



## REGULAR MEETING ANNOUNCEMENT

MEETING No. 280

Wednesday, May 2, 2012 - 7:00 p.m.

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

### AGENDA

- I. 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.

### III. Consent Agenda Items -

### ACTION

**Note:** The Consent Agenda Items from the March 7, 2012 meeting (as indicated by \*) are incorporated here by reference. Please go to: [www.sforoundtable.org](http://www.sforoundtable.org) to review the March 7 Consent Agenda Items.

- |                                                                           |            |
|---------------------------------------------------------------------------|------------|
| A. Review of Airport Director's Report for January 2012*                  |            |
| B. Review of Airport Director's Report for February 2012                  | Pgs. 21-28 |
| C. Review of Airport Director's Report for March 2012                     | Pgs. 29-36 |
| D. Review of SFO Fly Quiet Report Q1 2012*                                | Pgs. 37-50 |
| E. Review of Roundtable Regular Meeting Overview for February 1, 2012*    |            |
| F. Review of Roundtable Regular Meeting Overview for March 7, 2012        | Pgs. 51-60 |
| G. Review/Approval of Correspondence/Information Items for February 2012* |            |
| H. Review/Approval of Correspondence/Information Items for March 2012     | Pgs. 61-73 |

**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**  
FAA Presentation by Rob Henry Western Service Center – 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. Roundtable Budget for FY 2011/2012 – Roundtable Chairperson **INFORMATION**  
a. Discussion of the FY 2012/2013 and FY 2013/2014 Budgets
  - D. Status of Roundtable Work Program Items **INFORMATION**  
– Steve Alverson **Pg. 75**  
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. Report Back on Study Session on Roundtable Efficiency and FY 2012/2013 Work Program -  
Roundtable Chairperson **INFORMATION**  
**Pgs. 77-80**  
a. An outcome of this effort will be additional 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
  - F. Approval the City of Daly City's Membership Request – Roundtable Coordinator **ACTION**  
**Pgs. 81-82**
- VI. **Member Communications / Announcements** – Roundtable Members
- VII. **ADJOURN** – Roundtable Chairperson **ACTION**

NOTE: Next Regular Roundtable Meeting Date: Wednesday, June 6, 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 Nav aids, 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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### H

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

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### I

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

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

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

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

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

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### J

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### K

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

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### L

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

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

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

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

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

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### M

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

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

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### N

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

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

**Navaid** – Navigational Aid.

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

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

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

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

**NMS** – See **RMS**

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

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

## 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.

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### 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.

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### 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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### X

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### Y

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### Z

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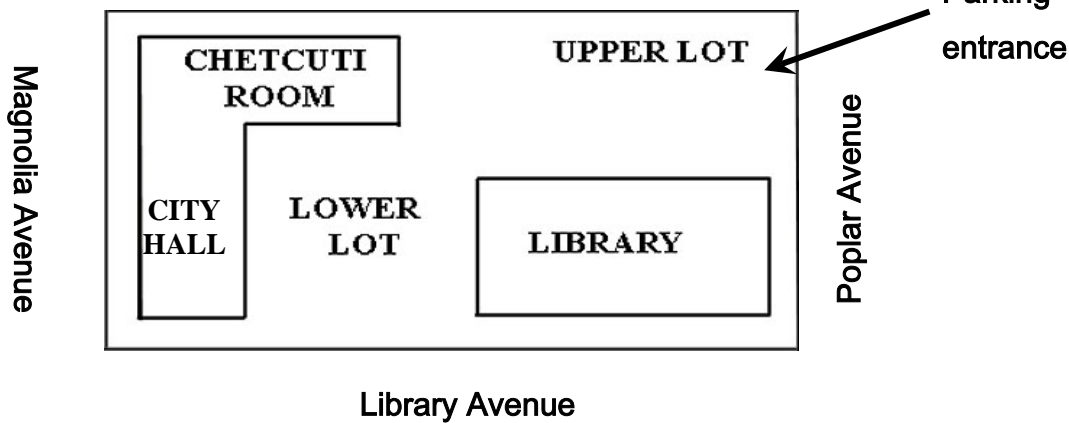
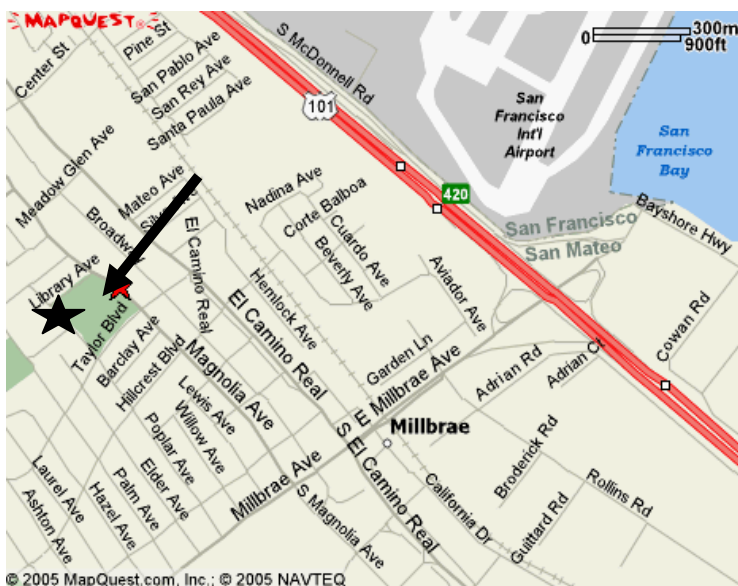
San Francisco International  
Airport/Community Roundtable

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## AIRPORT/COMMUNITY ROUNDTABLE REGULAR MEETING PLACE

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

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





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## WELCOME

The Airport/Community Roundtable is a voluntary committee that provides a public forum to address community noise issues related to aircraft operations at San Francisco International Airport. The Roundtable encourages orderly public participation and has established the following procedure to help you, if you wish to present comments to the committee at this meeting.

- You must fill out a Speaker Slip and give it to the Roundtable Coordinator at the front of the room, as soon as possible, if you wish to speak on any Roundtable Agenda item at this meeting.
- To speak on more than one Agenda item, you must fill out a Speaker Slip for each item.
- The Roundtable Chairperson will call your name; please come forward to present your comments.

The Roundtable may receive several speaker requests on more than one Agenda item; therefore, each speaker is limited to two (2) minutes to present his/her comments on any Agenda item unless given more time by the Roundtable Chairperson. The Roundtable meetings are recorded. Copies of the meeting tapes can be made available to the public upon request. Please contact the Roundtable office if you would like a copy of the meeting tapes.

Roundtable Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the Agenda, Meeting Notice, Agenda Packet, or other writings that may be distributed at the meeting, should contact Connie Shields at least two (2) working days before the meeting at the phone, fax, or e-mail listed below. Notification in advance of the meeting will enable Roundtable staff to make reasonable arrangements to ensure accessibility to this meeting.

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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

Working together for quieter skies



SFO RT Agenda Packet 11



## 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







## MEMBERSHIP ROSTER MAY 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 MAY 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 MAY 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

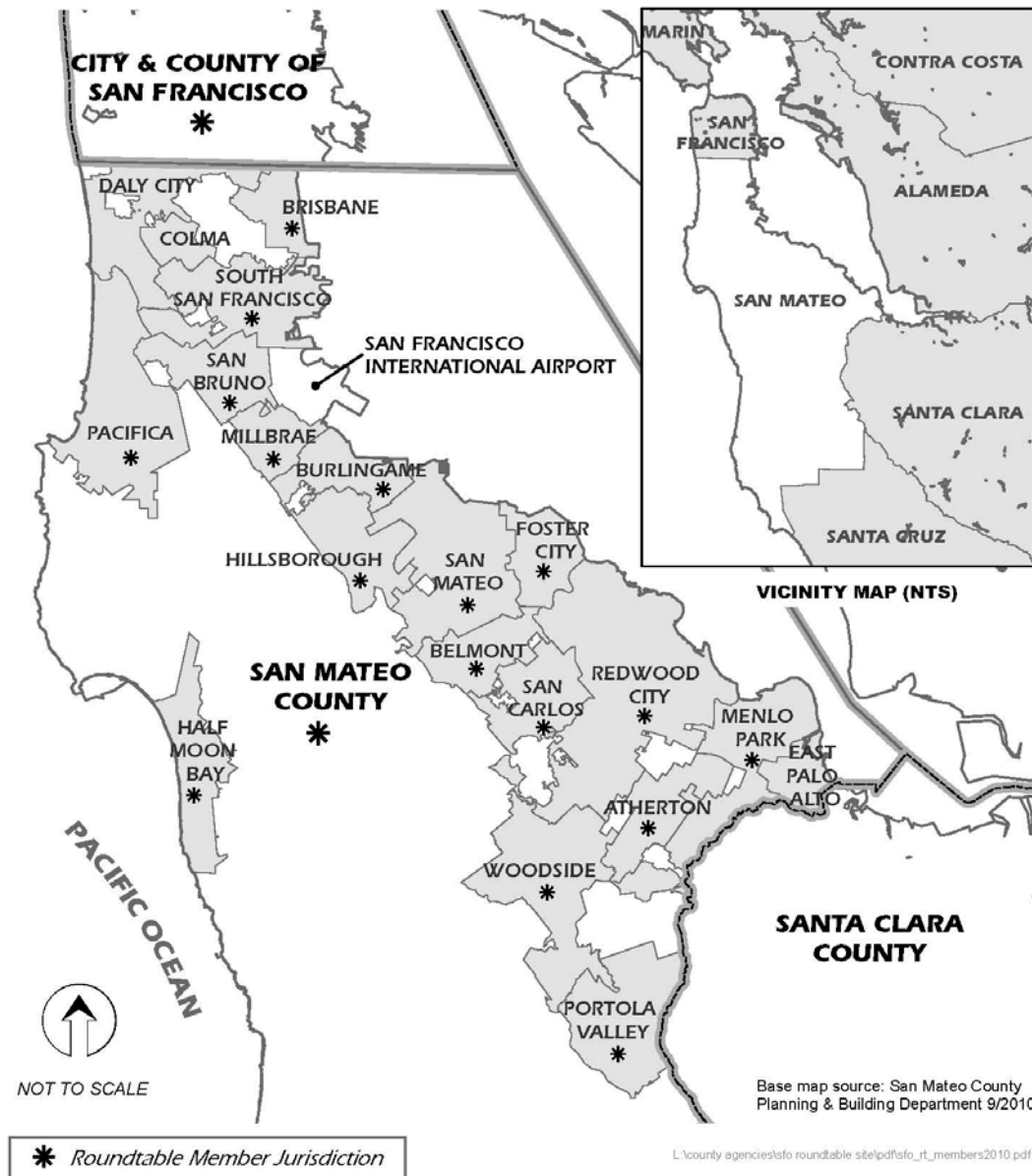
Joyce Satow, Noise Abatement Office Administration Secretary

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 # 280  
~ May 2, 2012 ~

Agenda Items III. A – H

**Note:** The Consent Agenda Items from the March 7, 2012 meeting are incorporated by reference.  
Go to: [www.sforoundtable.org](http://www.sforoundtable.org) to review the March 7 Consent Agenda Items



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# airport director's report

**Presented at the May 2, 2012**

**Airport Community Roundtable Meeting**

SFO Aircraft Noise Abatement Office

**February 2012**



# Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: February 2012



| Airline      | Noise Exceedances       |                            |                                  |       | Noise Exceedance Quality Rating |
|--------------|-------------------------|----------------------------|----------------------------------|-------|---------------------------------|
|              | Total Noise Exceedances | Total Operations per Month | Exceedances per 1,000 Operations | Score |                                 |
| SKW          | 23                      | 8556                       | 3                                | 9.99  |                                 |
| TRS          | 1                       | 132                        | 8                                | 9.96  |                                 |
| FFT          | 3                       | 277                        | 11                               | 9.94  |                                 |
| ACA          | 5                       | 361                        | 14                               | 9.92  |                                 |
| ANA          | 1                       | 58                         | 17                               | 9.91  |                                 |
| HAL          | 1                       | 58                         | 17                               | 9.91  |                                 |
| AWE          | 12                      | 693                        | 17                               | 9.91  |                                 |
| ASA          | 12                      | 680                        | 18                               | 9.90  |                                 |
| DAL          | 22                      | 1193                       | 18                               | 9.90  |                                 |
| VIR          | 1                       | 54                         | 19                               | 9.90  |                                 |
| DLH          | 2                       | 102                        | 20                               | 9.89  |                                 |
| VRD          | 50                      | 2530                       | 20                               | 9.89  |                                 |
| SWA          | 45                      | 2236                       | 20                               | 9.89  |                                 |
| AAL          | 32                      | 1569                       | 20                               | 9.89  |                                 |
| JBU          | 13                      | 618                        | 21                               | 9.88  |                                 |
| KLM          | 1                       | 40                         | 25                               | 9.86  |                                 |
| BAW          | 3                       | 114                        | 26                               | 9.86  |                                 |
| UAL          | 384                     | 8115                       | 47                               | 9.74  |                                 |
| DHL          | 2                       | 42                         | 48                               | 9.74  |                                 |
| TAI          | 6                       | 84                         | 71                               | 9.61  |                                 |
| AMX          | 6                       | 57                         | 105                              | 9.42  |                                 |
| ANZ          | 6                       | 50                         | 120                              | 9.34  |                                 |
| ABX          | 16                      | 127                        | 126                              | 9.31  |                                 |
| FDX          | 11                      | 42                         | 262                              | 8.56  |                                 |
| AAR          | 43                      | 78                         | 551                              | 6.98  |                                 |
| SIA          | 70                      | 117                        | 598                              | 6.72  |                                 |
| KAL          | 73                      | 116                        | 629                              | 6.55  |                                 |
| EVA          | 121                     | 94                         | 1,287                            | 2.94  |                                 |
| WOA          | 47                      | 28                         | 1,679                            | 0.79  |                                 |
| CPA          | 207                     | 120                        | 1,725                            | 0.54  |                                 |
| NCA          | 87                      | 50                         | 1,740                            | 0.45  |                                 |
| PAL          | 100                     | 56                         | 1,786                            | 0.20  |                                 |
| CAL          | 175                     | 96                         | 1,823                            | 0.00  |                                 |
| <b>TOTAL</b> | <b>1,581</b>            | <b>28,543</b>              | <b>12,891</b>                    |       |                                 |

Source: SFO Noise Abatement Office

# Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **February 2012**



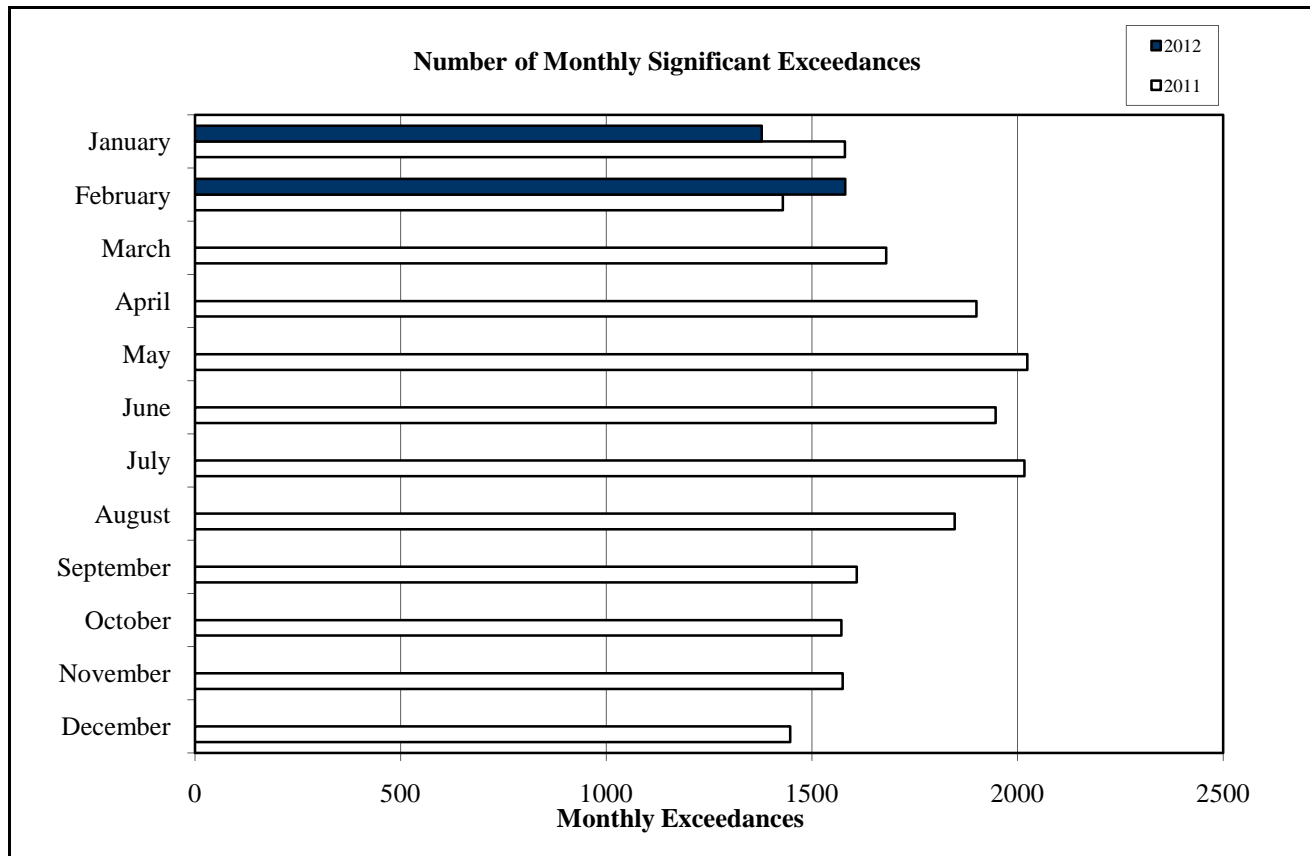
San Francisco International Airport

| 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         | 1581        | <b>152</b>            |
| <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        | 2959        |                       |
| <b>Year to Date Trend</b> | <b>20772</b>                              | <b>21150</b> | <b>20071</b> | <b>20628</b> | <b>2959</b> | <b>-50</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

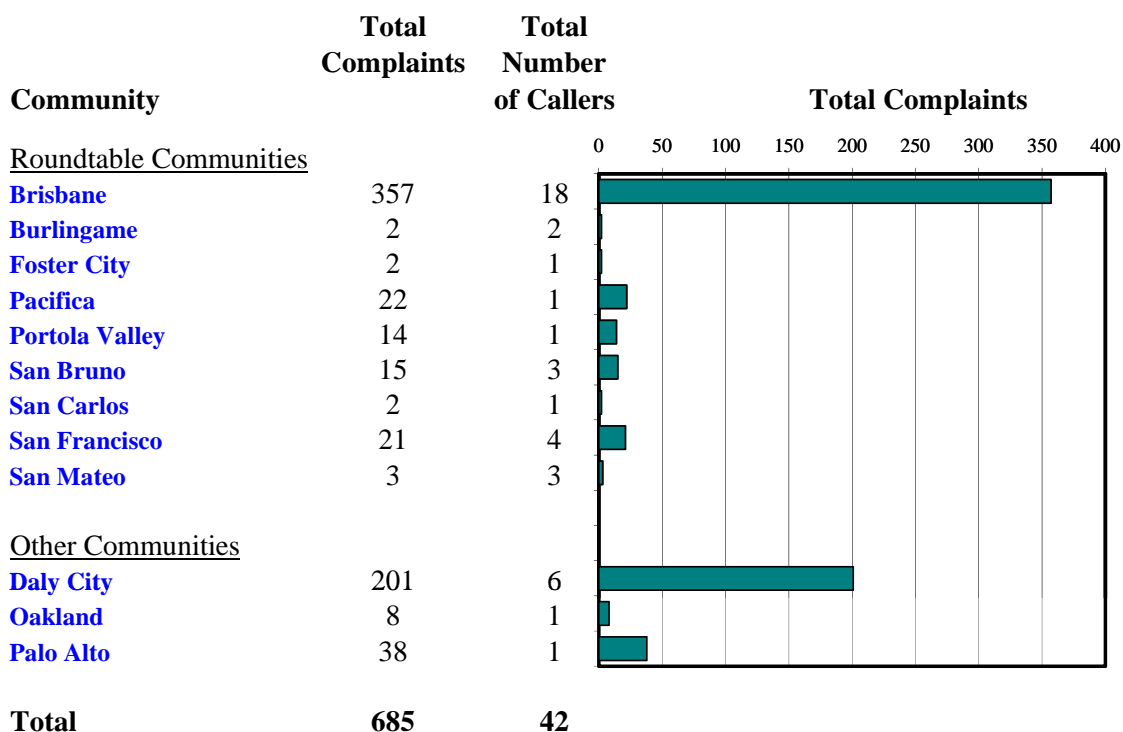
Period: February 2012



San Francisco International Airport

### Monthly Calls by Community

Source: Airport Noise Monitoring System





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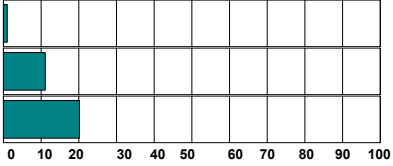
# Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **February 2012**

Time of Day : From 10 pm through 7 am



| Airline Code                                                                                                                                                                                                                                                |       | Number of Runups | Runups Per 1,000 Departures | Percentage of Runups |                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|------------------|-----------------------------|----------------------|-------------------------------------------------------------------------------------|
| <br><br> | DAL   | 2                | 3.4                         | 6%                   |  |
|                                                                                                                                                                                                                                                             | AAL   | 12               | 15.2                        | 34%                  |                                                                                     |
|                                                                                                                                                                                                                                                             | UAL   | 21               | 5.1                         | 60%                  |                                                                                     |
|                                                                                                                                                                                                                                                             | Total | 35               |                             |                      |                                                                                     |

*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)**

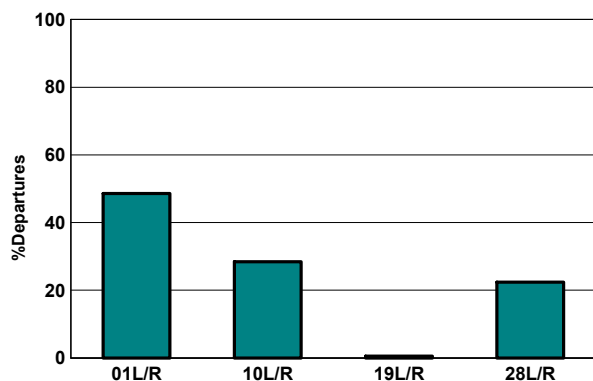
**Monthly Jet Departures**

|              | Jan        | Feb        | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | YTD        |
|--------------|------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------------|
| 01L/R        | 92         | 89         | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 181        |
| 10L/R        | 85         | 52         | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 137        |
| 19L/R        | 10         | 1          | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 11         |
| 28L/R        | 46         | 41         | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 87         |
| <b>Total</b> | <b>233</b> | <b>183</b> | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | <b>416</b> |

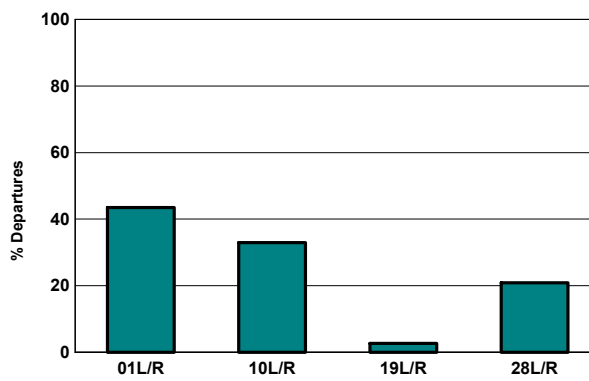
  

|       |     |     |    |    |    |    |    |    |    |    |    |    |     |
|-------|-----|-----|----|----|----|----|----|----|----|----|----|----|-----|
| 01L/R | 39% | 49% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 44% |
| 10L/R | 36% | 28% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| 19L/R | 4%  | 1%  | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 3%  |
| 28L/R | 20% | 22% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 21% |

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



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

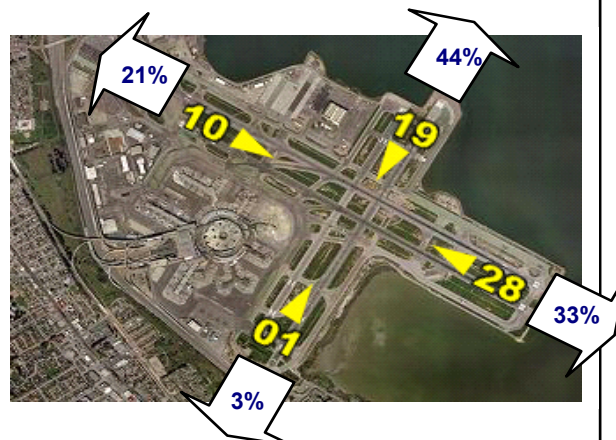


**Current Month (1 am to 6 am)**



Numbers rounded to nearest whole percentages

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



Numbers rounded to nearest whole percentages



## Air Carrier Runway Use Summary Report

San Francisco International Airport -- Director's Report

Period: February 2012

Time of Day : All Hours



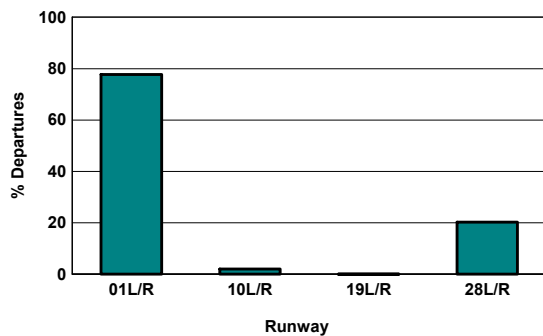
San Francisco International Airport

### Runway Utilization (All Hours)

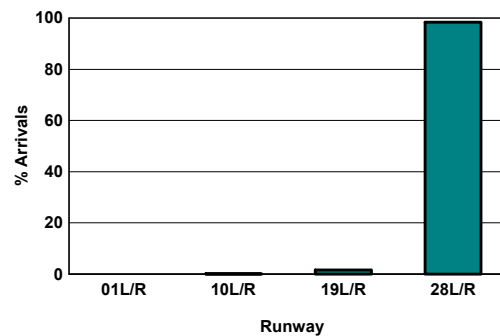
Source: Airport Noise Monitoring System

|                          | Runway Utilization |       |       |        | Total  |
|--------------------------|--------------------|-------|-------|--------|--------|
|                          | 01L/R              | 10L/R | 19L/R | 28L/R  |        |
| Total Monthly Operations |                    |       |       |        |        |
| Departures               | 11,474             | 309   | 1     | 2,987  | 14,771 |
| Arrivals                 | 0                  | 9     | 226   | 14,425 | 14,660 |
| Percentage Utilization   |                    |       |       |        |        |
| Departures               | 77.7%              | 2.1%  | 0.0%  | 20.2%  | 100%   |
| Arrivals                 | 0.0%               | 0.1%  | 1.5%  | 98.4%  | 100%   |

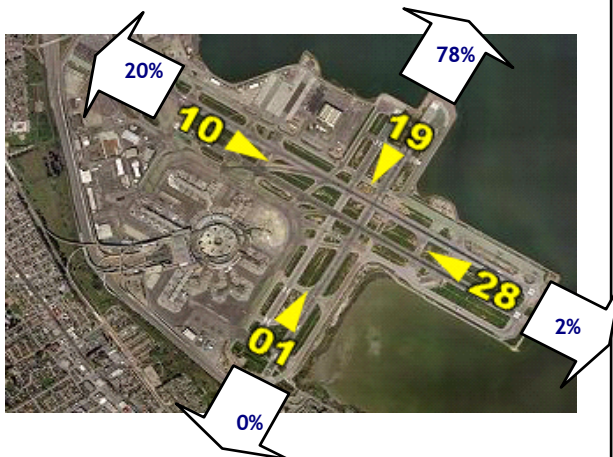
### Departures (All Hours)



### Arrivals (All Hours)



### Percentage Departure Utilization



Numbers rounded to nearest whole percentages

### Percentage Arrival Utilization



Numbers rounded to nearest whole percentages



# airport director's report

**Presented at the May 2, 2012**

**Airport Community Roundtable Meeting**

SFO Aircraft Noise Abatement Office

**March 2012**



# Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **March 2012**



| Airline      | Noise Exceedances       |                            |                                  |       | Noise Exceedance Quality Rating |
|--------------|-------------------------|----------------------------|----------------------------------|-------|---------------------------------|
|              | Total Noise Exceedances | Total Operations per Month | Exceedances per 1,000 Operations | Score |                                 |
| SKW          | 34                      | 8943                       | 4                                | 9.98  |                                 |
| OPT          | 1                       | 86                         | 12                               | 9.95  |                                 |
| VIR          | 1                       | 68                         | 15                               | 9.94  |                                 |
| KLM          | 1                       | 48                         | 21                               | 9.92  |                                 |
| SCX          | 1                       | 44                         | 23                               | 9.91  |                                 |
| DAL          | 32                      | 1358                       | 24                               | 9.91  |                                 |
| ACA          | 10                      | 396                        | 25                               | 9.90  |                                 |
| VRD          | 74                      | 2895                       | 26                               | 9.90  |                                 |
| JBU          | 16                      | 620                        | 26                               | 9.90  |                                 |
| FFT          | 8                       | 307                        | 26                               | 9.90  |                                 |
| AAL          | 50                      | 1695                       | 29                               | 9.88  |                                 |
| SWA          | 79                      | 2410                       | 33                               | 9.87  |                                 |
| AWE          | 26                      | 785                        | 33                               | 9.87  |                                 |
| ASA          | 28                      | 744                        | 38                               | 9.85  |                                 |
| CCA          | 3                       | 62                         | 48                               | 9.81  |                                 |
| AFR          | 3                       | 60                         | 50                               | 9.80  |                                 |
| UAL          | 461                     | 8656                       | 53                               | 9.79  |                                 |
| BAW          | 9                       | 123                        | 73                               | 9.71  |                                 |
| AMX          | 5                       | 62                         | 81                               | 9.68  |                                 |
| DLH          | 13                      | 122                        | 107                              | 9.57  |                                 |
| TAI          | 10                      | 85                         | 118                              | 9.53  |                                 |
| ABX          | 15                      | 112                        | 134                              | 9.46  |                                 |
| HAL          | 11                      | 64                         | 172                              | 9.31  |                                 |
| FDX          | 11                      | 47                         | 234                              | 9.06  |                                 |
| ANZ          | 13                      | 45                         | 289                              | 8.84  |                                 |
| EJA          | 3                       | 8                          | 375                              | 8.50  |                                 |
| KAL          | 54                      | 123                        | 439                              | 8.24  |                                 |
| NCA          | 27                      | 54                         | 500                              | 8.00  |                                 |
| SIA          | 65                      | 123                        | 528                              | 7.89  |                                 |
| AAR          | 51                      | 82                         | 622                              | 7.51  |                                 |
| EVA          | 73                      | 103                        | 709                              | 7.17  |                                 |
| WOA          | 34                      | 32                         | 1,063                            | 5.75  |                                 |
| CPA          | 182                     | 134                        | 1,358                            | 4.57  |                                 |
| CAL          | 149                     | 108                        | 1,380                            | 4.48  |                                 |
| PAL          | 150                     | 60                         | 2,500                            | 0.00  |                                 |
| <b>TOTAL</b> | <b>1,703</b>            | <b>30,664</b>              | <b>11,165</b>                    |       |                                 |

Source: SFO Noise Abatement Office

# Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **March 2012**



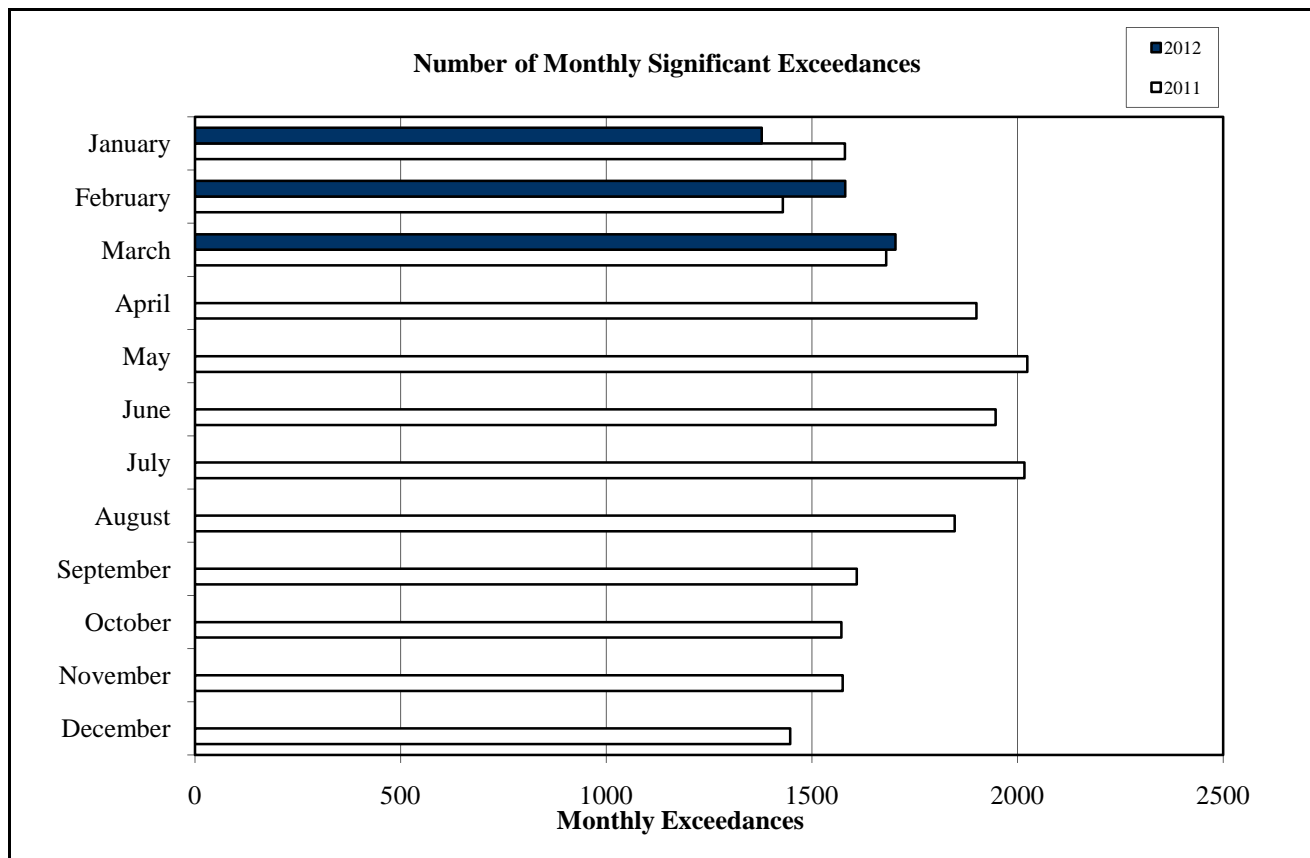
San Francisco International Airport

| 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         | 1581        | <b>152</b>            |
| <b>March</b>              | 1757                                      | 1991         | 1778         | 1681         | 1703        | <b>22</b>             |
| <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        | 4662        |                       |
| <b>Year to Date Trend</b> | <b>20772</b>                              | <b>21150</b> | <b>20071</b> | <b>20628</b> | <b>4662</b> | <b>-28</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

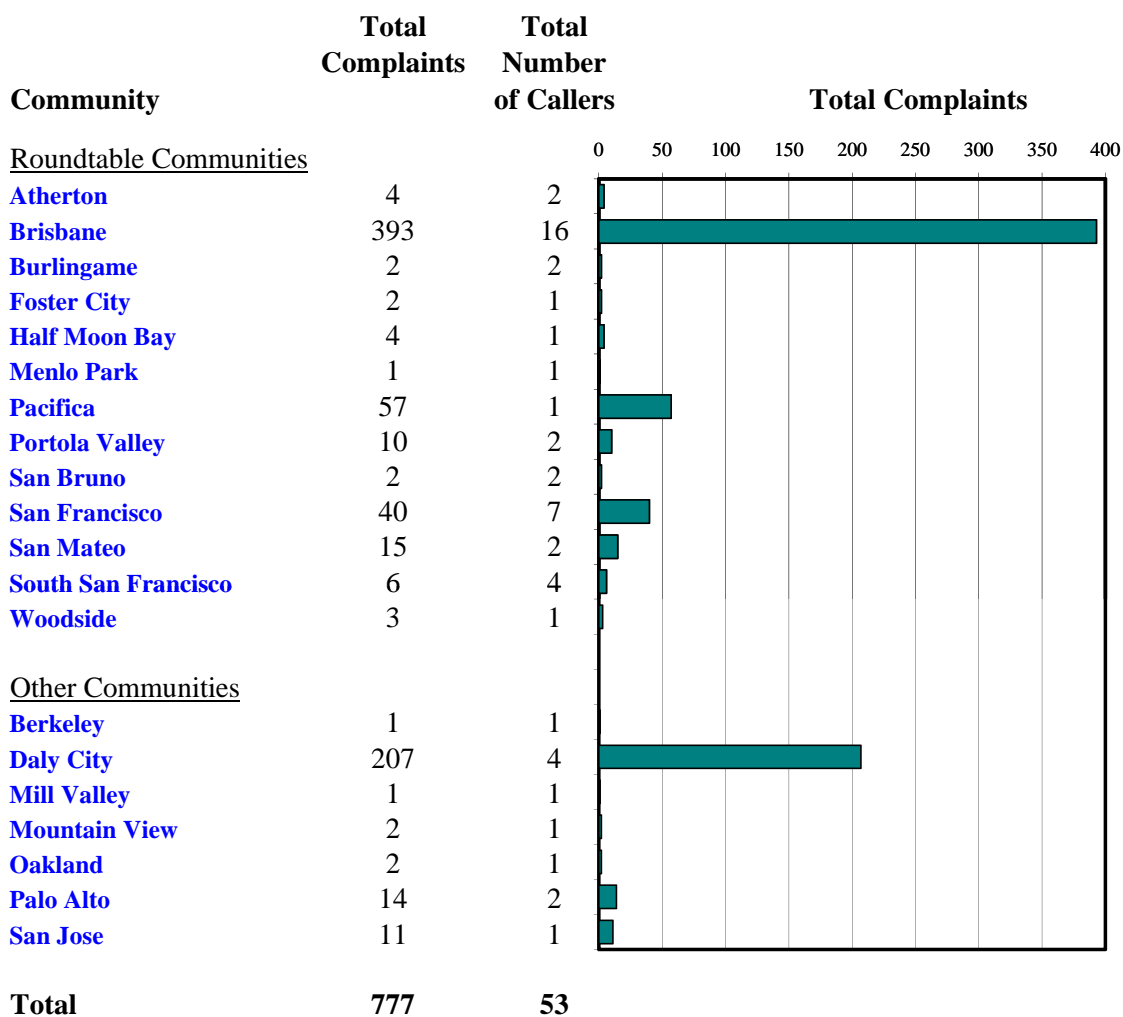
Period: **March 2012**



San Francisco International Airport

### Monthly Calls by Community

Source: Airport Noise Monitoring System





This map illustrates the San Francisco Bay Area, highlighting major urban centers, transportation networks, and natural landscapes. Key cities shown include Vallejo, Berkeley, Oakland, San Francisco, San Jose, and San Mateo. Major highways such as I-80, I-980, I-880, and I-680 are clearly marked. The map also depicts significant geographical features like San Pablo Bay, San Francisco Bay, and various state parks including Butano State Park, Big Basin Redwoods State Park, and Castle Rock State Park. The map is color-coded with green for parks, blue for water, and tan for land.

Page 4



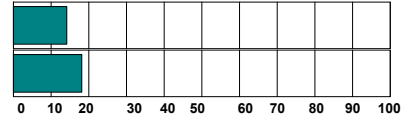
# Monthly Nighttime Power Runups Report (85-06-AOB)

San Francisco International Airport -- Director's Report

Period : **March 2012**

Time of Day : From 10 pm through 7 am



| Airline Code                                                                                                                                                           |              | Number of Runups | Runups Per 1,000 Departures | Percentage of Runups |                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------|-----------------------------|----------------------|-------------------------------------------------------------------------------------|
| <br> | AAL          | 15               | 17.6                        | 44%                  |  |
|                                                                                                                                                                        | UAL          | 19               | 4.4                         | 56%                  |                                                                                     |
|                                                                                                                                                                        | <b>Total</b> | <b>34</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)

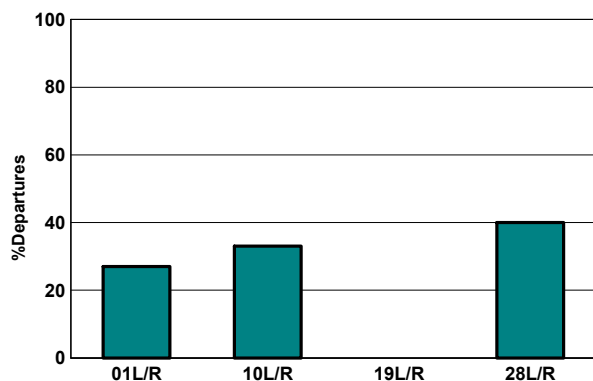
#### Monthly Jet Departures

|              | Jan        | Feb        | Mar        | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | YTD        |
|--------------|------------|------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------------|
| 01L/R        | 92         | 89         | 81         | -   | -   | -   | -   | -   | -   | -   | -   | -   | 262        |
| 10L/R        | 85         | 52         | 99         | -   | -   | -   | -   | -   | -   | -   | -   | -   | 236        |
| 19L/R        | 10         | 1          | -          | -   | -   | -   | -   | -   | -   | -   | -   | -   | 11         |
| 28L/R        | 46         | 41         | 120        | -   | -   | -   | -   | -   | -   | -   | -   | -   | 207        |
| <b>Total</b> | <b>233</b> | <b>183</b> | <b>300</b> | -   | -   | -   | -   | -   | -   | -   | -   | -   | <b>716</b> |

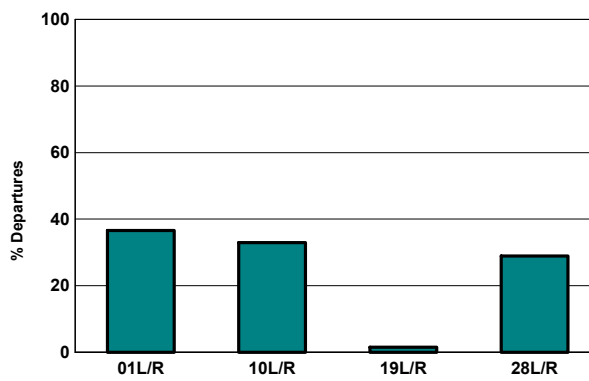
  

|       |     |     |     |    |    |    |    |    |    |    |    |    |     |
|-------|-----|-----|-----|----|----|----|----|----|----|----|----|----|-----|
| 01L/R | 39% | 49% | 27% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 37% |
| 10L/R | 36% | 28% | 33% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 33% |
| 19L/R | 4%  | 1%  | 0%  | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2%  |
| 28L/R | 20% | 22% | 40% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 29% |

#### 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: March 2012

Time of Day : All Hours



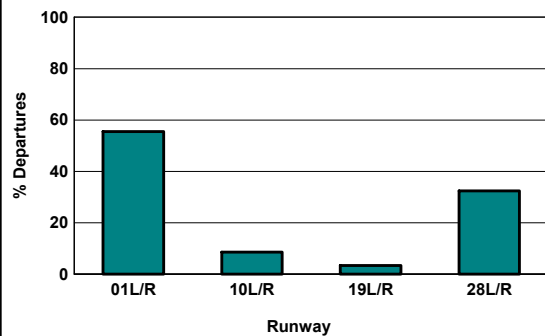
San Francisco International Airport

### Runway Utilization (All Hours)

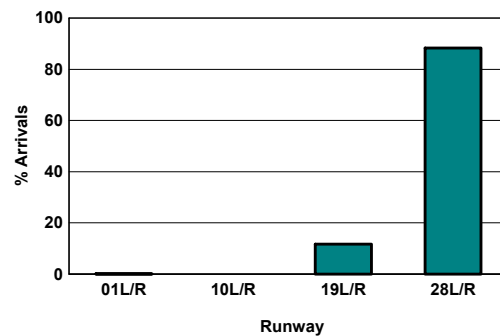
Source: Airport Noise Monitoring System

|                          | Runway Utilization |       |       |        | Total  |
|--------------------------|--------------------|-------|-------|--------|--------|
|                          | 01L/R              | 10L/R | 19L/R | 28L/R  |        |
| Total Monthly Operations |                    |       |       |        |        |
| Departures               | 8,790              | 1,372 | 545   | 5,146  | 15,853 |
| Arrivals                 | 5                  | 0     | 1,848 | 13,920 | 15,773 |
| Percentage Utilization   |                    |       |       |        |        |
| Departures               | 55.4%              | 8.7%  | 3.4%  | 32.5%  | 100%   |
| Arrivals                 | 0.0%               | 0.0%  | 11.7% | 88.3%  | 100%   |

### Departures (All Hours)



### Arrivals (All Hours)

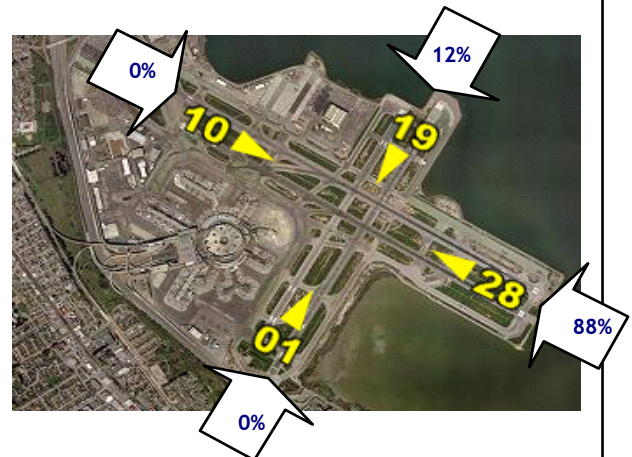


### Percentage Departure Utilization



Numbers rounded to nearest whole percentages

### Percentage Arrival Utilization



Numbers rounded to nearest whole percentages



# Fly Quiet Report

**Presented at the May 2, 2012**

**Airport Community Roundtable Meeting**

SFO Aircraft Noise Abatement Office

First Quarter 2012



# Fly Quiet Program

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

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

## Program Goals

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

## Program Reports

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

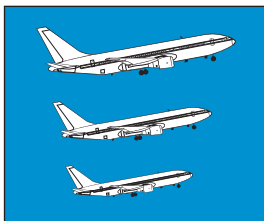
## Program Elements

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





# SFO's Fly Quiet Ratings



## Fleet Noise Quality

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



## Noise Exceedance

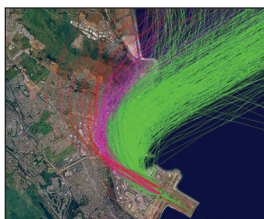
Eliminating high-level noise events is a long-standing goal of the Airport and the Airport Community Roundtable. As a result the Airport has established single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher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

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



## Nighttime Preferential Runway Use

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



## Shoreline Departure Quality

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

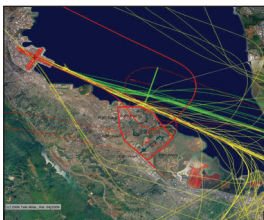
In order to evaluate each airline's performance when flying a Shoreline Departure, a corridor was established using Interstate 101 (green colored flight tracks) as a reference point. The corridor runs north along 101, beginning approximately one-mile north-northwest of the end of Runways 28L and 28R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



## Gap Departure Quality

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

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




















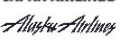















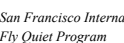





## Foster City Arrival Quality

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





# Airline Fly Quiet Summary Report - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                             |     | Fleet Noise Quality | Noise Exceedance | Nighttime Runway Use | Departures Shoreline Gap |       | Arrivals Foster City | Final Score | Airline Fly Quiet Rating |  |  |  |
|-------------------------------------------------------------------------------------|-----|---------------------|------------------|----------------------|--------------------------|-------|----------------------|-------------|--------------------------|--|--|--|
|    | SCX | 5.82                | 9.87             | 10.00                | 10.00                    | 5.00  | 6.67                 | 7.89        | <div><div></div></div>   |  |  |  |
|    | FDX | 4.06                | 8.63             | -                    | 10.00                    | 10.00 | 6.76                 | 7.89        | <div><div></div></div>   |  |  |  |
|    | ABX | 4.87                | 9.30             | 8.75                 | 9.71                     | 6.25  | 7.71                 | 7.76        | <div><div></div></div>   |  |  |  |
|    | SKW | 10.00               | 9.98             | 4.07                 | 9.60                     | 7.67  | 5.26                 | 7.76        | <div><div></div></div>   |  |  |  |
|    | AWE | 4.79                | 9.90             | 6.67                 | 9.60                     | 7.94  | 7.59                 | 7.75        | <div><div></div></div>   |  |  |  |
|    | FFT | 6.40                | 9.93             | -                    | 9.80                     | 4.09  | 7.92                 | 7.63        | <div><div></div></div>   |  |  |  |
|    | DHL | 6.15                | 9.91             | -                    | -                        | 9.38  | 5.00                 | 7.61        | <div><div></div></div>   |  |  |  |
|    | DAL | 7.01                | 9.90             | 5.19                 | 9.20                     | 6.27  | 7.82                 | 7.56        | <div><div></div></div>   |  |  |  |
|    | ANA | 7.42                | 9.97             | -                    | 5.00                     | 7.56  | -                    | 7.49        | <div><div></div></div>   |  |  |  |
|    | VRD | 5.26                | 9.89             | 5.50                 | 9.41                     | 7.56  | 7.30                 | 7.49        | <div><div></div></div>   |  |  |  |
|    | AMX | 5.82                | 9.60             | 3.96                 | 10.00                    | 8.04  | 7.26                 | 7.45        | <div><div></div></div>   |  |  |  |
|    | JBU | 4.85                | 9.88             | 5.00                 | 8.82                     | 8.79  | 7.17                 | 7.42        | <div><div></div></div>   |  |  |  |
|    | ACA | 7.53                | 9.90             | 3.33                 | 9.86                     | 5.78  | 7.14                 | 7.26        | <div><div></div></div>   |  |  |  |
|    | AAL | 5.65                | 9.89             | 5.38                 | 9.76                     | 4.97  | 7.83                 | 7.25        | <div><div></div></div>   |  |  |  |
|    | KLM | 5.17                | 9.92             | -                    | 6.67                     | 6.94  | -                    | 7.18        | <div><div></div></div>   |  |  |  |
|   | SWR | 8.17                | 10.00            | -                    | -                        | 3.33  | -                    | 7.17        | <div><div></div></div>   |  |  |  |
|  | TAI | 5.32                | 9.58             | 3.79                 | 10.00                    | 7.08  | 6.50                 | 7.05        | <div><div></div></div>   |  |  |  |
|  | UAE | 7.42                | 10.00            | -                    | 5.00                     | 5.59  | -                    | 7.00        | <div><div></div></div>   |  |  |  |
|  | SWA | 5.75                | 9.88             | 1.11                 | 10.00                    | 7.73  | 7.03                 | 6.92        | <div><div></div></div>   |  |  |  |
|  | UAL | 5.93                | 9.74             | 4.33                 | 9.59                     | 4.83  | 6.98                 | 6.90        | <div><div></div></div>   |  |  |  |
|  | AFR | 7.83                | 9.87             | -                    | 5.00                     | 4.57  | -                    | 6.82        | <div><div></div></div>   |  |  |  |
|  | JAL | 5.64                | 10.00            | -                    | 2.50                     | 8.88  | -                    | 6.75        | <div><div></div></div>   |  |  |  |
|  | ASA | 5.22                | 9.85             | 3.33                 | 9.81                     | 5.85  | 5.75                 | 6.63        | <div><div></div></div>   |  |  |  |
|  | DLH | 6.02                | 9.70             | -                    | 6.11                     | 4.20  | -                    | 6.51        | <div><div></div></div>   |  |  |  |
|                                                                                     |     |                     |                  |                      |                          |       |                      | 6.42        | SFO AVERAGE              |  |  |  |
|  | TRS | 5.82                | 9.97             | -                    | 8.17                     | 0.42  | 7.50                 | 6.37        | <div><div></div></div>   |  |  |  |
|  | VIR | 3.85                | 9.94             | -                    | -                        | 5.20  | -                    | 6.33        | <div><div></div></div>   |  |  |  |
|  | CCA | 3.43                | 9.91             | -                    | -                        | 5.63  | -                    | 6.32        | <div><div></div></div>   |  |  |  |
|  | AAY | 1.90                | 10.00            | -                    | -                        | -     | -                    | 5.95        | <div><div></div></div>   |  |  |  |
|  | KAL | 4.70                | 7.10             | 6.14                 | -                        | 6.28  | 5.52                 | 5.95        | <div><div></div></div>   |  |  |  |
|  | SIA | 7.42                | 7.19             | 2.50                 | -                        | 6.38  | -                    | 5.87        | <div><div></div></div>   |  |  |  |
|  | BAW | 3.43                | 9.64             | 7.78                 | -                        | 2.60  | -                    | 5.86        | <div><div></div></div>   |  |  |  |
|  | LPE | 3.84                | 9.56             | -                    | -                        | 4.06  | -                    | 5.82        | <div><div></div></div>   |  |  |  |
|  | EVA | 6.36                | 5.58             | 1.92                 | 5.00                     | 5.98  | 10.00                | 5.81        | <div><div></div></div>   |  |  |  |
|  | AAR | 5.11                | 7.37             | 4.07                 | -                        | 5.54  | 6.25                 | 5.67        | <div><div></div></div>   |  |  |  |
|  | ANZ | 3.44                | 9.31             | -                    | -                        | 3.55  | -                    | 5.43        | <div><div></div></div>   |  |  |  |
|  | NCA | 3.43                | 4.21             | -                    | -                        | 4.92  | 6.83                 | 4.85        | <div><div></div></div>   |  |  |  |
|  | HAL | 4.04                | 9.63             | 0.00                 | -                        | 4.40  | -                    | 4.52        | <div><div></div></div>   |  |  |  |
|  | CPA | 4.43                | 1.61             | 4.83                 | -                        | 4.18  | 7.14                 | 4.44        | <div><div></div></div>   |  |  |  |
|  | WOA | 3.43                | 3.64             | 6.36                 | -                        | 1.35  | 6.38                 | 4.23        | <div><div></div></div>   |  |  |  |
























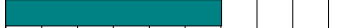





























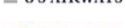







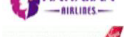











# Airline Fly Quiet Summary Report - 1st Quarter 2012











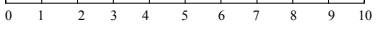
January 1 to March 31, 2012

| Airline                                                                                          | <div> <div>Fleet Noise</div> <div>Noise</div> <div>Nighttime</div> <div>Departures</div> <div>Arrivals</div> </div> |            |            |           |      |             | Final Score | Airline Fly Quiet Rating                                                            |
|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|------------|------------|-----------|------|-------------|-------------|-------------------------------------------------------------------------------------|
|                                                                                                  | Quality                                                                                                             | Exceedance | Runway Use | Shoreline | Gap  | Foster City |             |                                                                                     |
|  <div>PAL</div> | 3.53                                                                                                                | 0.00       | 2.50       | -         | 4.28 | -           | 2.58        |  |
|  <div>CAL</div> | 3.43                                                                                                                | 0.85       | 2.22       | 0.00      | 5.01 | -           | 2.30        |  |
| SFO Average                                                                                      | 5.36                                                                                                                | 8.55       | 4.53       | 7.94      | 5.70 | 6.97        | 6.42        |                                                                                     |

Fleet Noise Quality - 1st Quarter 2012








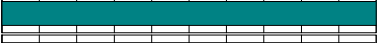













































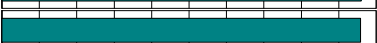









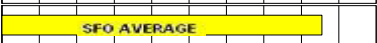
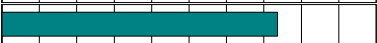









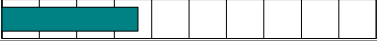

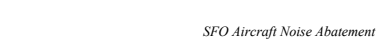
January 1 to March 31, 2012

| Airline                                                                                 | Nationwide                 |  | San Francisco                |       | Fleet Noise Quality Rating                                                            |
|-----------------------------------------------------------------------------------------|----------------------------|--|------------------------------|-------|---------------------------------------------------------------------------------------|
|                                                                                         | Fleet Noise Quality Rating |  | Average Daily Jet Operations | Score |                                                                                       |
|  SKW   | 10.00                      |  | 86                           | 10.00 |    |
|  SWR   | 5.17                       |  | 1                            | 8.17  |    |
|  AFR   | 5.49                       |  | 1                            | 7.83  |    |
|  ACA   | 6.75                       |  | 6                            | 7.53  |    |
|  ANA   | 5.43                       |  | 1                            | 7.42  |    |
|  SIA   | 5.93                       |  | 2                            | 7.42  |    |
|  UAE   | 7.89                       |  | 1                            | 7.42  |    |
|  DAL   | 4.92                       |  | 21                           | 7.01  |    |
|  FFT   | 6.41                       |  | 5                            | 6.40  |    |
|  EVA   | 5.05                       |  | 2                            | 6.36  |    |
|  DHL   | 1.77                       |  | 1                            | 6.15  |    |
|  DLH   | 6.09                       |  | 2                            | 6.02  |    |
|  UAL   | 5.83                       |  | 140                          | 5.93  |    |
|  AMX   | 5.54                       |  | 1                            | 5.82  |    |
|  SCX   | 5.82                       |  | 1                            | 5.82  |    |
|  TRS   | 6.97                       |  | 3                            | 5.82  |    |
|  SWA | 5.70                       |  | 39                           | 5.75  |  |
|  AAL | 3.94                       |  | 27                           | 5.65  |  |
|  JAL | 4.20                       |  | 1                            | 5.64  |  |
|                                                                                         |                            |  |                              | 5.36  |  |
|  TAI | 5.18                       |  | 1                            | 5.32  |  |
|  VRD | 5.31                       |  | 44                           | 5.26  |  |
|  ASA | 5.10                       |  | 12                           | 5.22  |  |
|  KLM | 4.67                       |  | 1                            | 5.17  |  |
|  AAR | 3.93                       |  | 1                            | 5.11  |  |
|  ABX | 1.52                       |  | 2                            | 4.87  |  |
|  JBU | 6.13                       |  | 10                           | 4.85  |  |
|  AWE | 5.67                       |  | 12                           | 4.79  |  |
|  KAL | 4.05                       |  | 2                            | 4.70  |  |
|  CPA | 4.18                       |  | 2                            | 4.43  |  |
|  FDX | 2.80                       |  | 1                            | 4.06  |  |
|  HAL | 6.21                       |  | 1                            | 4.04  |  |
|  VIR | 5.84                       |  | 1                            | 3.85  |  |
|  LPE | 4.38                       |  | 0                            | 3.84  |  |
|  PAL | 5.09                       |  | 1                            | 3.53  |  |
|  ANZ | 4.00                       |  | 1                            | 3.44  |  |
|  BAW | 4.34                       |  | 2                            | 3.43  |  |

| Airline                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Nationwide                 |      | San Francisco                |       | Fleet Noise Quality Rating                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------|------------------------------|-------|-------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Fleet Noise Quality Rating |      | Average Daily Jet Operations | Score |                                                                                     |
|  CAL<br> CCA<br> NCA<br> WOA<br> AAY |                            |      |                              |       |                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                            | 3.62 | 2                            | 3.43  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                            | 3.46 | 1                            | 3.43  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                            | 3.90 | 1                            | 3.43  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                            | 4.72 | 1                            | 3.43  |  |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                            | 1.91 | 0                            | 1.90  |  |
|                                                                                                                                                                                                                                                                                                                                                                        |                            |      |                              |       |                                                                                     |
| AVERAGE                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                            | 5.00 | 11                           | 5.36  |                                                                                     |

Noise Exceedance Rating Report - 1st Quarter 2012


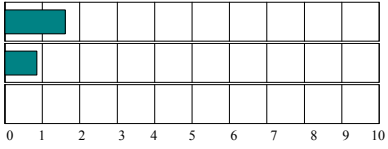


January 1 to March 31, 2012

| Airline                                                                                 | Noise Exceedances       |                            |                                 |       | Noise Exceedance Quality Rating                                                       |
|-----------------------------------------------------------------------------------------|-------------------------|----------------------------|---------------------------------|-------|---------------------------------------------------------------------------------------|
|                                                                                         | Total Noise Exceedances | Total Quarterly Operations | Exceedances per 1000 Operations | Score |                                                                                       |
|  AAY   | 0                       | 10                         | 0                               | 10.00 |    |
|  JAL   | 0                       | 182                        | 0                               | 10.00 |    |
|  SWR   | 0                       | 160                        | 0                               | 10.00 |    |
|  UAE   | 0                       | 182                        | 0                               | 10.00 |    |
|  SKW   | 64                      | 15,569                     | 4                               | 9.98  |    |
|  ANA   | 1                       | 183                        | 5                               | 9.97  |    |
|  TRS   | 3                       | 464                        | 6                               | 9.97  |    |
|  VIR   | 2                       | 178                        | 11                              | 9.94  |    |
|  FFT   | 12                      | 872                        | 14                              | 9.93  |    |
|  KLM   | 2                       | 132                        | 15                              | 9.92  |    |
|  CCA   | 3                       | 178                        | 17                              | 9.91  |    |
|  DHL   | 2                       | 114                        | 18                              | 9.91  |    |
|  ACA   | 20                      | 1,129                      | 18                              | 9.90  |    |
|  AWE   | 42                      | 2,225                      | 19                              | 9.90  |    |
|  DAL   | 73                      | 3,848                      | 19                              | 9.90  |    |
|  VRD   | 167                     | 8,094                      | 21                              | 9.89  |    |
|  AAL  | 104                     | 4,952                      | 21                              | 9.89  |   |
|  SWA | 156                     | 7,046                      | 22                              | 9.88  |  |
|  JBU | 43                      | 1,888                      | 23                              | 9.88  |  |
|  AFR | 4                       | 168                        | 24                              | 9.87  |  |
|  SCX | 3                       | 124                        | 24                              | 9.87  |  |
|  ASA | 61                      | 2,120                      | 29                              | 9.85  |  |
|  UAL | 1,233                   | 25,425                     | 48                              | 9.74  |  |
|  DLH | 19                      | 344                        | 55                              | 9.70  |  |
|  BAW | 24                      | 361                        | 66                              | 9.64  |  |
|  HAL | 13                      | 188                        | 69                              | 9.63  |  |
|  AMX | 14                      | 190                        | 74                              | 9.60  |  |
|  TAI | 21                      | 270                        | 78                              | 9.58  |  |
|  LPE | 7                       | 85                         | 82                              | 9.56  |  |
|  ANZ | 20                      | 157                        | 127                             | 9.31  |  |
|  ABX | 46                      | 352                        | 131                             | 9.30  |  |
|  FDX | 33                      | 130                        | 254                             | 8.63  |  |
|                                                                                         |                         |                            |                                 | 8.55  |  |
|  AAR | 117                     | 239                        | 490                             | 7.37  |  |
|  SIA | 190                     | 364                        | 522                             | 7.19  |  |
|  KAL | 191                     | 354                        | 540                             | 7.10  |  |
|  EVA | 249                     | 303                        | 822                             | 5.58  |  |
|  NCA | 142                     | 132                        | 1076                            | 4.21  |  |
|  WOA | 110                     | 93                         | 1183                            | 3.64  |  |

























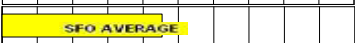

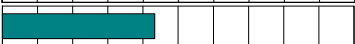
























# Noise Exceedance Rating Report - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                                              | Noise Exceedances       |                            |                                 |             | Noise Exceedance Quality Rating                                                     |
|------------------------------------------------------------------------------------------------------|-------------------------|----------------------------|---------------------------------|-------------|-------------------------------------------------------------------------------------|
|                                                                                                      | Total Noise Exceedances | Total Quarterly Operations | Exceedances per 1000 Operations | Score       |                                                                                     |
|  CATHAY PACIFIC CPA | 599                     | 384                        | 1560                            | 1.61        |  |
|  CHINA AIRLINES CAL | 517                     | 304                        | 1701                            | 0.85        |                                                                                     |
|  Philippines PAL    | 331                     | 178                        | 1860                            | 0.00        |                                                                                     |
| <b>TOTAL</b>                                                                                         | <b>4,638</b>            | <b>79,671</b>              |                                 |             |                                                                                     |
| <b>SFO AVERAGE</b>                                                                                   |                         |                            | <b>269</b>                      | <b>8.55</b> |                                                                                     |








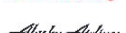


















# Nighttime Preferential Runway Use - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                                 | Nighttime Departures ( 1:00 am to 6:00 am ) |       |                 |       |                |       | Nighttime Runway Use Rating                                                           |
|-----------------------------------------------------------------------------------------|---------------------------------------------|-------|-----------------|-------|----------------|-------|---------------------------------------------------------------------------------------|
|                                                                                         | Total                                       | 10L/R | 28L/R Shoreline | 01L/R | 28L/R Straight | Score |                                                                                       |
|  SCX   | 1                                           | 100%  | 0%              | 0%    | 0%             | 10.00 |    |
|  ABX   | 56                                          | 79%   | 7%              | 13%   | 2%             | 8.75  |    |
|  BAW   | 3                                           | 67%   | 0%              | 33%   | 0%             | 7.78  |    |
|  AWE   | 3                                           | 33%   | 33%             | 33%   | 0%             | 6.67  |    |
|  WOA   | 33                                          | 64%   | 0%              | 0%    | 36%            | 6.36  |    |
|  KAL   | 83                                          | 61%   | 0%              | 0%    | 39%            | 6.14  |    |
|  VRD   | 20                                          | 40%   | 10%             | 25%   | 25%            | 5.50  |    |
|  AAL   | 26                                          | 23%   | 19%             | 54%   | 4%             | 5.38  |    |
|  DAL   | 27                                          | 26%   | 11%             | 56%   | 7%             | 5.19  |    |
|  JBU   | 10                                          | 20%   | 20%             | 50%   | 10%            | 5.00  |    |
|  CPA   | 29                                          | 48%   | 0%              | 0%    | 52%            | 4.83  |    |
|                                                                                         |                                             |       |                 |       |                | 4.53  |    |
|  UAL   | 120                                         | 14%   | 8%              | 71%   | 7%             | 4.33  |    |
|  AAR   | 27                                          | 41%   | 0%              | 0%    | 59%            | 4.07  |    |
|  SKW   | 9                                           | 22%   | 11%             | 33%   | 33%            | 4.07  |    |
|  AMX   | 90                                          | 12%   | 2%              | 78%   | 8%             | 3.96  |    |
|  TAI  | 51                                          | 14%   | 2%              | 69%   | 16%            | 3.79  |   |
|  ACA | 2                                           | 0%    | 0%              | 100%  | 0%             | 3.33  |  |
|  ASA | 1                                           | 0%    | 0%              | 100%  | 0%             | 3.33  |  |
|  PAL | 4                                           | 25%   | 0%              | 0%    | 75%            | 2.50  |  |
|  SIA | 20                                          | 25%   | 0%              | 0%    | 75%            | 2.50  |  |
|  CAL | 27                                          | 22%   | 0%              | 0%    | 78%            | 2.22  |  |
|  EVA | 26                                          | 19%   | 0%              | 0%    | 81%            | 1.92  |  |
|  SWA | 6                                           | 0%    | 0%              | 33%   | 67%            | 1.11  |  |
|  HAL | 1                                           | 0%    | 0%              | 0%    | 100%           | 0.00  |  |
| TOTAL                                                                                   | 675                                         |       |                 |       |                |       |                                                                                       |
| SFO AVERAGE                                                                             |                                             | 31%   | 5%              | 31%   | 32%            | 4.53  |                                                                                       |




































## Shoreline Departure Rating - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                                 | Shoreline Departures |            |          |      |       | Shoreline Departure Rating                                                           |
|-----------------------------------------------------------------------------------------|----------------------|------------|----------|------|-------|--------------------------------------------------------------------------------------|
|                                                                                         | Total                | Successful | Marginal | Poor | Score |                                                                                      |
|  AMX   | 2                    | 100%       | 0%       | 0%   | 10.00 |  |
|  FDX   | 13                   | 100%       | 0%       | 0%   | 10.00 |                                                                                      |
|  SCX   | 9                    | 100%       | 0%       | 0%   | 10.00 |                                                                                      |
|  SWA   | 63                   | 100%       | 0%       | 0%   | 10.00 |                                                                                      |
|  TAI   | 1                    | 100%       | 0%       | 0%   | 10.00 |                                                                                      |
|  ACA   | 70                   | 97%        | 3%       | 0%   | 9.86  |                                                                                      |
|  ASA   | 81                   | 96%        | 4%       | 0%   | 9.81  |                                                                                      |
|  FFT   | 51                   | 98%        | 0%       | 2%   | 9.80  |                                                                                      |
|  AAL   | 170                  | 95%        | 5%       | 0%   | 9.76  |                                                                                      |
|  ABX   | 17                   | 94%        | 6%       | 0%   | 9.71  |                                                                                      |
|  AWE   | 63                   | 92%        | 8%       | 0%   | 9.60  |                                                                                      |
|  SKW   | 611                  | 93%        | 7%       | 1%   | 9.60  |                                                                                      |
|  UAL   | 897                  | 93%        | 6%       | 1%   | 9.59  |                                                                                      |
|  VRD   | 244                  | 89%        | 10%      | 1%   | 9.41  |                                                                                      |
|  DAL   | 181                  | 86%        | 13%      | 2%   | 9.20  |                                                                                      |
|  JBU   | 72                   | 79%        | 18%      | 3%   | 8.82  |                                                                                      |
|  TRS   | 30                   | 67%        | 30%      | 3%   | 8.17  |                                                                                      |
|                                                                                         |                      |            |          |      | 7.94  | SFO AVERAGE                                                                          |
|  KLM | 6                    | 50%        | 33%      | 17%  | 6.67  |                                                                                      |
|  DLH | 9                    | 44%        | 33%      | 22%  | 6.11  |                                                                                      |
|  AFR | 1                    | 0%         | 100%     | 0%   | 5.00  |                                                                                      |
|  ANA | 1                    | 0%         | 100%     | 0%   | 5.00  |                                                                                      |
|  EVA | 1                    | 0%         | 100%     | 0%   | 5.00  |                                                                                      |
|  UAE | 1                    | 0%         | 100%     | 0%   | 5.00  |                                                                                      |
|  JAL | 2                    | 0%         | 50%      | 50%  | 2.50  |                                                                                      |
|  CAL | 1                    | 0%         | 0%       | 100% | 0.00  |                                                                                      |
| TOTAL                                                                                   |                      |            |          |      | 2,597 |                                                                                      |
| SFO AVERAGE                                                                             |                      | 67%        | 25%      | 8%   | 7.94  |                                                                                      |










# Gap Departure Climb Rating - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                             |     | Gap Departures |       | Gap Departure Quality Rating      |
|-------------------------------------------------------------------------------------|-----|----------------|-------|-----------------------------------|
|                                                                                     |     | Total          | Score |                                   |
|    | FDX | 1              | 10.00 | <div><div></div></div>            |
|    | DHL | 12             | 9.38  | <div><div></div></div>            |
|    | JAL | 48             | 8.88  | <div><div></div></div>            |
|    | JBU | 60             | 8.79  | <div><div></div></div>            |
|    | AMX | 7              | 8.04  | <div><div></div></div>            |
|    | AWE | 86             | 7.94  | <div><div></div></div>            |
|    | SWA | 432            | 7.73  | <div><div></div></div>            |
|    | SKW | 544            | 7.67  | <div><div></div></div>            |
|    | VRD | 353            | 7.56  | <div><div></div></div>            |
|    | ANA | 82             | 7.56  | <div><div></div></div>            |
|    | TAI | 12             | 7.08  | <div><div></div></div>            |
|    | KLM | 18             | 6.94  | <div><div></div></div>            |
|    | SIA | 164            | 6.38  | <div><div></div></div>            |
|    | KAL | 111            | 6.28  | <div><div></div></div>            |
|    | DAL | 136            | 6.27  | <div><div></div></div>            |
|    | ABX | 6              | 6.25  | <div><div></div></div>            |
|  | EVA | 132            | 5.98  | <div><div></div></div>            |
|  | ASA | 65             | 5.85  | <div><div></div></div>            |
|  | ACA | 8              | 5.78  | <div><div></div></div>            |
|                                                                                     |     |                | 5.70  | <div><div>SFO AVERAGE</div></div> |
|  | CCA | 82             | 5.63  | <div><div></div></div>            |
|  | UAE | 81             | 5.59  | <div><div></div></div>            |
|  | AAR | 102            | 5.54  | <div><div></div></div>            |
|  | VIR | 63             | 5.20  | <div><div></div></div>            |
|  | CAL | 137            | 5.01  | <div><div></div></div>            |
|  | SCX | 1              | 5.00  | <div><div></div></div>            |
|  | AAL | 188            | 4.97  | <div><div></div></div>            |
|  | NCA | 59             | 4.92  | <div><div></div></div>            |
|  | UAL | 2249           | 4.83  | <div><div></div></div>            |
|  | AFR | 73             | 4.57  | <div><div></div></div>            |
|  | HAL | 23             | 4.40  | <div><div></div></div>            |
|  | PAL | 80             | 4.28  | <div><div></div></div>            |
|  | DLH | 146            | 4.20  | <div><div></div></div>            |
|  | CPA | 167            | 4.18  | <div><div></div></div>            |
|  | FFT | 11             | 4.09  | <div><div></div></div>            |
|  | LPE | 28             | 4.06  | <div><div></div></div>            |































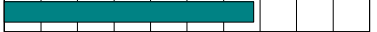


















# Gap Departure Climb Rating - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                               | Gap Departures |       | Gap Departure Quality Rating                                                       |
|---------------------------------------------------------------------------------------|----------------|-------|------------------------------------------------------------------------------------|
|                                                                                       | Total          | Score |                                                                                    |
|  ANZ | 74             | 3.55  |  |
|  SWR | 74             | 3.33  |  |
|  BAW | 142            | 2.60  |  |
|  WOA | 24             | 1.35  |  |
|  TRS | 3              | 0.42  |  |
| TOTAL 6084                                                                            |                |       |                                                                                    |
| SFO Average 5.70                                                                      |                |       |                                                                                    |

# Foster City Arrival Rating - 1st Quarter 2012

January 1 to March 31, 2012

| Airline                                                                                 | Foster City Arrivals |            |          |      |       | Foster City Arrival Rating                                                            |
|-----------------------------------------------------------------------------------------|----------------------|------------|----------|------|-------|---------------------------------------------------------------------------------------|
|                                                                                         | Total                | Successful | Marginal | Poor | Score |                                                                                       |
|  EVA   | 2                    | 100%       | 0%       | 0%   | 10.00 |    |
|  FFT   | 36                   | 58%        | 42%      | 0%   | 7.92  |    |
|  AAL   | 184                  | 57%        | 43%      | 0%   | 7.83  |    |
|  DAL   | 195                  | 57%        | 43%      | 1%   | 7.82  |    |
|  ABX   | 59                   | 54%        | 46%      | 0%   | 7.71  |    |
|  AWE   | 54                   | 52%        | 48%      | 0%   | 7.59  |    |
|  TRS   | 2                    | 50%        | 50%      | 0%   | 7.50  |    |
|  VRD   | 191                  | 46%        | 54%      | 0%   | 7.30  |    |
|  AMX   | 73                   | 47%        | 52%      | 1%   | 7.26  |    |
|  JBU   | 46                   | 43%        | 57%      | 0%   | 7.17  |    |
|  ACA   | 14                   | 43%        | 57%      | 0%   | 7.14  |    |
|  CPA   | 7                    | 43%        | 57%      | 0%   | 7.14  |    |
|  SWA   | 165                  | 42%        | 57%      | 1%   | 7.03  |    |
|  UAL   | 756                  | 40%        | 59%      | 1%   | 6.98  |    |
|                                                                                         |                      |            |          |      | 6.97  |    |
|  NCA   | 52                   | 37%        | 63%      | 0%   | 6.83  |    |
|  FDX   | 54                   | 35%        | 65%      | 0%   | 6.76  |    |
|  SCX   | 3                    | 33%        | 67%      | 0%   | 6.67  |    |
|  TAI | 70                   | 31%        | 67%      | 1%   | 6.50  |  |
|  WOA | 29                   | 31%        | 66%      | 3%   | 6.38  |  |
|  AAR | 28                   | 25%        | 75%      | 0%   | 6.25  |  |
|  ASA | 20                   | 15%        | 85%      | 0%   | 5.75  |  |
|  KAL | 77                   | 10%        | 90%      | 0%   | 5.52  |  |
|  SKW | 78                   | 12%        | 82%      | 6%   | 5.26  |  |
|  DHL | 1                    | 0%         | 100%     | 0%   | 5.00  |  |
| TOTAL 2,196                                                                             |                      |            |          |      |       |                                                                                       |
| SFO AVERAGE                                                                             |                      | 40%        | 59%      | 1%   | 6.97  |                                                                                       |

**Airport / Community Roundtable**  
**Meeting No. 279 Overview**  
**Wednesday, March 2, 2012**

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

Chairperson Gee called the Regular Meeting of the Airport/Community Roundtable to order, at approximately 7:17 PM, at the SFO Airport. Steve Alverson, Roundtable Chairperson called the roll. A quorum (at least 12 Regular Members) was not present.

REGULAR MEMBERS PRESENT

**Julian L. Chang**, Mayor's Office Representative  
**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**  
**Larry May**, Town of Hillsborough  
**Robert Gottschalk**, City of Millbrae  
**Sue Digre**, City of Pacifica  
**Jeffrey Gee**, City of Redwood City/**Chairperson**  
**Ken Ibarra**, City of San Bruno  
**David Burow**, Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)  
C/CAG Airport Land Use Committee (ALUC)  
City of Belmont  
City of Burlingame  
City of Foster City  
City of Half Moon Bay  
City of Menlo Park  
Town of Portola Valley  
City of San Carlos  
City of San Mateo (Vacant)  
City of South San Francisco

ADVISORY MEMBERS

**Airline/Flight Operations**

**Glen Morse**, United Airlines

**Federal Aviation Administration**

**Dennis Green**, Nor Cal TRACON

**David Dodd, David Norris**

## ROUNDTABLE STAFF / CONSULTANTS

**Steve Alverson**, Roundtable Coordinator  
**Phil Wade**, Roundtable Support

## SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

**Mike McCarron**, Director Bureau of Community Affairs  
**John Bergener**, Director of Planning  
**Bert Ganoung**, Noise Abatement Manager  
**David Ong**, Sr. Noise Abatement Systems Manager  
**Ara Balian**, Noise Abatement Specialist  
**John Hampel**, Noise Abatement Specialist

Steve Alverson welcomed the attendees. He noted process for parking validation. He also informed the attendees that there were only three microphones, and asked members to ask for the microphone when they wanted to speak.

Chairperson Gee noted that this is one of the meetings that were added to the Roundtable schedule, and noted that the Chetcuti Community Meeting Room in Millbrae was not available for this evening's meeting, which is why the meeting was being held at the SFO Aviation Museum. Chairperson Gee thanked SFO for making the meeting space available.

## II. Public Comment on Items NOT on the Agenda

Chairperson Gee opened the floor to public comments on items not on the agenda. There were no requests for comments, so the public comment period was closed.

## III. Consent Agenda Items

Chairperson Gee noted that since there was not a quorum, the Roundtable could not vote on the consent agenda items or any other matters until a quorum was present.

## IV. Airport Director's Report

Mike McCarron, who was filling in for Airport Director John Martin, noted that SFO is having a good year, and that the numbers are strong and just short of record passenger levels. SFO is experiencing its best year since 2000, and 2012 is looking even better than 2011. Airlines are adding service. He indicated that Department of Transportation is going to open slots to National Airport in Washington, DC. United Airlines was granted one of these slots and will start flying from SFO to National.

**Questions/Comments:** None.

## V. FY 2011-2012 Roundtable Work Program Items

### V.A Update on FAA's PORTE THREE Departure Analysis

Chairperson Gee noted that they tried to restructure the agenda to allow more discussion and work. The agenda is now geared towards less reporting and more action-oriented discussions.



Chairperson Gee opened Item V.A describing noise issues in Brisbane. He stated that last October there was a community noise workshop in Brisbane and in January, a meeting with Congresswoman Speier. Congresswoman Speier sent a letter to FAA Regional Administrator William Withycombe. Withycombe responded with a letter to the Congresswoman. In addition, the Roundtable sent a letter to FAA requesting the analysis of alternatives to the PORTE THREE departure, and FAA responded that they would be studying the submittal. He noted that the letters were included in the meeting agenda packet.

Chairperson Gee also noted that Dennis Green has replaced Patty Daniel on the Roundtable as FAA's representative of the Northern California TRACON, while Patty is working on the Northern California Metroplex Airspace Optimization project.

Dennis Green noted that FAA had been studying the alternatives, and their work should be done next week. They are scheduled to meet with Congresswoman Speier in early April to review the results. Gee asked if they would know more at the next Roundtable meeting.

Peter Grace, resident of Brisbane, addressed the Roundtable on this item. He stated that the goal of this talk to highlight the tools available through SFO noise. He noted that there are lots of complaints in Brisbane. He asked the Roundtable to look beyond the complaints, and look at what's happening on the ground. Every flight is tracked every 4.7 seconds. There are a series of noise monitors around the Bay. SFO Noise Abatement has the tools to match flights, tracks, and noise events. The first sheet in packet shows data from October 5, 2011 of flights coming from R01L between 6 am and 6:55 am and 1 pm and 2 pm. Flights that made noise events in Brisbane are coded in red. Any flight recording more than 65 dB on a Brisbane noise monitor is shown as red flights. White flights did not produce a level above 65 dB. There were six flights on October 5, 2011; five of which created a noise event. He believes this is a typical day and he is personally woken up by these flights. He said, how many times do I need to call to let you know there is a problem? He said he has never called, but sent emails. He has given up on emailing. This is a regular problem every morning; flights coming straight over Brisbane.

He explained the second page of his handout shows most of the flights are white. A couple flights flew to the four mile marker and then turned. Between 1 pm and 2 pm, there were 11 flights, two of which created noise events. The rest flew to the four-mile marker and did not create a noise event. He said he has asked the FAA why these flights are turning early. Mr. Grace said he has asked SFO Noise Abatement why the 7 am flights turn before the four-mile marker, but has not received. He asked the Roundtable to ask SFO Noise Abatement staff to provide him with a response on why the flights are turning before the four-mile marker.

He summed up by saying that there are tools available beyond noise complaints. This analysis came as a result of speaking with SFO Noise Abatement staff. He suggested that other communities would probably appreciate a noise analysis like his that matches the flights with the noise levels.

**Questions/Comments:** Vice-Chairperson Sepi Richardson added that Brisbane is asking for aircraft to fly to the four-mile marker, and it's resulting in a loss of quality of life, and they want to work with SFO on this issue.

Member Ken Ibarra asked if they can get an update on where things are at in terms of an explanation from FAA. Is there any explanation, or is it an issue coordination and

cooperation in terms of taking the flight path. He didn't want to point fingers, but he felt the Roundtable has not received an answer.

FAA NCT Representative Dennis Green introduced David Dodd and David Norris who are also with the FAA. He stated that the PORTE THREE is a non-radar departure. There is a lot of traffic in the area, and what you are seeing is our effort to move aircraft safely and efficiently.

Peter Grace asked, why does it happen between 6 am and 7 am. He stated that interference with flights to OAK isn't the reason. He believes he is being told things that are not completely true. Mr. Grace said planes are being vectored earlier, and the FAA is not looking at the communities it's affecting.

Brian Perkins from Congresswoman Speier's office stated that he appreciated Mr. Grace's diagrams. He noted that with respect to the upcoming April meeting, Congresswoman Speier expects to hear solutions at the meeting. Mr. Perkins asked that charting the flights that are causing noise events need to be charted so you can identify the issues or conflicts. He stated that he believes this is just a "common" practice, which is why it should be implemented.

Vice- Chairperson Sepi Richardson noted that there have been two meetings with Congresswoman Speier, and you would not believe the FAA has no answers. She felt it was unprofessional for the FAA to walk into the meetings with Congresswoman Speier with no answers.

Chairperson Gee noted that he is hopeful that by the April meeting at Congresswoman Speier's office that FAA will present possible solutions. He thanked the FAA for being at the Roundtable meeting tonight, and noted that they support the FAA's mission and the communities' noise concern.

## **V.B Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR**

Chairperson Gee noted that an ad hoc committee was formed at the February 1, 2012 Roundtable meeting to address the Woodside issue.

Member David Burow reported that the ad hoc committee had met and interacted with the SFO Noise Abatement Office. The requests made by Mr. Jim Lyons at the February 1, 2012 meeting were: 1. Data from SFO, which will be made available to him. (This request was completed, brought in on CD and handed to Mr. Lyons after meeting); 2. Noise monitoring equipment be placed at the Woodside VOR. (A portable noise monitor was installed on March 5<sup>th</sup> at two locations near the Woodside VOR. The plan is to report monthly on single-event noise exposure levels two weeks after the end of the month. Report is expected around the 15<sup>th</sup> or 16<sup>th</sup> of the next four months. A report will be generated at the end of the project on the CNEL for the area and single event levels. The committee is looking at installing a permanent noise monitor to monitor NEXTGEN and other issues. The committee is looking at funding alternatives and asked that they be made aware of any grant opportunities. The committee asked Steve Alverson to inform them of grants if available or to add money to the Roundtable budget to fund this, or cost sharing options.) 3. Request TRACON to state they intend to comply with the ESHOO agreement and comply with NCT7110.65P. The committee understands that Mr. Lyons met with Congresswoman Eshoo and a letter was sent to the FAA.

**Questions/Comments:** Member Elizabeth Lewis added that Member Wengert recommended the installation of the portable monitors at a private residence for security, as well as it was a site used for previous noise monitoring efforts to benchmark noise levels. She said she appreciates the FAA and SFO's responsiveness on this issue.

Chairperson Gee thanked Member David Burow and the ad hoc committee for their work on this issue.

Mr. Lyons addressed the Roundtable, starting by thanking Bert Ganoung, SFO Noise Abatement office, FAA, and the ad hoc committee for their responsiveness. He said he believes that the data will show an impact on citizens in Woodside and Portola Valley. Mr. Lyons reported on a meeting with Congresswoman Eshoo on February 10, 2012 in Palo Alto. She was receptive towards Mr. Lyons' concerns about noise from aircraft, and believed she had reached an agreement with FAA and SFO regarding minimum altitudes over the Woodside VOR, and she wanted to know why this agreement was not being followed. She sent letter on February 15, 2012, requesting a meeting with John Martin and members of FAA. He was not aware of a response yet. He also noted that the FAA responded to his letter concerning the "Eshoo Agreement." Mr. Lyons stated that Mr. Withycombe stated there's no record of an agreement with Congresswoman Eshoo. Mr. Withycombe takes the position that NCT711065T, only applies, traffic permitting, to oceanic arrivals, which is a small portion of total flights over the Woodside VOR. In Mr. Withycombe's view, this provision is being complied with. Mr. Lyons stated this is strange because there is one United Airlines flight that flies over at 4:30 in the morning, and 70% are below 7,000 feet and 30% are below 6,000 feet. He said he is looking forward to a response to this issue. He also noted the materials/flight data that was made available to him from the SFO Noise Abatement Office should be made available on the website.

Chairperson Gee said he would work with Staff on adding this data to the website. He asked if there would be a follow-up meeting with Congresswoman Eshoo.

### **V.C Review/approval of an Interim Roundtable Budget Expenditures for FY 2011/2012**

Member Dave Pine opened this item by stating the budget ad hoc committee met, and he had done a lot of up-front work. The SFO Roundtable is not a standalone entity, and does everything through other agencies. Any contract we enter into is through San Mateo County, and payments are administered through the County.

He stated that since there has been no internal staffing at the County since Dave Carbone and Connie Shields left, all the day-to-day things have ground to a halt.

In the prior fiscal year, Member Pine stated that there was an expense of \$148,000 with revenues of \$150,000, and as the Roundtable entered in to the new fiscal year, a budget was not adopted. The biggest ramification of losing County staff was pushing all the work to ESA. Workload went up at the same time. ESA has done a lot of work for the Roundtable over the past nine months, and at this point, ESA is our only source of support.

On the revenue side, we receive \$125,000 from SFO, \$6,000 from the County. The cities are not paying anything this year, because in FY 2010, it was agreed the fees should be cut in half, but everyone was billed in full last year. So no fees are being paid this year. Traditionally the fee has been \$1500 per city. Total revenue is \$131,000. Expenditures: 1.

Reimburse the County for Dave Carbone and Connie Shields (\$21,000). 2. To date, ESA has billed \$135,000, and projected amounts need to be explored. Remaining balance could not pay ESA. Ad hoc needs to work with ESA and SFO, as SFO may be able to bridge this period.

The ad hoc Budget Committee understands where we are now, and have a lot of follow-up to make sure the books are balanced. It is impossible to charge the cities any additional funds. We are close to resolving this issue, but need additional discussion with ESA and SFO. In the packet there is a document that is the agreement between the City of San Francisco and San Mateo County where the City gives the County \$125,000 for it to spend on behalf of the Roundtable. That document needed to be put in place for the FY. No action on this item is needed. The ad hoc committee has a deeper understanding of these issues. We are now in the implementation phase. Member Pine stated that he is not sure if the Roundtable can adopt a budget.

Chairperson Gee noted that there is not a quorum, so there can be no vote on the budget.

**Questions/Comments:** Vice-Chairperson Sepi Richardson thanked Member Pine for the committee's work and asked if the \$135,000 for ESA was through what period. Member Pine stated that it was for all invoices through January 2012. Pine noted that if the current run rate continued, it's about \$21,000 a month, for a total of \$250,000. Vice-Chairperson Richardson stated that the Roundtable cannot continue to spend money at this rate, and the County needs to draft a job description in order to hire a dedicated person who has knowledge and expertise in aviation to take on this work. She stated that the Roundtable started at \$2,500 a month, and is now going to \$21,000 a month.

Chairperson Gee noted that prior years actually averaged about \$5,000 a month, or about \$60K a year. He noted that there was no backfill for Dave Carbone and Connie Shields' departure, and ESA did a good job filling in for them. There is no question that the current model is not financially sustainable and that the Roundtable needs to find a way to reduce cost, or find new revenue sources, or disperse responsibilities. He said that this needs to happen for the new fiscal year. Chairperson Gee thanked Member Pine and the other ad hoc members. Member Julian Chang noted that the fiscal year for the City of SF started July 1.

Bert Ganoung noted that SFO is the author of the contract. Bert noted that the County would not sign the contract.

Member Pine stated that the agreement is in order, and has always been for one year. He stated there is no way the County could have a multi-year agreement with the City of San Francisco.

Steve Alverson added that the membership voted to reduce the number of meetings, which is what ESA's \$60,000 annual contract was based on. When Dave Carbone retired and the Roundtable office closed, ESA took on those duties expecting a change in our contract scope or budget. ESA took on those extra tasks and did everything we could to keep things running smoothly. The Roundtable voted to double the number of meetings. He noted that Connie Shields is still interested in supporting the Roundtable, and just couldn't because there were not enough hours available to her under the reduced meeting schedule. ESA is happy to support the Roundtable at any level or manner necessary.

Member Pine stated that ESA has done a lot of good work. The current model is just not sustainable. This isn't meant to reflect badly on ESA. They stepped in where needed and got the work done.

Sue Digre spoke up on behalf of the ad hoc committee that San Mateo County should hire an aviation planner, so the Roundtable can move forward as intended.

Member Pine noted that the structure was very complex. Dave Carbone was paid by yet another entity. Going forward, the Roundtable will be more diligent. Dave's vacancy lies with CCAG and not the County.

Chairperson Gee thanked Member Pine again for his work. Based on the work that has been done, we have a path forward to get our house in order, and will require more conversations with County, CCAG, and to ask for more money. There is a plan going forward.

Vice-Chairperson Sepi Richardson thanked the County for not signing the contract and locking the Roundtable into a three-year agreement. She said, otherwise, the Roundtable would be locked into a huge contract.

#### **V.D Status of Roundtable Work Program Items**

Steve Alverson stated that there was a discussion about streamlining work program items, including preparing a brief memo on the work program items. He noted that there were not any new items at the time of packet printing. Steve provided an Aviation Noise News update related to NEXTGEN, and Patty Daniel's reassignment with FAA, Dennis Green taking over Patty's role on the Roundtable, and an article regarding the airlines focus on saving fuel. He also added that Bert, Steve, and John were at the UC Davis Noise Symposium, which was focused on NEXTGEN, and the message for the Roundtable is that the NEXTGEN process is underway and the Roundtable should closely track its implementation at SFO.

Bert Ganoung stated that two portable noise monitors were deployed in South County. Bert agreed that the noise symposium was good.

**Questions/Comments:** None.

#### **V.E Study Session on Roundtable Efficiency and FY 2012/2013 Work Program**

Chairperson Gee introduced this item stating that it was hard to get Roundtable work done with only four meetings a year. He stated that he wants to get everyone involved.

Chairperson Gee passed out cards for people to write on and answer two questions: 1. What would you like to see the Roundtable accomplish over the next 10 months? 2. What would a good year for the Roundtable look like? The answers will be shared with the work program committee to help shape the Roundtable agendas. Chairperson Gee indicated that he would like to get everyone involved because no one has enough time, money and resources. He asked how can we best achieve success and what would this success look like? Chairperson Gee then gave the members of the public and Roundtable members three minutes to write down their responses.

Chairperson Gee asked if anyone would like to share their answers.

Vice-Chairperson Sepi Richardson stated that she wanted to solve the Brisbane and Woodside VOR noise issues to the satisfaction of everyone, and the community requirements for people calling in about noise, and no action is being taken to reduce noise. She stated the Roundtable needs to be more active to resolve these conflicts. She said the Roundtable MOU says to reduce noise. She stated we need to constantly improve.

Brian Perkins stated that he has been watching the Roundtable over the last 20 years, and he felt the Roundtable should be capable of providing relief from single event disturbances, while still working within the federal law. He acknowledged that the Roundtable cannot change the law, but that is what people expect.

Member Ken Ibarra stated that he liked the idea about outreach. He said that a good year is improving community awareness, and establishing a true partnership with the airlines. It always seems that it is an adversarial situation, and while we have a good partnership with SFO, the airlines are not in there yet. There are some communities that are really getting pounded and have real concerns. There are other towns too. Even if you go into San Bruno and have a town hall meeting; we just need to get the awareness out there.

Member Larry May stated that in addition to Woodside and Brisbane, we need to develop a method for identifying issues, immediately communicating to those who can help solve them, coming up with solutions, and implementing those solutions.

Sue Digre stated that members need to be aware and up to speed on aviation and noise issues.

Member Elizabeth Lewis stated a good year would be happier residents in Woodside, Portola Valley, and Brisbane, and we are on our way to that. A good year will also be increased air traffic in our region, which produces a strong economy, but also comes with sensitivity to the noise issues of the community. We need to find some long-term funding sources. She would hate to see the Roundtable fall by the wayside because of cities not being able to afford \$1,500 a year.

Member Julian Chang stated that the Bay Area should use technology to come up with data-driven solutions from the FAA, SFO, and the community. We use "hack-a-thons" to come up with focused results in a concentrated amount of time. He stated we need to reduce noise in Brisbane and Woodside; we must do this in the next ten months.

Member David Burow stated they need to shift focus to single noise events instead of CNEL, because that's what residents care about. And correlate that data to aircraft type. We need to work more closely with airlines. I think the FAA is moving to providing pilots with more latitude under NEXTGEN. The airlines are afraid to come because they do not want the negative publicity. We need to fight noise and not just try to implement rules.

Member Dave Pine stated that we need to establish community/SFO/airline trust in the Roundtable body. We do that by establishing a track record of responsiveness in a fair and professional way. He said the Roundtable is very fragile right now. We don't have a quorum right now. We lost support and our reputation in the community is not high. Ten months from now we need to turn this around.

Member Robert Gottschalk replaced all the windows in his Millbrae home. We need to encourage airlines to look at certain technological improvements.

Jim Lyons stated that he thinks noise data and altitude data should be made more transparent, available, and understandable. Bert's monthly reports are difficult for him to understand. If there is a way the information could be made more accessible, that would be good.

Peter Grace stated that he is worried about NEXTGEN and what position the Roundtable will take with that issue.

Chairperson Gee thanked everyone for sharing their thoughts and said that he wants to collect the cards after the meeting. He stated that there will be three standing committees. Sepi will Chair the Operations and Efficiency committee. Naomi Patridge will chair the Legislative committee, and Jeff Gee will chair the Work Program committee.

Chairperson Gee wants to stop continuing items on the agenda, and assigned the 65 CNEL item to the subcommittee. The cards will be assigned to the committees to solve some of these challenges. He stated that the CATEX for NEXTGEN was adopted in the FAA funding legislation. He asked what should the Roundtable's position be and should the Roundtable write our congressional representatives. He encouraged each member to volunteer for at least one of the committees. He noted that these meetings often occur over conference calls.

Member Dave Pine noted that could we make these committees ad hoc committees, instead of Brown Act committees, just to reduce some of the red tape.

Member Mike McCarron stated that by tradition the Roundtable has followed the Brown Act to protect the integrity of the meetings and make them open to the public. He was surprised that two ad hoc meetings occurred and no airport staff was there. He said the Roundtable Bylaws state the Chairman must chair all of the subcommittees and that the open public meeting law that must be followed.

Member Dave Pine stated that the Brown Act always applies to these meetings and some others, but many members are used to a hybrid of both options. Some of the work could be more efficient if done through ad hoc committees.

Steve Alverson noted that ad hoc committees can be made and formed without a vote. Members can be appointed by the Chair. He stated the Bylaws do require that the Chair and Vice-Chair must act as the Chair and Vice-Chair of the ad hoc committees.

Chairperson Gee stated that the Roundtable got a lot done in the last 30 days because they were done by ad hoc committees. The three standing committees are Bylaw committees and through the committee they can make recommendations to the Roundtable to change the Bylaws.

Vice-Chairperson Sepi Richardson asked if the committees can form task forces.

Chairperson Gee stated that the Operations and Efficiency committee should come forward to the Roundtable with recommended changes to the Bylaws.

Member Dave Pine stated that there is a lot of work to be done in this fiscal year for the Budget committee. He asked if the budget ad hoc committee will remain ad hoc.



Chairperson Gee stated that he wanted to keep the budget committee ad hoc. He asked that the Woodside ad hoc stay alive as well, and that the other standing committees meet soon to discuss the issues before them.

Member Elizabeth Lewis clarified that the three current committees would remain Brown Act committees. Chairperson Gee responded that member Lewis was correct.

Chairperson Gee again asked members to volunteer. The members volunteered as follows:

- Legislative: Gee, Richardson, Chang, Lewis, Digre, and May;
- Work Program: Gee, Richardson, Lewis, Ibarra, Digre, May, and Pine;
- Operations and Efficiency: Gee, Richardson, Lewis, Pine, and May;
- Ad hoc Budget: Pine, Richardson, and Digre;
- Ad hoc Woodside: Burow, Lewis, and Digre.

Chairperson Gee stated that the Roundtable cannot get work done by meeting just six times a year. He said the amount of work completed in the last 30 days is a testament to the ad hoc committee process. He thanked everyone for their ad hoc committee work and for volunteering for the standing committees.

Member Dave Pine encouraged anyone who wants to participate in the budget ad hoc committee to let him know.

## **VI. Member Communications/Announcements**

None.

## **VII. Adjourn**

Chairperson Gee adjourned the meeting at 8:44 pm.



## Item III.H

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:** May 2, 2012

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

**FROM:** Steve Alverson, Roundtable Coordinator

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

---

Attached are the following correspondence/information items for review at the May 2, 2012 Roundtable Meeting:

1. Letter from Congresswoman Jackie Speier to Steve May of FAA  
January 6, 2012 **Pg. 63**
2. Letter from William C. Withycomb of FAA to Richard Newman (former Chairperson)  
March 6, 2012 **Pg. 65**
3. Letter from Congresswoman Anna Eschoo to John Martin of FAA  
February 15, 2012 **Pgs. 67-70**
4. Letter from Mayor Sal Torres of City of Daly City to Chairperson Gee  
February 2, 2012 – February 20, 2012 **Pgs. 71-73**



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JACKIE SPEIER  
12TH DISTRICT, CALIFORNIA

211 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0512  
(202) 225-3631  
FAX: (202) 226-4183  
400 S. EL CAMINO REAL, SUITE 410  
SAN MATEO, CA 94402  
(650) 342-0300  
FAX: (650) 375-8270  
WWW.SPEIER.HOUSE.GOV

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

COMMITTEE ON HOMELAND SECURITY

SUBCOMMITTEES:  
RANKING MEMBER OF COUNTERTERRORISM  
AND INTELLIGENCE  
TRANSPORTATION SECURITY

COMMITTEE ON OVERSIGHT AND  
GOVERNMENT REFORM

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

January 6, 2012

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

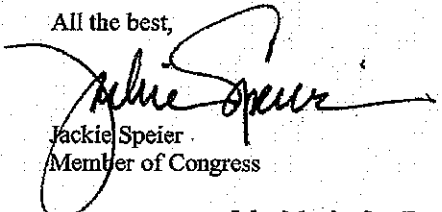
Dear Mr. May:

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

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

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

All the best,

  
Jackie Speier  
Member of Congress

cc:

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

KJS/bp

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

Western-Pacific Region  
Office of the Regional Administrator

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

MAR 06 2012

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

Dear Mr. Newman:

Thank you for your letter dated February 1, 2012, regarding your proposed modifications to the instrument departure procedures used by aircraft departing the San Francisco International Airport (SFO).

In your letter, you requested that we commence studies to determine the impacts and feasibility of your proposed changes to the PORTE, OFFSHORE, and EUGEN Departure Procedures.

Your proposals have been forwarded to the Federal Aviation Administration, Operational Support Group at the Western Service Center for analysis and review. Upon completion of our review, we will share them with the SFO Airport/Community Roundtable at the next scheduled meeting.

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

Sincerely,

William C. Withycombe  
Regional Administrator



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

RECEIVED

MAR 13 2012

DIRECTOR'S OFFICE

*Anna G. Eskoo  
Fourteenth District  
California*

February 15, 2012

Mr. John L. Martin, Airport Director  
San Francisco International Airport  
Post Office Box 8079  
San Francisco, California 94128-8079

Dear Mr. Martin,

I'm writing you regarding ongoing problems with the FAA agreement requiring that aircraft flying over Skyline would maintain a minimum altitude of 8,000 feet, and that the minimum altitude for aircraft flying over the Menlo Interchange would be 5,000 feet. For your convenience, I'm attaching my letter of December 15, 2005, to Regional Administrator William Withycombe reflecting this agreement. You may recall that the purpose of the agreement with the FAA was to reduce the noise levels of arriving aircraft which had become highly disruptive to residents of Southern San Mateo County living under the aircraft flight paths. We worked together on this issue, and it was agreed that air traffic controllers would enforce these regulations for approaching flights into San Francisco and Oakland airports. It is my understanding that the FAA has formally adopted arrival procedures for the San Francisco and Oakland airports that impose almost identical minimum altitude requirements, traffic permitting.

I recently met with constituents from Portola Valley and Woodside who have raised serious questions concerning the noise of aircraft approaching San Francisco and Oakland airports over the Woodside VOR at lower altitudes. I understand that the Airport Roundtable, whose mandate is to assist communities in San Mateo County affected by aircraft noise, has been informed of these issues, but I believe it's important to work directly with you and the FAA to ensure that the serious concerns of my constituents are addressed adequately.

It appears from data supplied by the SFO Noise Abatement Office that these minimum altitude requirements are not being followed. For example, on aircraft arrivals over the Woodside VOR between the hours of 10:30 p.m. and 6:30 a.m., from 2008 through 2011, more than 65 percent of all jet aircraft arrivals were below the 8,000 foot minimum altitude. I'm also informed that during 2010, the average altitude of arriving flights from 7:00 a.m. through 11:00 p.m. over the Woodside VOR was 6,712

feet. I've also received substantial and credible anecdotal information of serious airplane noise from low-flying aircraft disrupting the quiet of South San Mateo communities. These noise problems appear to be continuing and worsening, with little meaningful abatement.

I'm requesting your leadership to review the compliance issues with regard to the agreement involving incoming flights over Southern San Mateo County. I'm also requesting that your staff work with mine to arrange a meeting with you and an informed and duly authorized FAA representative to seek a good faith and timely resolution of these issues.

I look forward to your timely response, and thank you in advance for your cooperation. All correspondence should be directed to my Palo Alto District Office at 698 Emerson Street, Palo Alto, California 94301.

Most gratefully,

A handwritten signature in blue ink, appearing to read "Anna C. Eshoo". The signature is fluid and cursive, with a large initial "A" and "E".

Anna C. Eshoo  
Member of Congress

Enclosure

cc: Mr. William C. Withycombe, Regional Administrator, FAA Western-Pacific



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

*Anna G. Eshoo  
Fourteenth District  
California*

December 15, 2005

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

Dear Mr. Withycombe,

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

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

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

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

Sincerely,

Anna G. Eshoo  
Member of Congress

Enclosure

2





San Francisco International Airport

March 19, 2012

Representative Anna G. Eshoo  
14<sup>th</sup> District California  
House of Representatives  
Washington, DC 20515

Dear Representative Eshoo:

Thank you for contacting me regarding ongoing aircraft noise issues in Woodside. I want to assure you that the Airport takes these issues seriously and commits to working with you to address these community concerns.

As you know, the San Francisco International Airport (SFO), the Federal Aviation Administration (FAA), the Airport Community Roundtable (Roundtable), the airlines, you and your staff, and residents living in San Mateo County have a long history working together on issues related to aircraft noise and flight levels. It is my hope that this collaborative approach will again help determine the best way to proceed in this case.

In 1998, this issue of aircraft noise and flight levels over Woodside and Portola Valley stemmed from complaints regarding early morning arrivals from Hawaii between 4:00 a.m. and 7:00 a.m. Collaboration at that time resulted in Bay TRACON (now the Northern California TRACON) management voluntarily amending their procedures so that flights arriving in the early morning hours from oceanic routes including from Hawaii would cross Woodside "traffic permitting" at 7,000 ft. above sea level (MSL); this was later changed to 8,000 ft. MSL.

I've asked Airport Noise Abatement staff to analyze recent flight data for Woodside and it appears that some late night and early morning flights have been crossing over Woodside below 8,000 ft MSL. However, the majority of these lower altitude flights are not arriving from oceanic routes and the noise abatement procedures developed in 1998 do not apply. Furthermore, some of the flights that are arriving via oceanic routes are below 8,000 ft. MSL over Woodside because they are arriving via the Oceanic Tailored Arrival (OTA) approach. The OTA is a continuous descent approach that has the advantages of lower noise and air emissions with fuel savings compared to traditional stepped approaches; however these OTA approaches are typically lower over the Woodside VOR than 8,000 ft. MSL due to the continuously descending nature of the approach. Under this procedure, the aircraft begin from 200 miles out putting the engines in flight idle mode which results in a slow gradual descent without noisy engine power ups. Nevertheless, we recognize the concerns regarding non-oceanic flights and flights using the OTA and will seek to mitigate noise impacts.

Realizing that this is clearly having an impact on the Woodside community, I've asked my staff to follow up on your suggestion for a meeting between the Airport, the FAA, and your office to examine the data for these aircraft over flights. At that time, I hope further progress can be made toward reducing noise impacts.

I look forward to working with you to resolve this matter.

Very truly yours,

John L. Martin  
Airport Director

cc: William C. Withycombe, Regional Administrator, FAA Western-Pacific  
Jeff Gee, Chair, SFO Community Roundtable  
Steven Alverson, Coordinator, SFO Community Roundtable

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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AIRPORT DIRECTOR



**OFFICE OF THE MAYOR**  
**CITY OF DALY CITY**

333 - 90<sup>TH</sup> STREET  
DALY CITY, CA 94015-1895  
(650) 991-8125

March 29, 2012

Mr. Jeffrey Gee, Chairperson  
SFO Airport Community Roundtable  
1534 Plaza Lane, #306  
Burlingame, CA 94010

Dear Chairperson Gee,

The City Council of the City of Daly City unanimously adopted a resolution requesting to be reinstated as a member of the San Francisco International Airport Community Roundtable. Additionally, the City Council appointed Vice Mayor Raymond Buenaventura as our Representative to the Roundtable and Councilmember Carol L. Klatt as our Alternate. A copy of the resolution is enclosed.

Daly City was one of the original 10 cities that founded the Airport Roundtable in 1981. Budgetary constraints led us to discontinue our membership in 2010, but we recognize the importance in taking an active role in advocating on behalf of the more than 100,000 residents of Daly City on matters related to the airport.

We look forward to participating as a full-member of the Airport Roundtable at the next regular meeting. It is our intention to resume paying full dues effective July 1, 2012. Please feel free to contact my office if you have any questions regarding the timing of our reinstatement.

Sincerely,

Sal Torres  
Mayor

cc: Steven R. Alverson, ESA Airports

Enclosure

RESOLUTION NO. 12-41

A RESOLUTION OF INTENTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY  
AUTHORIZING DALY CITY'S TO BE REINSTATED AS A MEMBER OF THE  
SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY  
ROUNDTABLE AND APPOINTMENT OF CITY REPRESENTATIVES

---

A. The City of Daly City withdrew from the Airport Roundtable in 2010 due to fiscal considerations. Prior to withdrawing, Daly City had been a member of the Airport Roundtable since the organization was founded in 1981. Other current member agencies include: Atherton, Belmont, Brisbane, Burlingame, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Portola Valley, Redwood City, San Bruno, San Carlos, San Mateo, South San Francisco, Woodside and the City and County of San Francisco.

B. The Airport Roundtable was formed to address the noise impacts of San Francisco International Airport (SFO). Although the Airport Roundtable does not have jurisdiction over aircraft operations, it has had a successful history of cooperatively working with SFO personnel to mitigate noise issues. The Airport Roundtable monitors a performance-based noise mitigation program implemented by airport staff. It also works closely with SFO management and representatives from the Federal Aviation Administration (FAA).

C. Daly City has directly benefitted from the Airport Noise Soundproofing Program (ANSP). More than 2,200 homes in Daly City were retrofitted with doubled-paned windows, solid core doors and other noise dampening improvements with funds obtained through the ANSP.

D. Staff recommends that the City Council adopts as follows:

- Daly City's interest and request to be reinstated as a member of the Airport Roundtable; and
- City Council designate a Representative and Alternate to represent Daly City at meetings of the Airport roundtable; and
- Daly City's willingness to contribute to the Airport Roundtable in the same amount paid by other member cities. Current annual membership if \$1,500.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Daly City hereby authorizes and expresses its intent for the City of Daly City to be reinstated as a member of the San Francisco International Airport/Community Roundtable.

BE IT FURTHER RESOLVED that the City Council authorizes the Mayor to appoint a Representative and an Alternate to represent Daly City at meetings of the Airport roundtable and contribute to an annual membership fee, currently \$1500.



AMENDMENT TO  
RESOLUTION NO: 12-41

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DALY CITY  
AUTHORIZING DALY CITY TO BE REINSTATED AS A MEMBER OF THE  
SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY  
ROUNDTABLE AND APPOINTMENT OF CITY REPRESENTATIVES

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WHEREAS, the City Council of the City of Daly City did adopt Resolution No. 12-41 at its regular meeting thereof held on March 12, 2012 and said Resolution No. 12-41 contained a clerical error on its face, the following language is intended to amend and replace the last paragraph of the first page of that resolution.

The paragraph presently states:

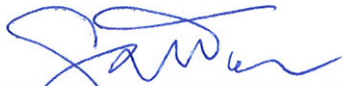
“BE IT FURTHER RESOLVED that the City Council authorizes the Mayor to appoint a Representative and an Alternate to represent Daly City at meetings of the Airport roundtable and contribute to an annual membership fee, currently \$1500.”

The paragraph is amended and replaced as follows:

“BE IT FURTHER RESOLVED that the City Council selects Vice-Mayor Raymond Buenaventura as its Representative and Councilmember Carol Klatt as an Alternate to represent Daly City at meetings of the Airport roundtable and contribute to an annual membership fee, currently \$1500.”

The amended language reflects the actual action taken by City Council at that meeting and is consistent with the Minutes taken at that meeting.

APPROVED:



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MAYOR OF THE CITY OF DALY CITY

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San Francisco International  
Airport/Community Roundtable

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May 2, 2012

**TO:** Roundtable Representatives and Alternates  
**FROM:** Steve Alverson, Roundtable Coordinator  
**SUBJECT:** Agenda Item No. V.D.a for May 2, 2012, Re: Brief Updates on Several Work Program Items

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## 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

**FAA Struggling with Congress' CatEx Language in FAA Funding Bill** – As noted at the February 1, 2012 Regular Roundtable meeting, the FAA funding bill includes a provision for categorically excluding certain aspects of NextGen implementation. FAA staff responsible for implementing the CatEx language is not certain how to interpret Congress' direction as the language conflicts with other requirements of the National Environmental Policy Act. Aviation industry groups such as the Airports Council International are concerned about the impact the provision could have on their relationships with their communities and will be working with FAA to clarify the CatEx language.

**FAA Program Guidance Letter on Sound Insulation Cause for Concern** – FAA has indicated that it may implement a policy requiring that residences in FAA-funded sound insulation programs demonstrate an interior aircraft noise level greater than 45 DNL (CNEL in California) in order to be eligible for FAA funding. FAA's approach could eliminate many homes already in sound insulation programs across the nation. Airports are concerned about the potential impact on their programs and negative publicity that eliminating already qualified homeowners from the program. The Airports Council International is working with FAA to review the Draft Program Guidance Letter and is hoping to make changes that would allow the program to continue as it has for the past 30 years.

### 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.



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## **SFORT Members**

### **What should the San Francisco Airport Roundtable accomplish over the next 10 months?**

1. Monitor single event noise events and correlate the noise events to flight path (3D) data & aircraft type
2. Establish an efficient methodology (in meetings & out) for communicating issues to SFO, FAA and Congressional Delegation
3. Evaluate the checks and balances that ensure that the airport, pilots and FAA actually have a written job description and are evaluated twice a year on quality of effectiveness and/or are the checks and balances that help to determine if entities are doing their job (e.g., noise control, single incidences multi) – are these checks and balances reasonable, effective? Suggest improvement as appropriate and appreciate quality effort and effectiveness.
4. Education of RT members to ensure we are educated as to 21<sup>st</sup> century air industry can/should do/and can reasonably (“demand”) negotiate for partnership for air quality air travel compatibility.
5. Noise issues/ call-ins to [the Airport Noise Office] need to be resolved – not stalling tactics by doing business as usual. Revise the requirement for community to call and report noise. Noise/SFO does nothing other than send a form[al] response. Noise concerns must be solved not shelved.
6. To reconcile the apparent differences in understanding among RT, FAA, Congress Member Eshoo, and others regarding requirements for flights over Woodside VOR and enforcement of same. Similarly with Brisbane.
7. Complete analysis of Brisbane and Portola Valley/Woodside noise problems and make recommendations on a course of action.
8. More town hall meetings.
9. An overall analysis of noise levels and whether or not mitigation has satisfied each community.
10. Help reduce noise over Brisbane
11. Come up with an understanding and a solution for Brisbane noise issues.
12. Long-term funding sources for RT
13. Get resolution with FAA on minimum altitude over Woodside for ALL flights – not just the OTA arrival
14. Periodically get airlines to attend and participate (may need to have closed session – is it possible?)

**What would a good year look like for the San Francisco Airport Roundtable?**

1. Share data with FAA & SFO
2. In 10 months issues are promptly identified and all responsible parties are working together to resolve identified issues.
3. SFORT responds to complaints ASAP – immediately
  - a. Research why the complaints
  - b. Support complaint or refute
  - c. What actions necessary and follow through can and will be done to address it and alleviate if possible while offering solutions.
4. Relief to communities from 65CNEL to single noise below 60 noise incident.
5. In order to not continue to be known as “deadbeat” RT, we need to solve Brisbane and Woodside/Portola Valley noise concerns permanently and to the satisfaction of these communities. Our credibility is involved.
6. Resolve funding and staffing shortfall issues
7. Get Daly City back as a member
8. Can we get airlines to reduce noise emitted from engine “run ups”?
9. Identification of the potential for possible noise impacts in the years ahead due to increased air traffic and new flight technologies
10. Establish community, SFO and airline’s trust in the RT by establishing a track record of responding to noise complaints in a prompt, thorough, fair and professional way.
11. Improving awareness, establishing a true “partnership” with airlines by solving the problems and issues.
12. Technology and data driver solutions pulling cooperation from FCC, RT, and community
13. Happier residents in Woodside along with continued safety with air flights
14. Increased air traffic = better economy with less noise and safe skies

## **Audience Members**

### **What should the San Francisco Airport Roundtable accomplish over the next 10 months?**

1. A resolution to the Woodside and Brisbane issues that the FAA & residents could live with
2. Organize townships to have a unified front and not town specific agendas
3. Develop understand of the noise & other environmental elements in FAA realization and the expected ramifications
4. The public deserves to have regular and consistently scheduled SFORT meetings – minimum of six meetings per year, hopefully every other month... regardless of the legal holidays within the months
5. The SFORT needs to more actively engage the airlines' chief pilots to their responsibility for operating their aircraft in a safe efficient and QUIET manner in all procedures: letters to chief pilots, RE errant, insensitive pilots
6. Bring more political pressure to bear in order to gain the willing cooperation of the FAA to help name the entire SF Bay Area a quieter, more pleasant place to live.
7. More involvement by cities that currently don't attend or aren't members
8. Education of noise roundtable members on noise metrics and other topics including noise laws
9. Reduce noise events over Brisbane
10. Fewer 6 -7 am flights over Brisbane
11. Use flight tracking data to see what is happening rather than use complaint calls
12. Get airlines to turn up [show up at meetings] and participate
13. Find out what are SFO's next generation of routes being studied and participate/influence the discussion and paths being studied
14. FAA explain why planes are turning early over Brisbane and less obscuration
15. Reduction in air traffic noise levels for communities, especially single event noise events that are so disruptive
16. No one is mentioning ENVIRONMENTAL DAMAGE from lowered [altitude] and more numerous flights over San Mateo County - Why not?



## **Audience Members**

### **What would a good year look like for the San Francisco Airport Roundtable?**

1. The budget resolved
2. Six meetings per year
3. Understanding between airport, FAA and residents
4. To have a voice with the airport to prevent issues becoming larger than what they need to be
5. The RT needs to publicize their existence by way of each member placing this information in their monthly newsletters/bulletins to their citizens – SFORT & SFO noise office addresses and phone numbers
6. A group capable of delivering relief from single event disturbances notwithstanding federal law, ever-changing patterns of traffic, carriers and key personnel
7. For the SFORT to regain respect of local communities and get noise reduced.
8. Achieve noise mitigation for Brisbane and Woodside
9. Make noise data more transparent and accessible and understandable!
10. Airlines to be in compliance with the Woodside VOR agreement to navigate the VOR at the 8000' flying altitude as lower altitude is much, much LOUDER!



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May 2, 2012

**TO:** Roundtable Representatives and Alternates  
**FROM:** Steve Alverson, Roundtable Coordinator  
**SUBJECT:** **Agenda Item No. V. F. for May 2, 2012, Re: E. Approval the City of Daly City's Membership Request**

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## **RECOMMENDATION**

Approve the City of Daly City's request for membership in the Roundtable.

## **BACKGROUND**

The City of Daly City was one of the founding members of the San Francisco Roundtable and actively participated in the Roundtable for 30 years when it withdrew from the Roundtable due to budgetary concerns. In responding the City of Daly City's withdrawal letter, the Roundtable express regret at Daly City's departure for the Roundtable and encouraged Daly City to rejoin the Roundtable when feasible.

## **DISCUSSION**

The Roundtable Bylaws and Memorandum of Understanding (MOU) describe a formal process that must be followed for a former member to rejoin the Roundtable. Sections 9 and 12 of Article III of the Roundtable Bylaws describe the process as follows:

9. Any city or town in San Mateo County that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.

12. A former member that has withdrawn its Roundtable membership must follow the same process that a new city or town in San Mateo County must follow to request membership in the Roundtable as described in Article III., Section 9 above.

Article III. Section 4 of the Roundtable MOU states:

Additional Voting Membership - Other incorporated towns and/or cities located within San Mateo County may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution:

- a. Authorizing two members of the city/town council (a Representative and Alternate) to represent the city/town on the Roundtable.
- b. Agreeing to comply with this Memorandum of Understanding (MOU) and all related amendments and any bylaws approved in accordance with this MOU.



c. Agreeing to contribute annual funding to the Roundtable in the same amount as current city/town members contribute, at the time of the membership request, or such annual funding as approved by the Roundtable for new members.

Therefore, the first step in the process for the City of Daly City to request membership on the Roundtable is to adopt the resolution as described above in Article III. Section 4 of the MOU and submit it to the Roundtable for consideration.

As indicated by the attached letter from the City of Daly City and the accompanying resolution, the City of Daly City has taken the appropriate first step for becoming an official Roundtable member. After approval of the City's membership by the Roundtable, the County will issue an invoice for the required Roundtable membership fees. Upon receipt of the City's payment by the County, the City's designated member and alternate will be added to the Roundtable membership roll and will be granted all of the rights and responsibilities inherent in being a Roundtable representative.

Roundtable staff recommends that the Roundtable accept the City of Daly City's request to rejoin the Roundtable and approve the City's membership at its May 2, 2012 Regular Meeting.