or promise, nor is the City required to honor, any offered or promised additional funding in excess of the maximum amount of funding for which the contract is certified without certification of the additional amount by the Controller.

D. The Controller is not authorized to make payments on any contract for which funds have not been certified as available in the budget or by supplemental appropriation.

**7. General Conditions**

A. This Agreement shall be deemed to be made in and shall be construed in accordance with the laws of the State of California.

B. City designates the Airport Director, or his authorized representative and the Chairperson of the Roundtable, for the direction of all services to be performed by County under this Agreement.

C. The representative of Commission and the representative of the Controller of the City and County of San Francisco shall have the right to examine and inspect the books and any other records of County with respect to the services performed by County under this Agreement.

D. Any provision or portion of this Agreement determined by a court of competent jurisdiction to be unlawful under any applicable law shall be ineffective without affecting any other provision of the Agreement. If the provisions of such applicable law may be waived, they are hereby waived to the end that this Agreement may be deemed to be a valid and binding Agreement enforceable in accordance with its terms.

E. County may subcontract for the services contemplated by this Agreement.

**8. Sunshine Ordinance**

In accordance with San Francisco Administrative Code Section 67.24(e), contracts, contractors' bids, responses to requests for proposals, and all other records of communications between the City and persons or firms seeking contracts, shall be open to inspection immediately after a contract has been awarded. Nothing in this provision requires the disclosure of a private person's or organization's net worth or other proprietary financial data submitted for qualification for a contract or other benefit until and unless that person or organization is awarded the contract or benefit. Information provided which is covered by this paragraph will be made available to the public by the City upon request.

**9. Tropical Hardwood and Virgin Redwood Ban**

Pursuant to San Francisco Administrative Code § 121.5(b), the City and County of San Francisco urges contractors not to import, purchase, obtain, or use for any purpose, any tropical hardwood, tropical hardwood wood product, virgin redwood or virgin redwood wood product.

**10. Resource Conservation**

County will use recycled paper or paper products to the maximum extent possible and, when appropriate, print documents using double-sided pages.

**11. Cooperative Drafting**

This Agreement has been drafted through a cooperative effort of both parties, and both parties have had an opportunity to have the Agreement reviewed and revised by legal counsel. No party shall be considered the drafter of this Agreement, and no presumption or rule that an ambiguity shall be construed against the party drafting the clause shall apply to the interpretation or enforcement of this Agreement.

**12. Notification**

All notices required to be given shall be sent by U.S. Mail as follows:

A. City

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

Telephone: (650) 821-5100  
Fax: (650) 821-5112

B. County

Planning and Building Division  
County of San Mateo  
455 County Center, Second Floor  
Redwood City, CA 94063  
Attn: Virginia Diehl  
Steve Monowitz

Telephone: (650) 363-4417  
Fax: (650) 363-4849

**13. Headings**

The headings given in this Agreement are for labeling purposes only and shall not be considered in the interpretation of the Agreement.

**14. Entirety of Agreement**

This Agreement constitutes the entire agreement between the City and the County. No modification of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement shall be binding on the parties hereto.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

AIRPORT COMMISSION  
City and County of San Francisco

COUNTY OF SAN MATEO

\_\_\_\_\_  
John L. Martin  
Airport Director

\_\_\_\_\_  
President, Board of Supervisors

ATTEST:

ATTEST:

\_\_\_\_\_  
Jean Caramatti  
Airport Commission Secretary

\_\_\_\_\_  
Clerk of the Board of Supervisors

Resolution No: 11-0104  
Adopted: April 5, 2011

APPROVED AS TO FORM:

APPROVED AS TO FORM:

Dennis J. Herrera, City Attorney

John Beiers, County Counsel

\_\_\_\_\_  
Melba Yee  
Deputy City Attorney

\_\_\_\_\_  
County Counsel



San Francisco International  
Airport/Community Roundtable

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

March 7, 2012

**TO:** Roundtable Representatives and Alternates  
**FROM:** Steve Alverson, Roundtable Coordinator  
**SUBJECT:** Agenda Item No. V. D for March 7, 2012, Re: Brief Updates on Several Work Program Items

## BACKGROUND/DISCUSSION

In the interest of utilizing the Regular Roundtable Meeting time effectively, this memo provides a brief update on several ongoing Work Program items as follows:

### Aviation Noise News Update

**Four-Year FAA Funding Bill Approved** – On February 14, 2012, President Obama signed into law the long awaited four-year funding bill for various Federal Aviation Administration programs including but not limited to funding for aviation noise-related research, noise mitigation programs, noise compatibility and land use planning, and the NextGen program. As noted at the February 1, 2012 Regular Roundtable meeting, the bill includes a provision for categorically excluding certain aspects of NextGen implementation. The Roundtable sent a letter to Congress opposing the CatEx provision of the bill. Some airport noise groups remain interested in seeking removal of this provision from the approved legislation.

**Patty Daniel's New Assignment** - Effective February 26, 2012, long-time Roundtable FAA liaison for the Northern California TRACON (NCT), Patty Daniel, was assigned to FAA Headquarters to lead the Optimization of Airspace and Procedures in the Metroplex (OAPM) Design and Implementation Team for Northern California. Patty indicated, "There are many goals associated with this project, but primarily, we will be looking to follow a "road map" set forth by the OAPM Study Team when it put together a report last year that is meant to modernize our procedures to use newer technology and gain airspace efficiency in Northern California." NCT Staff Manager, Dennis Green, will serve as NCT's liaison while Patty is on this at least one-year long assignment.

**Airlines Focused on Fuel Savings** – On March 1, 2012, Aviation Week reported, "As mergers, consolidation and a stressed operational environment reshape commercial aviation, fuel efficiency has risen to the top of airline business concerns. Not only is it the industry's single biggest expense, but economic and environmental pressures are forcing carriers to watch fuel consumption like a hawk." Industry trade group Airlines 4 America indicated that fuel prices rose 267% since 2000 through the first quarter of 2011. In November 2011, the airlines used 48.3 million gallons of fuel per day.

Read more here:

[http://www.aviationweek.com/aw/generic/story\\_generic.jsp?channel=om&id=news/om/2012/03/01/OM\\_03\\_01\\_2012\\_p18-419630.xml&headline=Focus%20On%20Fuel%20Savings&next=0](http://www.aviationweek.com/aw/generic/story_generic.jsp?channel=om&id=news/om/2012/03/01/OM_03_01_2012_p18-419630.xml&headline=Focus%20On%20Fuel%20Savings&next=0)



**SFO RNP Implementation**

No update on this Work Program Item at this time.

**Recent SFO Portable Noise Monitoring Activity**

No update on this Work Program Item at this time.

**SFO Runway Safety Area EA Update**

No update on this Work Program Item at this time.

SRA/pmw