



ROUNDTABLE REGULAR MEETING ANNOUNCEMENT

MEETING No. 283

Wednesday, December 5, 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)

AGENDA

- I. Call to Order / Roll Call / Declaration of a Quorum Present -
Jeff Gee, Roundtable Chairperson / James A. Castañeda, AICP, 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. <u>Consent Agenda Items</u> - | ACTION |
| A. Review of Airport Director's Report for September 2012 | Pgs. 19-26 |
| B. Review of Airport Director's Report for October 2012 | Pgs. 27-34 |
| C. Review of SFO Fly Quiet Report Q3 2012 | Pgs. 35-48 |
| D. Review of Roundtable Regular Meeting Overview for October 3, 2012 | Pgs. 49-55 |

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 San Mateo County Planning & Building Department, at 455 County Center, 2nd Floor Redwood City, California 94063, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: www.sforoundtable.org.

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (650) 363-1853 at least 2 days before the meeting date.

REGULAR AGENDA

IV. Presentation Items:

- | | |
|---|--------------------|
| A. Adoption of Resolution 12-07 to Recognize Mike McCarron for His Service as Director for the office Bureau of Community Affairs for San Francisco International Airport | ACTION |
| B. Airport Director's Comments
- John Martin, Director, San Francisco International Airport (Verbal Report) | INFORMATION |
| C. Introduction of Technical Consultants to the Roundtable
- Cindy Gibbs & Harvey Hartman | INFORMATION |

V. Roundtable Work Program Items:

- | | |
|--|-----------------------------|
| A. SFO Construction Update and Departure/Arrival affects:
- Bert Ganoung, Manager, Aircraft Noise Abatement (Verbal Report) | INFORMATION |
| B. Update on FAA's PORTE Departure Analysis:
- Roundtable Chairperson (Verbal Report) | ACTION |
| C. Update on Crossing Altitude of Oceanic Arrivals Over the Woodside VOR
- Roundtable Chairperson | ACTION
Pgs. 59-70 |
| D. Follow-up on Optimization of Airspace & Procedures in the Metroplex (OAPM) Environmental Review
- Roundtable Chairperson | ACTION
Pgs. 71-73 |
| E. Adoption of 2013 Roundtable Meeting Dates
- James Castañeda, Roundtable Coordinator | ACTION
Pg. 75 |

VII. Member Communications / Announcements – Roundtable Members

VIII. ADJOURN – Roundtable Chairperson **ACTION**

NOTE: Next Regular Roundtable Meeting Date: Wednesday, February 6 , 2012
Roundtable Web Site: www.sforoundtable.org

Glossary of Common Acoustic and Air Traffic Control Terms

A

ADS-B - Automatic Dependent Surveillance – Broadcast – ADS-B uses ground based antennas and in-aircraft displays to alert pilots to the position of other aircraft relative to their flight path. ADS-B is a key element of NextGen.

Air Carrier - A commercial airline with published schedules operating at least five round trips per week.

Air Taxi – An aircraft certificated for commercial service available for hire on demand.

ALP - Airport Layout Plan – The official, FAA approved map of an airport's facilities.

ALS – Approach Lighting System - Radiating light beams guiding pilots to the extended centerline of the runway on final approach and landing.

Ambient Noise Level – The existing background noise level characteristic of an environment.

Approach Lights – High intensity lights located along the approach path at the end of an instrument runway. Approach lights aid the pilot as he transitions from instrument flight conditions to visual conditions at the end of an instrument approach.

APU - Auxiliary Power Unit – A self-contained generator in an aircraft that produces power for ground operations of the electrical and ventilation systems and for starting the engines.

Arrival – The act of landing at an airport.

Arrival Procedure - A series of directions on a published approach plate or from air traffic control personnel, using fixes and procedures, to guide an aircraft from the en route environment to an airport for landing.

Arrival Stream – A flow of aircraft that are following similar arrival procedures.

ARTCC – Air Route Traffic Control Center - A facility providing air traffic control to aircraft on an IFR flight plan

within controlled airspace and principally during the enroute phase of flight.

ATC - Air Traffic Control - The control of aircraft traffic, in the vicinity of airports from control towers, and in the airways between airports from control centers.

ATCT – Air Traffic Control Tower - A central operations tower in the terminal air traffic control system with an associated IFR room if radar equipped, using air/ground communications and/or radar, visual signaling and other devices to provide safe, expeditious movement of air traffic.

Avionics – Airborne navigation, communications, and data display equipment required for operation under specific air traffic control procedures.

Altitude MSL – Aircraft altitude measured in feet above mean sea level.

B

Backblast - Low frequency noise and high velocity air generated by jet engines on takeoff.

Base Leg – A flight path at right angles to the landing runway. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

C

Center – See ARTCC.

CNEL – Community Noise Equivalent Level - A noise metric required by the California Airport Noise Standards for use by airport proprietors to measure aircraft noise levels. CNEL includes an additional weighting for each event occurring during the evening (7:00 PM – 9:59 PM) and nighttime (10 pm – 6:59 am) periods to account for increased sensitivity to noise during these periods. Evening events are treated as though there were three and nighttime events are treated as though there were ten. This results in a

Glossary of Common Acoustic and Air Traffic Control Terms

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4.77 and 10 decibel penalty for operations occurring in the evening and nighttime periods, respectively.

CNEL Contour - The "map" of noise exposure around an airport as expressed using the CNEL metric. A CNEL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

Commuter Airline – Operator of small aircraft (maximum size of 30 seats) performing scheduled service between two or more points.

D

Decibel (dB) - In sound, decibels measure a scale from the threshold of human hearing, 0 dB, upward towards the threshold of pain, about 120-140 dB. Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of ten dB is perceived by human ears as a doubling of noise.

dBA - A-weighted decibels adjust sound pressure towards the frequency range of human hearing.

dBC - C-weighted decibels adjust sound pressure towards the low frequency end of the spectrum. Although less consistent with human hearing than A-weighting, dBC can be used to consider the impacts of certain low frequency operations.

Decision Height – The height at which a decision must be made during an instrument approach either to continue the approach or to execute a missed approach.

Departure – The act of an aircraft taking off from an airport.

Departure Procedure – A published IFR departure procedure describing specific criteria for climb, routing, and communications for a specific runway at an airport.

Displaced Threshold - A threshold that is located at a point on the runway other than the physical beginning. Aircraft can begin departure roll before the threshold, but cannot land before it.

DME - Distance Measuring Equipment - Equipment (airborne and ground) used to measure, in nautical miles, a slant range distance of an aircraft from the DME navigational aid.

DNL - Day/Night Average Sound Level - The daily average noise metric in which that noise occurring between 10:00 p.m. and 7:00 a.m. is penalized by 10 dB. DNL is often expressed as the annual-average noise level.

DNL Contour - The "map" of noise exposure around an airport as expressed using the DNL metric. A DNL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

Downwind Leg – A flight path parallel to the landing runway in the direction opposite the landing direction.

Duration - The length of time in seconds that a noise event lasts. Duration is usually measured in time above a specific noise threshold.

E

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

F

FAA - The Federal Aviation Administration is the agency responsible for aircraft safety, movement and controls. FAA also administers grants for noise mitigation projects and approves

certain aviation studies including FAR Part 150 studies, Environmental Assessments, Environmental Impact Statements, and Airport Layout Plans.

FAR – Federal Aviation Regulations are the rules and regulations, which govern the operation of aircraft, airways, and airmen.

FAR Part 36 – A Federal Aviation Regulation defining maximum noise emissions for aircraft.

FAR Part 91 – A Federal Aviation Regulation governing the phase out of Stage 1 and 2 aircraft as defined under FAR Part 36.

FAR Part 150 – A Federal Aviation Regulation governing noise and land use compatibility studies and programs.

FAR Part 161 – A Federal Aviation Regulation governing aircraft noise and access restrictions.

Fix – A geographical position determined by visual references to the surface, by reference to one or more NavAids, or by other navigational methods.

Fleet Mix – The mix or differing aircraft types operated at a particular airport or by an airline.

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

Glossary of Common Acoustic and Air Traffic Control Terms

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

G

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

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

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

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

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

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

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

H

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

I

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

IFR - Instrument Flight Rules -Rules and regulations established by the FAA to govern flight

under conditions in which flight by visual reference is not safe.

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

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

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

J

K

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

L

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

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

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

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

M

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

Missed Approach Procedure – A procedure used to redirect a landing aircraft back around to attempt another landing. This may be due to visual contact

Glossary of Common Acoustic and Air Traffic Control Terms

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not established at authorized minimums or instructions from air traffic control, or for other reasons.

N

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

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

Navaid – Navigational Aid.

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

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

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

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

NMS – See RMS

Noise Contour – See CNEL and DNL Contour.

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

O

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

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

Outer Marker – An ILS navigation facility in the terminal area navigation system located four to seven

miles from the runways edge on the extended centerline indicating the beginning of final approach.

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

P

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

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

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

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

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

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

Q

R

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

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

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

Glossary of Common Acoustic and Air Traffic Control Terms

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

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

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

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

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

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

S

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

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

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

represents an average noise level over a period of time, usually a year.

Single Event – Noise generated by a single aircraft overflight.

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

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

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

T

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

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

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

Threshold – Specified boundary.

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

U

V

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

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

Glossary of Common Acoustic and Air Traffic Control Terms

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

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

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

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

W

X

Y

Z



San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-1853
F (650) 363-4849
www.sforoundtable.org

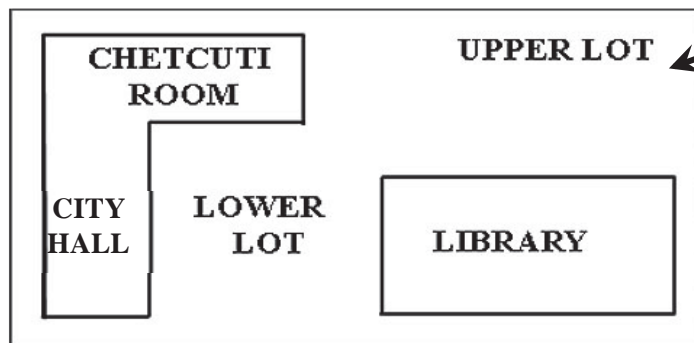
AIRPORT/COMMUNITY ROUNDTABLE REGULAR MEETING PLACE

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



Magnolia Avenue



Parking
entrance

Poplar Avenue

Library Avenue

Working together for quieter skies





WELCOME

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

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

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

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

AIRPORT/COMMUNITY ROUNDTABLE OFFICERS / STAFF/ CONSULTANTS

~ October 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:

JAMES A. CASTAÑEDA, AICP

County of San Mateo Planning & Building Department
Phone: (650) 363-1853

ROUNDTABLE WEB SITE ADDRESS: www.sforoundtable.org

* City/County Association of Governments of San Mateo County

Working together for quieter skies





ABOUT THE AIRPORT/COMMUNITY ROUNDTABLE

OVERVIEW

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

POLICY STATEMENT

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

FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS

The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). Federal law provides that:

“No state or political subdivision thereof and no interstate agency or other political agency of two or more states shall enact or enforce any law, rule, regulation, standard, or other provision having the force and effect of law, relating to rates, routes, or services of any air carrier having authority under subchapter IV of this chapter to provide air transportation.” (49 U.S.C. A. Section 1302(a)(1)).



MEMBERSHIP ROSTER OCTOBER 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 OCTOBER 2012 (Continued)

Page 2 of 3

CITY OF DALY CITY

TBA

Alternate: TBA

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

MEMBERSHIP ROSTER OCTOBER 2012 (Continued)

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CITY OF SAN MATEO

Representative: Vacant

Alternate: Vacant

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

FEDERAL AVIATION ADMINISTRATION

Airports District Office, Burlingame

Elisha Novak

SFO Air Traffic Control Tower

Greg Kingery

Northern California Terminal Radar Approach Control (NORCAL TRACON)

Dennis Green

ROUNDTABLE STAFF/CONSULTANTS

James A. Castañeda, AICP, Roundtable Coordinator

Cynthia Gibbs, Roundtable Aviation Technical Consultant (BridgeNet International)

Harvey Hartman, Roundtable Aviation Technical Consultant (Hartman & Associates)

SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT STAFF

Bert Ganoung, Noise Abatement Manager

David Ong, Noise Abatement Systems Manager

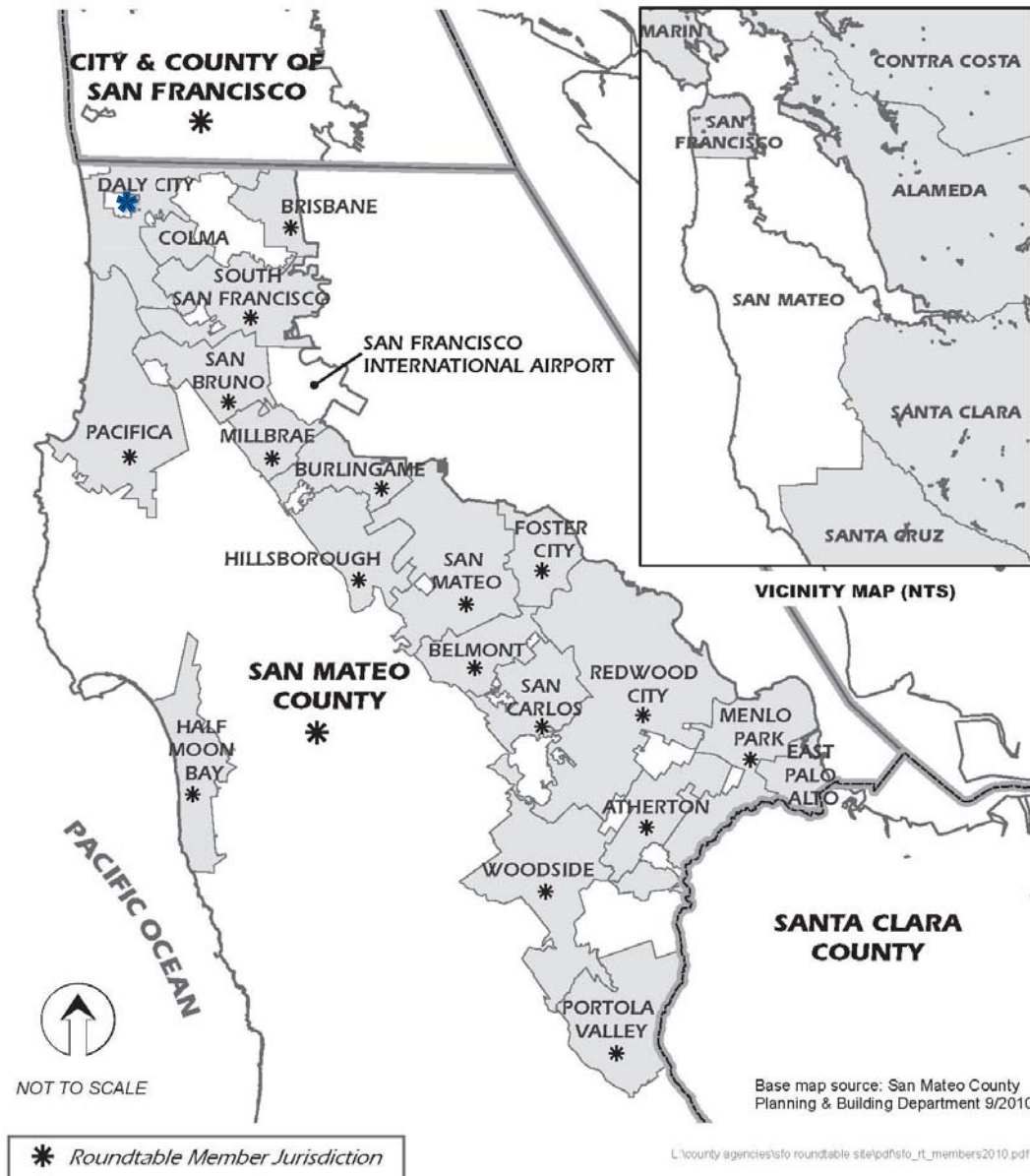
Ara Balian, Noise Abatement Specialist

John Hampel, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

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



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CONSENT AGENDA

Regular Meeting # 283
~ December 5, 2012 ~

Agenda Items III. A – D

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airport director's report

Presented at the December 5, 2012

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

September 2012



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: September 2012



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
FRONTIER FFT	1	275	4	9.99	
SkyWest SKW	44	8916	5	9.98	
Virgin america VRD	23	2934	8	9.97	
AIRFRANCE AFR	1	120	8	9.97	
U.S. AIRWAYS AWE	9	868	10	9.96	
DELTA DAL	21	1598	13	9.95	
AA AAL	27	1698	16	9.94	
AIR CANADA ACA	12	575	21	9.92	
SOUTHWEST AIRLINES SWA	50	2355	21	9.92	
jetBlue JBU	15	661	23	9.91	
Alaska Airlines ASA	20	772	26	9.90	
AirTran TRS	7	242	29	9.89	
JAPAN AIRLINES JAL	2	59	34	9.87	
UNITED UAL	378	9558	40	9.85	
SWISS SWR	3	60	50	9.81	
TACA TAI	5	83	60	9.77	
AIR CHINA CCA	4	60	67	9.75	
HAWAIIAN AIRLINES HAL	7	60	117	9.56	
BRITISH AIRWAYS BAW	15	120	125	9.53	
AEROMEXICO AMX	8	60	133	9.49	
NCA NCA	14	51	275	8.96	
ABX AIR ABX	13	42	310	8.83	
ATLAS AIR GTI	13	39	333	8.74	
SINGAPORE AIRLINES SIA	44	119	370	8.60	
FedEx FDX	16	41	390	8.52	
CATHAY PACIFIC CPA	52	132	394	8.51	
EVA AIR EVA	41	103	398	8.49	
ASIANA AIRLINES AAR	46	78	590	7.76	
KOREAN AIR KAL	122	121	1,008	6.18	
Philippines PAL	108	60	1,800	3.17	
WORLD WOA	15	8	1,875	2.89	
CHINA AIRLINES CAL	167	84	1,988	2.46	
SOUTHERN AIR SOO	45	22	2,045	2.24	
AIR NEW ZEALAND ANZ	116	44	2,636	0.00	
TOTAL	1,464	32,018	15,221		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **September 2012**



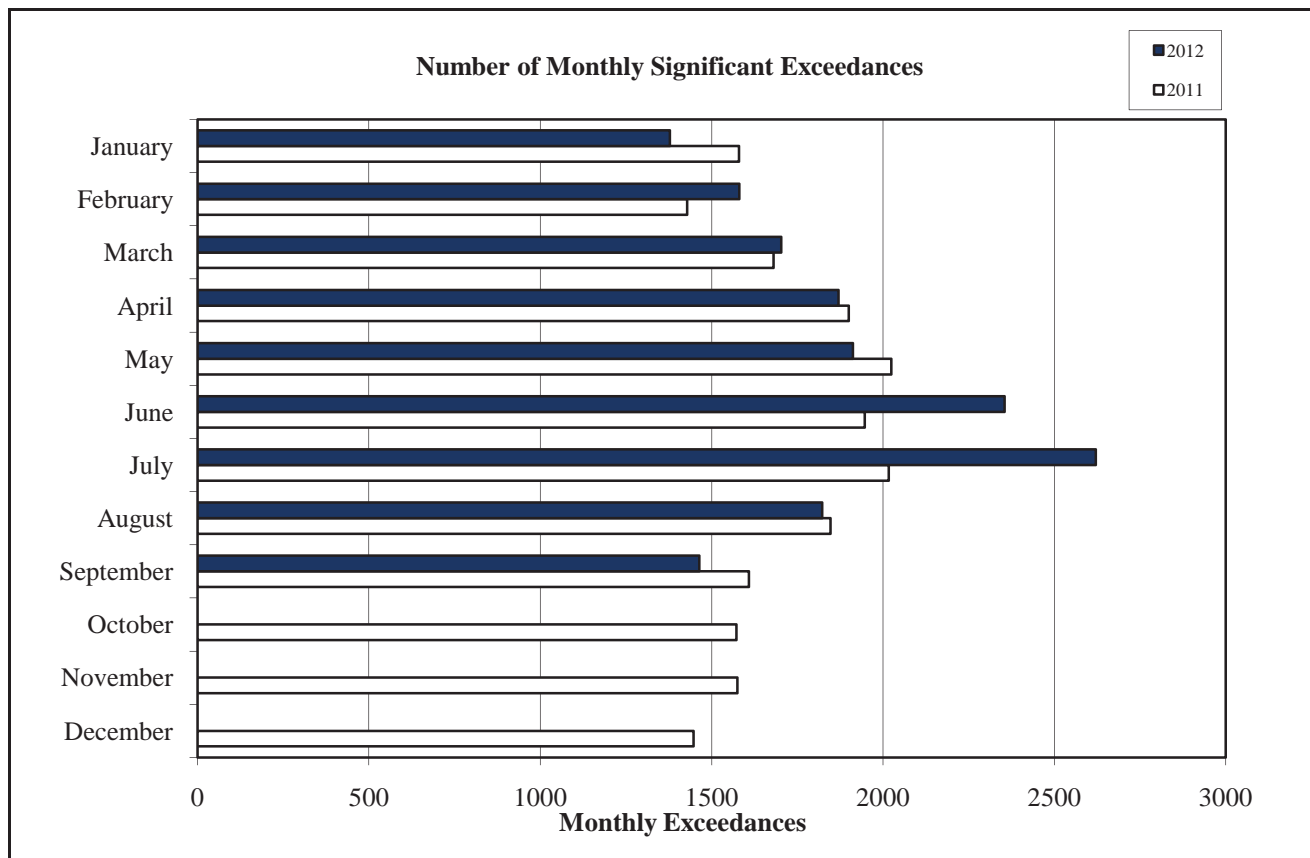
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2008	2009	2010	2011	2012	
January	1321 (1)	1459	1312**	1580	1378	-202
February	1366	1161 (2)	1297**	1429	1581	152
March	1757	1991	1778	1681	1703	22
April	1694 (3)	2258	1449	1900	1870	-30
May	2039 (1)	1917	2042	2024	1912	-112
June	2154 (1)*	2428	2177	1947	2355	408
July	1974*	2039	1743	2017	2621	604
August	2067*	1725	2090	1847	1823	-24
September	1470	1554	1636	1609	1464	-145
October	1474	1724	1537	1572		
November	1635	1400**	1599	1575		
December	1821	1494**	1411	1447		
Annual Total	20772	21150	20071	20628	16707	
Year to Date Trend	20772	21150	20071	20628	16707	673

(#) Number of new noise monitors - EMUs

* Amount of exceedance corrected due to new monitors.

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



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

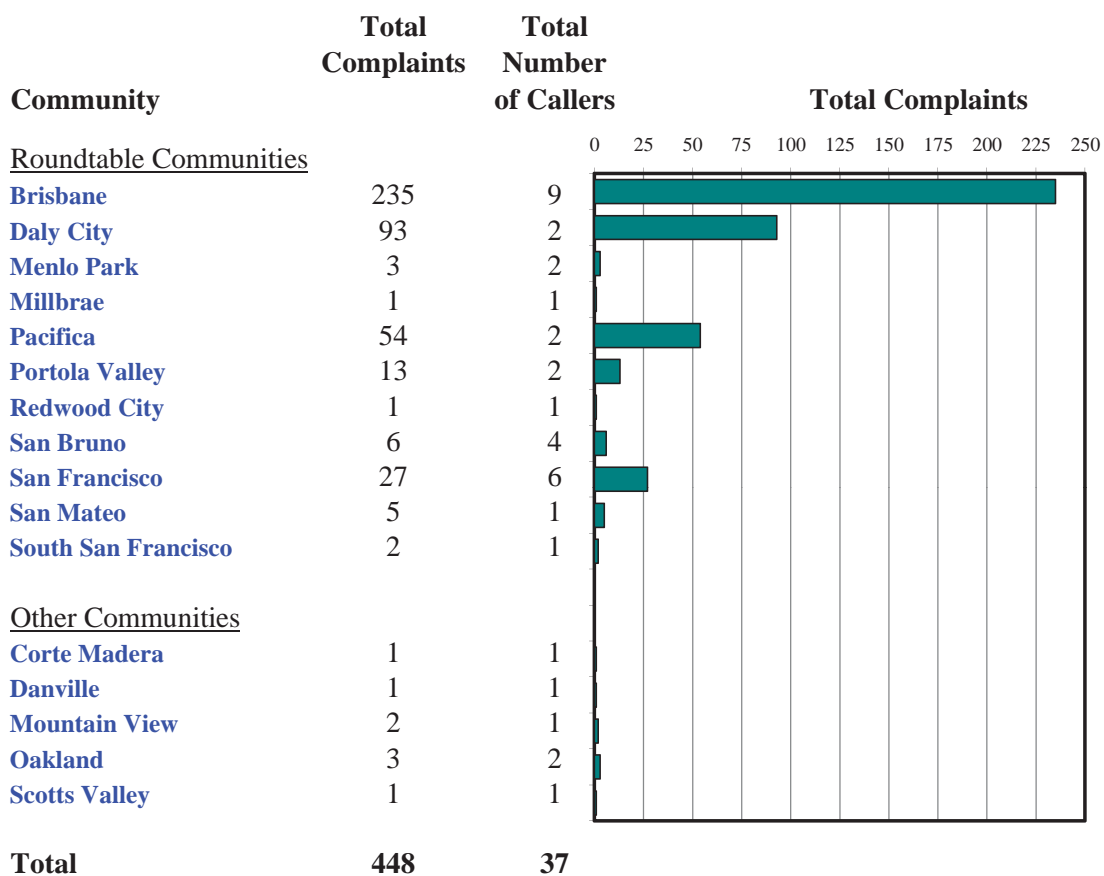
Period: **September 2012**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



Monthly Noise Complaint Summary Map September 2012



Caller Location and Amount of Complaints

Page 4




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

San Francisco International Airport -- Director's Report

Period : **September 2012**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
  	DAL	2	2.5	9%	
	AAL	8	9.5	36%	
	UAL	12	2.5	55%	
	Total	22			

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

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

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



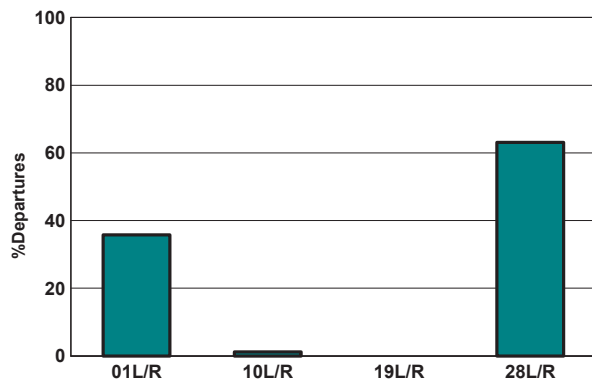
San Francisco International Airport

Runway Utilization (1 am to 6 am)

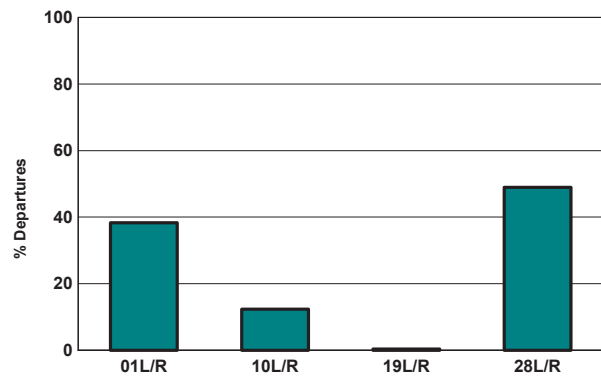
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	91	89	81	75	111	199	237	187	122	-	-	-	1,192
10L/R	87	52	107	63	23	17	29	2	4	-	-	-	384
19L/R	10	1	-	-	-	-	-	-	-	-	-	-	11
28L/R	46	46	126	210	212	221	212	232	215	-	-	-	1,520
Total	234	188	314	348	346	437	478	421	341	-	-	-	3,107
01L/R	39%	47%	26%	22%	32%	46%	50%	44%	36%	0%	0%	0%	38%
10L/R	37%	28%	34%	18%	7%	4%	6%	0%	1%	0%	0%	0%	12%
19L/R	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28L/R	20%	24%	40%	60%	61%	51%	44%	55%	63%	0%	0%	0%	49%

Current Month (1 am to 6 am)



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



Current Month (1 am to 6 am)



Numbers rounded to nearest whole percentages

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



Numbers rounded to nearest whole percentages

Air Carrier Runway Use Summary Report

San Francisco International Airport -- Director's Report

Period: September 2012

Time of Day : All Hours



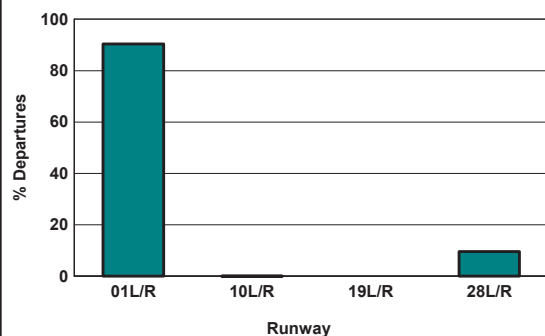
San Francisco International Airport

Runway Utilization (All Hours)

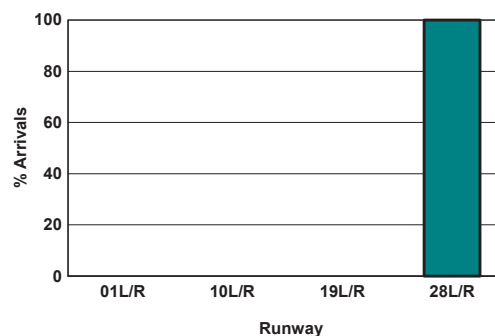
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	14,991	7	0	1,591	16,589
Arrivals	0	0	0	16,602	16,602
Percentage Utilization					
Departures	90.4%	0.0%	0.0%	9.6%	100%
Arrivals	0.0%	0.0%	0.0%	100.0%	100%

Departures (All Hours)



Arrivals (All Hours)



Percentage Departure Utilization



Numbers rounded to nearest whole percentages

Percentage Arrival Utilization



Numbers rounded to nearest whole percentages

airport director's report

Presented at the December 5, 2012

Airport Community Roundtable Meeting

SFO Aircraft Noise Abatement Office

October 2012



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **October 2012**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
QXE	1	174	6	9.98	
SKW	58	9389	6	9.98	
FFT	3	285	11	9.96	
VRD	42	2832	15	9.94	
DAL	25	1650	15	9.94	
SCX	1	64	16	9.94	
AFR	1	62	16	9.94	
SWR	1	62	16	9.94	
KLM	1	60	17	9.94	
SWA	62	2590	24	9.91	
AWE	22	893	25	9.90	
ACA	13	462	28	9.89	
JBU	20	645	31	9.88	
CCA	2	64	31	9.88	
AAL	58	1767	33	9.87	
ASA	27	819	33	9.87	
ANA	3	63	48	9.81	
BAW	6	124	48	9.81	
UAL	495	9446	52	9.80	
DLH	8	124	65	9.75	
TAI	8	84	95	9.63	
AMX	11	62	177	9.31	
ANZ	11	52	212	9.18	
GTI	11	45	244	9.05	
HAL	16	65	246	9.04	
FDX	15	48	313	8.78	
NCA	13	37	351	8.63	
ABX	20	45	444	8.27	
SIA	60	124	484	8.11	
KAL	62	125	496	8.07	
CKS	1	2	500	8.05	
CPA	73	140	521	7.97	
AAR	63	91	692	7.30	
EVA	86	101	851	6.68	
CAL	169	91	1,857	2.76	
SOO	62	26	2,385	0.70	
PAL	159	62	2,565	0.00	
TOTAL	1,689	32,775	12,969		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report

San Francisco International Airport -- Director's Report

Period: **October 2012**



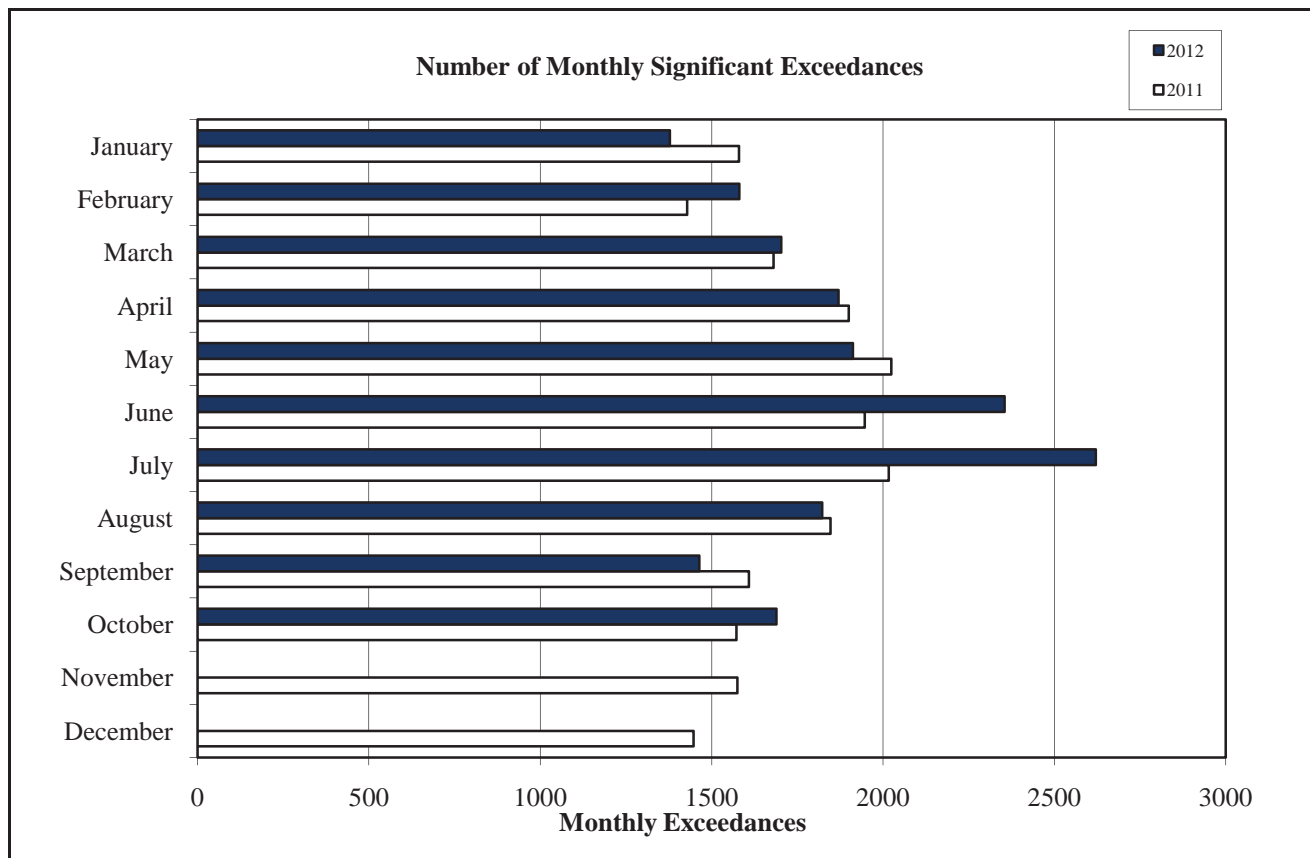
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2008	2009	2010	2011	2012	
January	1321 (1)	1459	1312**	1580	1378	-202
February	1366	1161 (2)	1297**	1429	1581	152
March	1757	1991	1778	1681	1703	22
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May	2039 (1)	1917	2042	2024	1912	-112
June	2154 (1)*	2428	2177	1947	2355	408
July	1974*	2039	1743	2017	2621	604
August	2067*	1725	2090	1847	1823	-24
September	1470	1554	1636	1609	1464	-145
October	1474	1724	1537	1572	1689	117
November	1635	1400**	1599	1575		
December	1821	1494**	1411	1447		
Annual Total	20772	21150	20071	20628	18396	
Year to Date Trend	20772	21150	20071	20628	18396	790

(#) Number of new noise monitors - EMUs

* Amount of exceedance corrected due to new monitors.

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



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

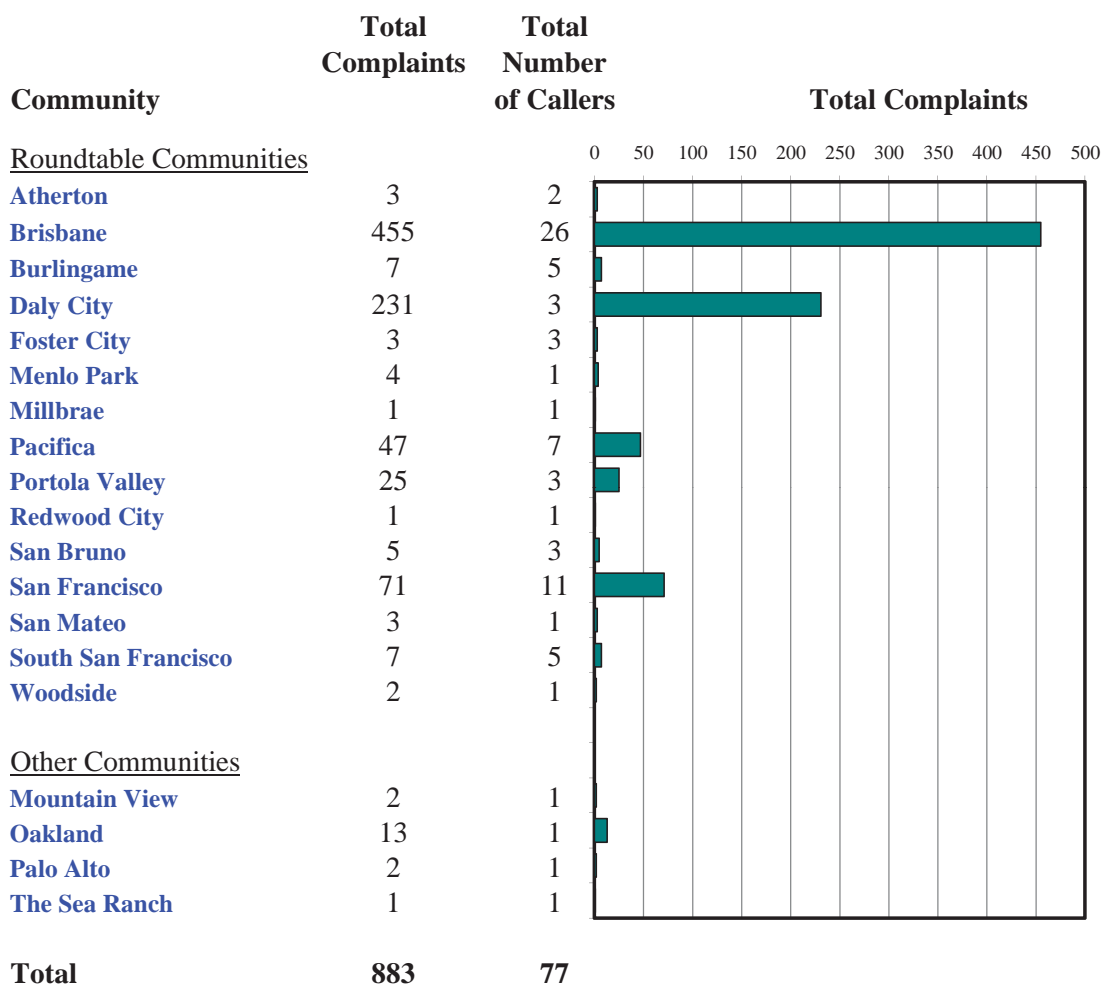
Period: **October 2012**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



Monthly Noise Complaint Summary Map October 2012



● Caller Location and Amount of Complaints

Page 4





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

San Francisco International Airport -- Director's Report

Period : **October 2012**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
	AWE	1	2.2	3%	
	DAL	1	1.2	3%	
	UAL	13	2.7	42%	
	AAL	16	17.9	52%	
Total		31			

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

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

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



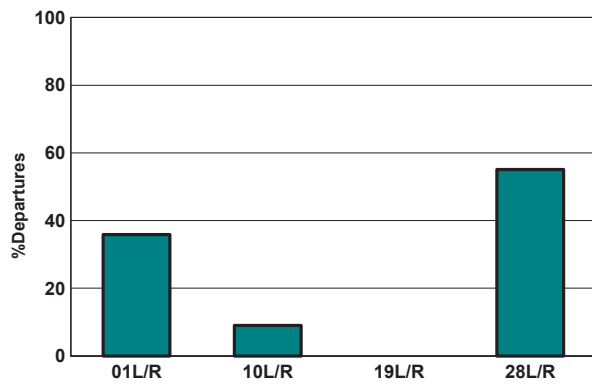
San Francisco International Airport

Runway Utilization (1 am to 6 am)

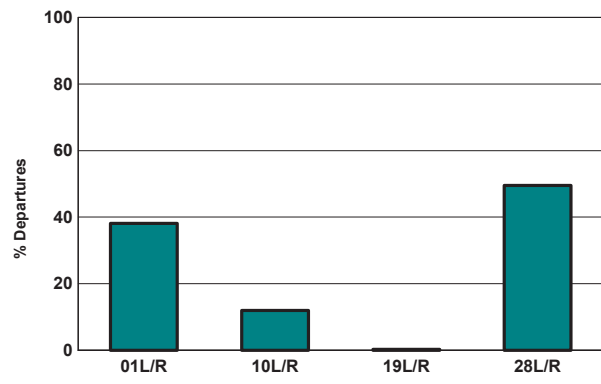
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	91	89	81	75	111	199	237	187	122	127	-	-	1,319
10L/R	87	52	107	63	23	17	29	2	4	32	-	-	416
19L/R	10	1	-	-	-	-	-	-	-	-	-	-	11
28L/R	46	46	126	210	212	221	212	232	215	195	-	-	1,715
Total	234	188	314	348	346	437	478	421	341	354	-	-	3,461
01L/R	39%	47%	26%	22%	32%	46%	50%	44%	36%	36%	0%	0%	38%
10L/R	37%	28%	34%	18%	7%	4%	6%	0%	1%	9%	0%	0%	12%
19L/R	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28L/R	20%	24%	40%	60%	61%	51%	44%	55%	63%	55%	0%	0%	50%

Current Month (1 am to 6 am)



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



Current Month (1 am to 6 am)



Numbers rounded to nearest whole percentages

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



Numbers rounded to nearest whole percentages

Air Carrier Runway Use Summary Report

San Francisco International Airport -- Director's Report

Period: October 2012

Time of Day : All Hours



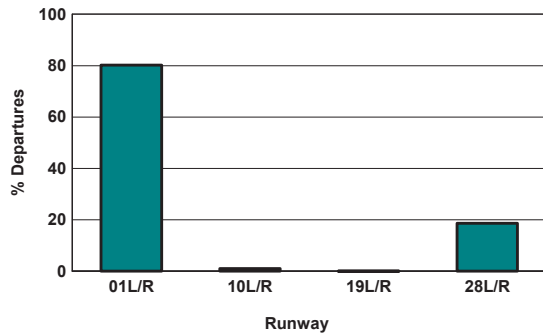
San Francisco International Airport

Runway Utilization (All Hours)

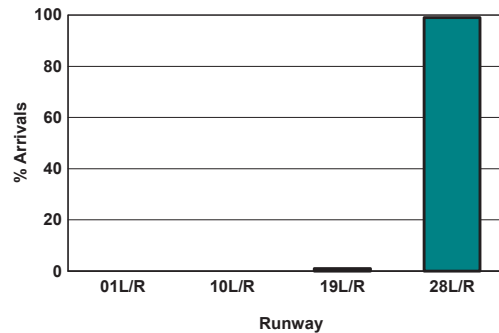
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	13,608	177	20	3,166	16,971
Arrivals	0	0	160	16,688	16,848
Percentage Utilization					
Departures	80.2%	1.0%	0.1%	18.7%	100%
Arrivals	0.0%	0.0%	0.9%	99.1%	100%

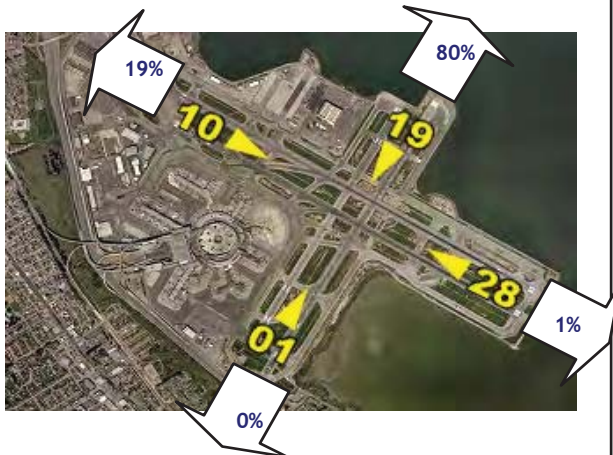
Departures (All Hours)



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 December 5, 2012
Airport Community Roundtable Meeting**
SFO Aircraft Noise Abatement Office
Third 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

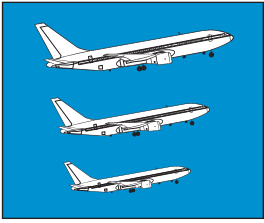
Fly Quiet reports communicate results in a clear, understandable format on a scale of 0-10, zero being poor and ten being good. This allows for an easy comparison between airlines over time. Individual airline scores are computed and reports are generated each quarter. These quantitative scores allow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

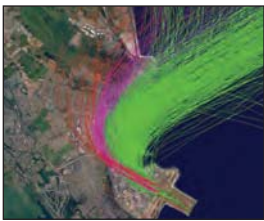
Eliminating high-level noise events is a long-standing goal of the Airport and the Airport Community Roundtable. As a result the Airport has established single event maximum noise level limits at each noise-monitoring site. These thresholds were set to identify aircraft producing noise levels higher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

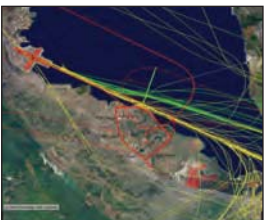
In order to evaluate each airline's performance when flying a Shoreline Departure, a corridor was established using Interstate 101 (green colored flight tracks) as a reference point. The corridor runs north along 101, beginning approximately one-mile north-northwest of the end of Runways 28L and 28R 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 - 3rd Quarter 2012

July 1 to September 30, 2012

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures Shoreline Gap		Arrivals Foster City	Final Score	Airline Fly Quiet Rating				
	FFT	6.21	9.97	-	10.00	-	8.66	8.71					
	SCX	5.82	10.00	-	10.00	-	-	8.61					
	ANA	7.15	9.98	-	-	7.58	-	8.24					
	XL	4.05	10.00	-	-	10.00	-	8.02					
	DLH	9.09	9.98	-	7.50	4.41	-	7.74					
	SKW	10.00	9.94	3.54	9.83	6.21	5.61	7.52					
	BER	4.05	9.95	-	10.00	6.08	-	7.52					
	UAE	7.15	9.92	-	-	4.79	-	7.29					
	ACA	7.22	9.90	3.33	9.38	7.08	6.25	7.19					
	DAL	6.57	9.93	3.86	8.98	5.24	7.96	7.09					
	JBU	4.85	9.91	3.91	8.64	6.78	8.27	7.06					
	SWR	8.17	9.76	-	-	3.10	-	7.01					
	SWA	5.73	9.83	3.33	10.00	6.10	6.98	6.99					
	FDX	4.09	8.84	-	10.00	5.00	6.44	6.87					
	AWE	4.79	9.88	4.00	9.41	4.55	8.32	6.82					
	AMX	5.82	9.55	3.33	10.00	4.69	7.47	6.81					
	VRD	5.23	9.93	3.33	9.58	5.51	7.13	6.79					
	TRS	5.82	9.85	4.00	5.83	-	8.38	6.78					
	AFR	4.53	9.95	-	8.75	3.26	-	6.62					
	AAL	5.45	9.88	3.48	9.36	2.82	8.26	6.54					
	ABX	4.87	8.66	6.67	10.00	2.50	6.23	6.49					
	TAI	5.16	9.74	3.22	10.00	3.75	6.99	6.48					
	UAL	5.98	9.81	3.51	9.38	2.87	7.22	6.46					
	GTI	4.87	8.74	3.33	10.00	4.25	7.50	6.45					
	NCA	5.16	8.85	-	-	5.52	6.25	6.45					
	VIR	4.84	9.99	-	-	4.29	-	6.37					
	WJA	5.82	10.00	-	9.17	0.00	-	6.25					
	ASA	5.33	9.88	3.33	9.50	4.40	5.00	6.24					
	CCA	3.43	9.78	-	-	5.37	-	6.19					
									6.13	SFO AVERAGE			
	JAL	5.64	9.94	1.67	-	7.75	5.00	6.00					
	EVA	6.53	8.64	0.34	-	5.32	9.00	5.96					
	KLM	3.43	9.98	-	5.00	4.28	-	5.67					
	HAL	4.04	9.46	3.33	-	2.81	7.50	5.43					
	LPE	3.84	10.00	-	-	2.08	-	5.31					
	AAR	5.40	8.91	0.91	-	4.76	5.45	5.09					
	BAW	3.43	9.74	-	-	1.90	-	5.02					
	CPA	5.48	7.96	0.00	-	5.30	5.75	4.90					
	KAL	6.39	6.00	0.93	-	4.57	5.44	4.67					
	SIA	7.15	8.67	0.00	0.00	5.50	-	4.26					

















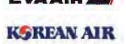






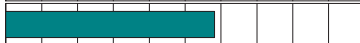














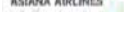

































Airline Fly Quiet Summary Report - 3rd Quarter 2012


July 1 to September 30, 2012

Airline		Fleet Noise Quality		Noise Exceedance	Nighttime Runway Use	<u>Departures</u> Shoreline Gap		<u>Arrivals</u> Foster City	Final Score	Airline Fly Quiet Rating										
 CAL		3.43	3.74	0.11	-	4.84	5.00		3.42											
 PAL		4.28	2.65	0.00	-	3.64	5.00		3.11											
 SOO		3.43	1.75	0.80	0.00	3.15	6.20		2.55											
 WOA		3.43	1.59	0.00	-	0.92	6.82		2.55											
 ANZ		3.55	0.00	-	-	3.32	-		2.29											
SFO Average		5.38	8.67	2.47	8.41	4.54	6.79	6.13												

Fleet Noise Quality - 3rd Quarter 2012







































July 1 to September 30, 2012

Airline	Nationwide		San Francisco		Fleet Noise Quality Rating
	Fleet Noise Quality Rating		Average Daily Jet Operations	Score	
 SKW	10.00		93	10.00	
 DLH	6.09		2	9.09	
 SWR	5.17		1	8.17	
 ACA	6.75		10	7.22	
 ANA	5.43		1	7.15	
 SIA	5.93		2	7.15	
 UAE	7.89		1	7.15	
 DAL	4.92		30	6.57	
 EVA	5.05		2	6.53	
 KAL	4.05		2	6.39	
 FFT	6.41		5	6.21	
 UAL	5.83		165	5.98	
 AMX	5.54		1	5.82	
 SCX	5.82		1	5.82	
 TRS	6.97		6	5.82	
 WJA	5.82		2	5.82	
 SWA	5.70		40	5.73	
 JAL	4.20		1	5.64	
 CPA	4.18		2	5.48	
 AAL	3.94		30	5.45	
 AAR	3.93		1	5.40	
				5.38	SFO AVERAGE
 ASA	5.10		13	5.33	
 VRD	5.31		51	5.23	
 NCA	3.90		1	5.16	
 TAI	5.18		2	5.16	
 ABX	1.52		1	4.87	
 GTI	0.93		1	4.87	
 JBU	6.13		11	4.85	
 VIR	5.84		1	4.84	
 AWE	5.67		15	4.79	
 AFR	5.49		2	4.53	
 PAL	5.09		1	4.28	
 FDX	2.80		1	4.09	
 XLF	0.00		0	4.05	
 BER	5.92		0	4.05	
 HAL	6.21		1	4.04	

Airline		Nationwide	San Francisco		Fleet Noise Quality Rating
		Fleet Noise Quality Rating	Average Daily Jet Operations	Score	
 LPE	4.38	0	3.84		
 ANZ	4.00	1	3.55		
 SOO	0.60	0	3.43		
 WOA	4.72	0	3.43		
 BAW	4.34	2	3.43		
 CAL	3.62	2	3.43		
 CCA	3.46	1	3.43		
 KLM	4.67	1	3.43		
AVERAGE		4.88	11	5.38	


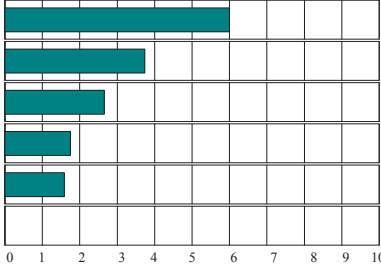





Noise Exceedance Rating Report - 3rd Quarter 2012

July 1 to September 30, 2012

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 LPE	0	78	0	10.00	<div></div>
 SCX	0	271	0	10.00	<div></div>
 WJA	0	363	0	10.00	<div></div>
 XLF	0	40	0	10.00	<div></div>
 VIR	1	261	4	9.99	<div></div>
 KLM	1	184	5	9.98	<div></div>
 ANA	1	183	5	9.98	<div></div>
 DLH	2	366	5	9.98	<div></div>
 FFT	7	853	8	9.97	<div></div>
 BER	1	78	13	9.95	<div></div>
 AFR	5	368	14	9.95	<div></div>
 SKW	256	17,041	15	9.94	<div></div>
 JAL	3	183	16	9.94	<div></div>
 VRD	180	9,371	19	9.93	<div></div>
 DAL	106	5,455	19	9.93	<div></div>
 UAE	4	184	22	9.92	<div></div>
 JBU	50	2,093	24	9.91	<div></div>
 ACA	50	1,806	28	9.90	<div></div>
 ASA	75	2,409	31	9.88	<div></div>
 AAL	173	5,540	31	9.88	<div></div>
 AWE	92	2,750	33	9.88	<div></div>
 TRS	40	1,012	40	9.85	<div></div>
 SWA	347	7,352	47	9.83	<div></div>
 UAL	1,552	30,302	51	9.81	<div></div>
 CCA	11	184	60	9.78	<div></div>
 SWR	12	184	65	9.76	<div></div>
 TAI	22	313	70	9.74	<div></div>
 BAW	26	366	71	9.74	<div></div>
 AMX	22	182	121	9.55	<div></div>
 HAL	27	186	145	9.46	<div></div>
 AAR	60	204	294	8.91	<div></div>
 NCA	48	155	310	8.85	<div></div>
 FDX	40	128	313	8.84	<div></div>
 GTI	44	129	341	8.74	<div></div>
				8.67	<div>SFO AVERAGE</div>
 SIA	132	367	360	8.67	<div></div>
 ABX	47	130	362	8.66	<div></div>
 EVA	132	360	367	8.64	<div></div>
 CPA	215	391	550	7.96	<div></div>






















































Noise Exceedance Rating Report - 3rd Quarter 2012

July 1 to September 30, 2012

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 KAL	403	373	1080	6.00	
 CAL	529	313	1690	3.74	
 PAL	365	184	1984	2.65	
 SOO	127	57	2228	1.75	
 WOA	134	59	2271	1.59	
 ANZ	378	140	2700	0.00	
TOTAL	5,720	92,948			
SFO AVERAGE			359	8.67	


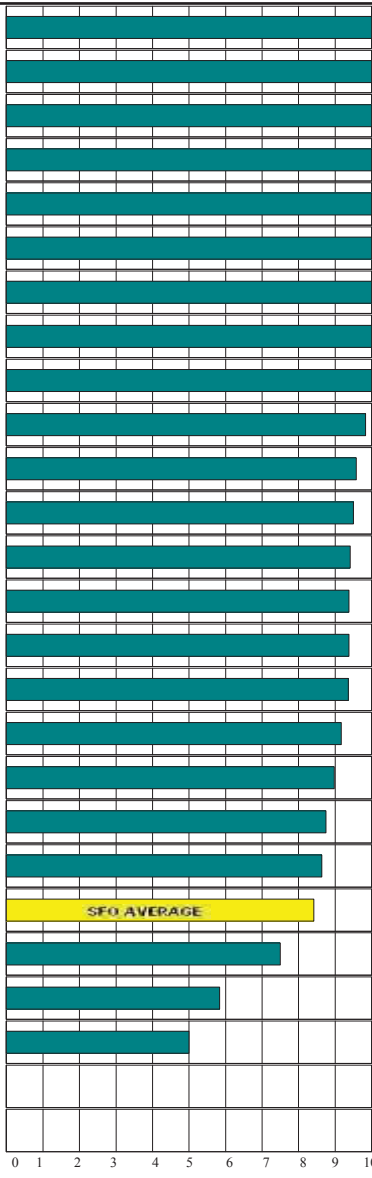
























Nighttime Preferential Runway Use - 3rd Quarter 2012

July 1 to September 30, 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	
 ABX	1	0%	100%	0%	0%	6.67	
 AWE	5	0%	20%	80%	0%	4.00	
 TRS	15	7%	7%	87%	0%	4.00	
 JBU	23	4%	9%	87%	0%	3.91	
 DAL	38	8%	0%	92%	0%	3.86	
 SKW	16	0%	6%	94%	0%	3.54	
 UAL	211	3%	5%	85%	7%	3.51	
 AAL	44	0%	5%	95%	0%	3.48	
 ACA	1	0%	0%	100%	0%	3.33	
 AMX	89	1%	2%	92%	4%	3.33	
 ASA	2	0%	0%	100%	0%	3.33	
 GTI	1	0%	0%	100%	0%	3.33	
 HAL	1	0%	0%	100%	0%	3.33	
 SWA	15	0%	0%	100%	0%	3.33	
 VRD	12	0%	0%	100%	0%	3.33	
 TAI	117	0%	1%	95%	4%	3.22	
						2.47	
 JAL	2	0%	0%	50%	50%	1.67	
 KAL	86	9%	0%	0%	91%	0.93	
 AAR	11	9%	0%	0%	91%	0.91	
 SOO	25	4%	4%	4%	88%	0.80	
 EVA	119	3%	0%	0%	97%	0.34	
 CAL	90	1%	0%	0%	99%	0.11	
 CPA	92	0%	0%	0%	100%	0.00	
 PAL	75	0%	0%	0%	100%	0.00	
 SIA	89	0%	0%	0%	100%	0.00	
 WOA	21	0%	0%	0%	100%	0.00	
TOTAL		1,201					
SFO AVERAGE		2%	6%	56%	36%	2.47	

































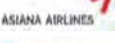



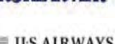









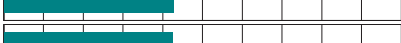





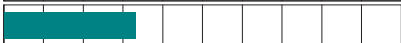

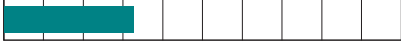



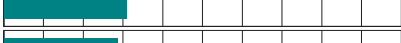



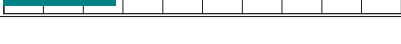








Shoreline Departure Rating - 3rd Quarter 2012

July 1 to September 30, 2012

Airline		Shoreline Departures					Shoreline Departure Rating
		Total	Successful	Marginal	Poor	Score	
	ABX	1	100%	0%	0%	10.00	
	AMX	2	100%	0%	0%	10.00	
	BER	3	100%	0%	0%	10.00	
	FDX	7	100%	0%	0%	10.00	
	FFT	13	100%	0%	0%	10.00	
	GTI	2	100%	0%	0%	10.00	
	SCX	11	100%	0%	0%	10.00	
	SWA	23	100%	0%	0%	10.00	
	TAI	1	100%	0%	0%	10.00	
	SKW	178	97%	3%	0%	9.83	
	VRD	60	92%	8%	0%	9.58	
	ASA	30	93%	3%	3%	9.50	
	AWE	17	88%	12%	0%	9.41	
	UAL	369	90%	8%	2%	9.38	
	ACA	24	92%	4%	4%	9.38	
	AAL	55	87%	13%	0%	9.36	
	WJA	6	83%	17%	0%	9.17	
	DAL	49	84%	12%	4%	8.98	
	AFR	8	75%	25%	0%	8.75	
	JBU	11	73%	27%	0%	8.64	
						8.41	SFO AVERAGE
	DLH	2	50%	50%	0%	7.50	
	TRS	6	50%	17%	33%	5.83	
	KLM	2	50%	0%	50%	5.00	
	SIA	1	0%	0%	100%	0.00	
	SOO	1	0%	0%	100%	0.00	
TOTAL		882					
SFO AVERAGE			80%	8%	12%	8.41	












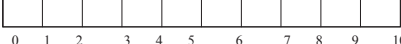
Gap Departure Climb Rating - 3rd Quarter 2012

July 1 to September 30, 2012

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 XLF	1	10.00	
 JAL	61	7.75	
 ANA	91	7.58	
 ACA	3	7.08	
 JBU	19	6.78	
 SKW	129	6.21	
 SWA	116	6.10	
 BER	15	6.08	
 NCA	77	5.52	
 VRD	88	5.51	
 SIA	180	5.50	
 CCA	91	5.37	
 EVA	173	5.32	
 CPA	192	5.30	
 DAL	218	5.24	
 FDX	1	5.00	
 CAL	144	4.84	
 UAE	91	4.79	
 AAR	101	4.76	
 AMX	4	4.69	
 KAL	178	4.57	
 AWE	36	4.55	
		4.54	
 DLH	179	4.41	
 ASA	25	4.40	
 VIR	99	4.29	
 KLM	26	4.28	
 GTI	5	4.25	
 TAI	5	3.75	
 PAL	91	3.64	
 ANZ	70	3.32	
 AFR	148	3.26	
 SOO	25	3.15	
 SWR	90	3.10	
 UAL	2647	2.87	
 AAL	70	2.82	







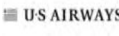



























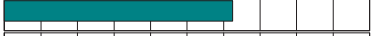

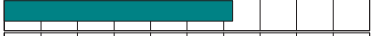

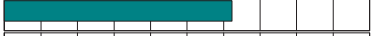

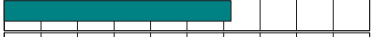

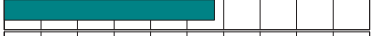

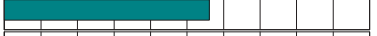
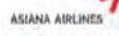











Gap Departure Climb Rating - 3rd Quarter 2012

July 1 to September 30, 2012

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 HAL	8	2.81	
 ABX	2	2.50	
 LPE	33	2.08	
 BAW	168	1.90	
 WOA	30	0.92	
 WJA	1	0.00	
0 1 2 3 4 5 6 7 8 9 10			
TOTAL 5731			
SFO Average 4.54			

Foster City Arrival Rating - 3rd Quarter 2012

July 1 to September 30, 2012

Airline	Foster City Arrivals					Foster City Arrival Rating
	Total	Successful	Marginal	Poor	Score	
 EVA	5	80%	20%	0%	9.00	
 FFT	41	73%	27%	0%	8.66	
 TRS	142	68%	32%	0%	8.38	
 AWE	152	66%	34%	0%	8.32	
 JBU	196	65%	35%	0%	8.27	
 AAL	233	65%	35%	0%	8.26	
 DAL	309	59%	41%	0%	7.96	
 GTI	2	50%	50%	0%	7.50	
 HAL	2	50%	50%	0%	7.50	
 AMX	91	49%	51%	0%	7.47	
 UAL	1,180	46%	53%	1%	7.22	
 VRD	188	43%	56%	1%	7.13	
 TAI	118	42%	55%	3%	6.99	
 SWA	283	41%	58%	1%	6.98	
 WOA	22	36%	64%	0%	6.82	
					6.79	
 FDX	59	29%	71%	0%	6.44	
 ACA	56	34%	57%	9%	6.25	
 NCA	4	25%	75%	0%	6.25	
 ABX	57	26%	72%	2%	6.23	
 SOO	25	28%	68%	4%	6.20	
 CPA	20	15%	85%	0%	5.75	
 SKW	147	16%	80%	4%	5.61	
 AAR	11	9%	91%	0%	5.45	
 KAL	90	9%	91%	0%	5.44	
 ASA	39	8%	85%	8%	5.00	
 CAL	1	0%	100%	0%	5.00	
 JAL	2	0%	100%	0%	5.00	
 PAL	1	0%	100%	0%	5.00	
TOTAL	3,476					
SFO AVERAGE		37%	62%	1%	6.79	

**SFO Airport/Community Roundtable
Meeting No. 282 Overview
Wednesday, October 3, 2012**

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

Roundtable Chairperson Jeffrey Gee called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:00 PM, in the David Chetcuti Community Room at Millbrae City Hall. James A. Castañeda, AICP, Roundtable Coordinator called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

John L. Martin, City and County of San Francisco Airport Commission
Julian Chang, City and County of San Francisco Mayor's Office
Dave Pine, County of San Mateo Board of Supervisors
Richard Newman, C/CAG Airport Land Use Committee (ALUC)
Elizabeth Lewis, Town of Atherton
Sepi Richardson, Vice Chairperson, City of Brisbane
Michael Brownrigg, City of Burlingame
Ray Buenaventura, City of Daly City
Naomi Patridge, City of Half Moon Bay
Larry May, Town of Hillsborough
Sue Digre, City of Pacifica
Ann Wengert, Town of Portola Valley
Jeffrey Gee, Chairperson, City of Redwood City
David Burow, Town of Woodside

REGULAR MEMBERS ABSENT

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

ADVISORY MEMBERS PRESENT

Airline/Flight Operations
Michael Jones, United Airlines
Glen Morse, United Airlines

Federal Aviation Administration

David Dodd, Manager – Northern California TRACON

ROUNDTABLE STAFF / CONSULTANTS

James A. Castañeda, AICP, Roundtable Coordinator

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

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

John Bergener, Planning and Environment

Bert Ganoung, Noise Abatement Manager

Ara Balian, Noise Abatement Specialist

John Hampel, Noise Abatement Specialist

II. Public Comments of Items Not on the Agenda

Comments/Concerns/Questions: Two members of the public wished to speak on matters not specified for discussion on the agenda. First was Pacifica resident Molly Muller who expressed concern of sudden over flights in September over her neighborhood that was never previously noticed. Most are during the morning and evening, and she had logged those to share. Chairperson Gee indicated those would be looked at and followed up by staff. The second speaker was Nadia Flamenco, a resident of San Bruno. She expressed concern over the health impacts to communities in proximity to the airport, and in her own research has found various studies linking high blood pressure, learning impacts to children and other health issues to aircraft noise. She would like to see studies conducted to provide statistical data on such matters.

III. Consent Agenda Items

- A. Review of Airport Director's Report for May 2012
- B. Review of Airport Director's Report for June 2012
- C. Review of Airport Director's Report for July 2012
- D. Review of Airport Director's Report for August 2012
- E. Review of SFO Fly Quiet Report Q2 2012
- F. Review of Roundtable Regular Meeting Overview for June 6, 2012

Comments/Concerns/Questions: Woodside resident Jim Lyon had a question regarding the charts indicating single maximum noise events within the August 2012 Director's Report and First Quarter Fly Quiet Report. He asked what are the single event noise limits at each of the noise monitoring sites that are reflected on the charts. Airport Noise Abatement Manager Bert Ganoung displayed the noise exceedance ratings for the sites, which were grouped by distances from the airport as well as amount of noise they receive. It was further explained that the further away the monitors are, the less noise it takes to create an exceedance event.

Action: Michael Brownrigg **MOVED** the approval of the Consent Agenda Items, and indicated that several constituents have inquired about changes in flights patterns as a result of significant additional noise in the mornings and evenings, and expressed that at some point would like to discuss the matter. Chairperson Gee indicated that an item is on the agenda to discuss potential traffic impacts from any construction at the airport. The motion was **SECONDED** by Sue Digre and **CARRIED, UNANIMOUSLY**.

IV.A. Airport Director's Comments

Airport Director John Martin reported that SFO continues to see a 10% growth in passenger traffic and is consistent with the same growth year over year. SFO also continues to be one of the fastest growing airports in the US by passenger traffic growth. Mr. Martin reported on the Runway Safety paving improvements, which is mandated by the FAA, and indicated that the current cycle of construction is completed, which is the possible cause for increased noise impacts on the communities. With the completion of this cycle, the noise impacts should be reduced. Mr. Martin also indicated progress on the delay reduction efforts at SFO. The FAA has allowed use of Precision Runway Monitoring (PRM) that has already been in place for years. With additional

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

approved procedures that allow closely spaced parallel runway landings, this will significantly reduced delays in typical bad weather/low cloud situations that are frequent at SFO. Member Sue Digre asked if the reductions in delays would have an increased noise impact. Mr. Ganoung responded by indicating that fewer delays would result in fewer delayed departures in the evening, which would reduce impacts from those occurrences. Finally, Mr. Martin announced the retirement of Mike McCarron as the Public Information officer for SFO. Chairperson Gee confirmed a resolution would be passed by the Roundtable to acknowledge Mr. McCarron's service and support to the Roundtable.

Comments/Concerns/Questions: None.

IV.B. Program Coordinator Introduction / Roundtable Modernization Efforts

Roundtable Coordinator James Castañeda provided a brief introduction becoming the new Program Coordinator for the SFO Airport/Community Roundtable. Mr. Castañeda outlined his various experiences as a Planner for the County of San Mateo for over six years, and indicated how some of those skills will be beneficial in assisting the Roundtable. Mr. Castañeda also outlined many of the goals he wishes to achieve in attempting to modernize the Roundtable's logistical operations. One the biggest challenges is taking the existing Roundtable office in Millbrae and reducing its operations to be colocated within the San Mateo County Planning office, where space will be limited. Some of the efforts to modernize and reduced office space will be digitizing of all Roundtable achieved materials, such as meeting packets, reports, and audio tapes. This would allow immediate access of materials for future use. Also, all current logistical operation is paperless, which allows greater flexibility in collaboration on meeting documents and projects, as well as increased efficiency.

Comments/Concerns/Questions: None.

IV.C. Introduction fo the NorCal Optimization of Airspace & Procedures in the Metroplex (OAPM) process

Patty Daniels, Project Manager with the FAA, presented an overview of the Optimization of Airspace & Procedures in the Metroplex (OAPM) and the environmental review process. Ms. Daniels introduced team members present Steve Hefley, Ryan Weller, and Bill Buck. The presentation explained the objectives of OAPM, which takes an inventory of planes in use, current technology, procedures, and rules in order to evaluate how to make better and efficient of aircrafts and their airspace the future. Mr. Hefley explained the potential reduction of fuel consumption and cost associated with possible optimizations identified as part of the process. He outlined the various phases of the involved with OAPM's development and implantation.

Member Julian Chang asked for explanation of the "human-in-the-loop" testing of the developed process, as well as at what point public input would occur. Mr. Hefley explained those procedures would be simulated to allow both controllers and pilots to test and ensure they are sound. Vice-Chairperson Sepi Richardson asked if OAPM is happening as a result of NextGen. Mr. Hefley confirmed that that is why, and that a lot of procedures were written in the 1960's and 1970's. As a result, that the procedures considered the aircraft of the time, which are not as efficient as aircraft in use today. Vice-Chairperson Richardson acknowledged the efficiencies to be achieved with OAPM in terms of cost and fuel, but raised concerns regarding noise impacts. Mr. Hefley responded that the procedures proposed are written with the aircraft's current operational procedures and capabilities in mind. Ms. Daniels added that due to the existing runway configuration of SFO, as well as unique weather, there are some issues and challenges beyond

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the scope of OAPM. It was further explained that while OAPM is not designed to address noise impacts, they hope that noise reductions can result from running aircraft efficiently.

Ryan Weller provided a brief overview of the environmental review portion of the OAPM implementation, and indicated that the draft Environmental Assessment should be expected in late 2013, with the final Environmental Assessment expected to follow in early 2014. Mr. Weller followed up on Member Chang's question in regards to public input, and indicated that it would occur after a noise analysis occurs in 2013. Once the potential impacts are identified, then public workshops will be conducted.

Member Ann Wengert asked if they would be providing materials digitally. Mr. Weller stated that as far as the announcements, those are intended for newspapers and letters of notification, but a website will also contain that information. Member Larry May followed up by asking if there is a place to subscribe for online updates, and Mr. Weller indicated he would take that back to the team to investigate and consider. Member Michael Brownrigg asked if it's possible to perform real-world test runs of proposed procedures and announce to the public when those would occur to receive input. Mr. Weller said that it hadn't been considered as part of the OAPM process. Member Brownrigg asked that if it is, that the Roundtable be notified in order to help facilitate announcements of possible test runs.

Member Dave Pine inquired on the connection between OAPM and NextGen, and if OAPM would have occurred in the absence of NextGen. Ms. Daniels responded by explaining that OAPM likely would have occurred, but that NextGen makes the effort more successful with greater support and scale.

Member Rich Newman asked what, if any, latitude is in the work plan for input from groups such as the Roundtable prior to the EA process, since the EA process often occurs long after scoping. Mr. Weller responded by saying he would take that suggestion back to see if it might be a possibility. Member Sue Digre expressed interest encouraging the OAPM team to focus on noise reduction. Vice-Chairperson Richardson expressed concern over the lack of noise considerations as part of OAPM, and suggested an action item to send a letter expressing the Roundtable's concerns on getting a full understanding of the process and public outreach. Member Chang suggested the Roundtable facilitate a special meeting to receive public comments. Chairperson Gee agreed this would be the preference.

Ms. Daniels concluded the presentation by giving a brief example of an optimized arrival procedure and outlined the benefits. Chairperson Gee summarized the comments from the members in regards to concerns of public outreach and engagement, as well as concern that the presentation was not inclusive of impacts or effects to the public. It was reiterated that a special meeting should be conducted in order to facilitate public comments on the matter. Member Brownrigg added by suggesting that acknowledging noise as an optimization factor in addition to others identified will be beneficial.

Comments/Concerns/Questions: None.

V.A. SFO Construction Update & Departure/Arrival affects

Bert Ganoung provided a brief overview of the Runway Safety project, which commenced earlier this summer. A few other construction projects are also being accomplished in conjunction with the runway improvements. John Bergener, Planning and Environment Manager for SFO, explained the timeline of future improvements and pointed out up to date information is provided

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on the SFO website. Mr. Ganoung indicated that the long weekend runway closures are complete for the year and will resume in the spring.

Comments/Concerns/Questions: None.

V.B. Update on FAA's PORTE THREE Departure Analysis

Clayton Holstine, Brisbane City Manager, indicated they had been working with the FAA in developing a database on the City of Brisbane's website for the purpose tracking the progress of training controllers on early turns over Brisbane. While some progress was made during the month of August, the last 10 days of September represented a significant regression. Mr. Holstine requested that the FAA attend a future meeting to present a full report in regards to the training efforts with their controllers.

Chairperson Gee commented that the issue is complex and can best be summarized into four areas in attempts to address the issue: 1) FAA and controller training, 2) cooperation from the airlines in programming their aircraft's departures, 3) scheduling and frequency of departure of both SFO and OAK, and 4) airport construction and its impacts.

Comments/Concerns/Questions: None.

V.C. Update on the Crossing Altitude of Oceanic Arrivals Over the Woodside VOR

Chairperson Gee provided a brief overview and pointed out the report from the Noise Abatement office summarizing the data from the noise monitoring deployed in the Woodside area earlier this year. Chairman Gee summarized the key issues as 1) oceanic tailored arrivals not maintaining 8,000 ft or higher at the Woodside VOR (per the Eshoo agreement), 2) vectoring of delayed aircraft, and 3) the 11pm FedEx flight bound for Oakland International Airport (OAK). Between this meeting and the December 5th meeting, the ad-hoc committee will be working on finalizing making recommendations which would include Chairperson Gee's suggestions of 1) prohibiting oceanic tailored arrivals between 10pm and 6am, 2) encouragement of NextGen reducing the number of vectored delayed flights, and 3) work with OAK and the Oakland Noise Forum to get the FedEx flight higher on its arrival. Jim Lyon requested an opportunity to present to the Roundtable at the next meeting in regards to issues raised with the findings of the aforementioned report.

Comments/Concerns/Questions: None.

V.D. Roundtable Budget for FY 2012-2013

Chairperson Gee pointed out the proposed budget included in the meeting packet, and commended the hard work of the budget subcommittee.

Comments/Concerns/Questions: Member Brownrigg inquired about the amount allocated for half-time county staff and found it to be high. Chairperson Gee explained given the circumstances with previous arrangements, accurate time tracking was not presented, and hopefully that will occur as the Roundtable moves forwards with new staff. At this time, fully loaded half-time wages is being used per agreements with the Roundtable, SFO, and the County. Member Pine added that the figure presented is a conservative number. Member Newman stated using current data on actual time spent for services should be looked at for the development of the next budget.

Action: Vice-Chairperson Richard **MOVED** the approval of proposed budget for Fiscal Year 2012-2013. The motion was **SECONDED** by Elizabeth Lewis and **CARRIED, UNANIMOUSLY.**

V.F. Committee Reports

Operations and Efficiency Subcommittee

a.i.1- Consulate CNEL White Papers from Technical Support candidates- Roundtable Coordinator James Castañeda pointed out the White Papers submitted from Technical Support candidates are included within the member's packets.

Legislative Subcommittee

a.ii.1- Develop basis for a letter to the California Congressional delegation opposing CatEX for NextGen- No Report

Work Program Subcommittee

a.iii.1- Initiate development of the FY 2012-2013 Roundtable Work Program- No comments

a.iii.2- Recommendation of a Aviation consultant- Chairperson Gee provided an overview of the Request for Qualifications process for obtaining a Aviation Consultant to technical provide support to the Roundtable. The Work Program Subcommittee interviewed three candidates and selected BridgeNet International as the consultant to recommend to the Roundtable for their adoption. Steve Alverson of ESA Airports expressed thanks for serving as Roundtable Coordinator and Technical Consultant for the past three years, and would be honored if they were selected to continue in that role, but is understanding if the Roundtable wishes to go in another direction. Member Chang asked of members of the subcommittee if they can comment on their recommendation. Vice-Chairperson Richardson expressed that all candidates were very qualified, but in consideration of the work ahead of the Roundtable, BridgeNet felt like the most appropriate fit for the role.

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Comments/Concerns/Questions: None.

Action: Member Julian Chang **MOVED** the select BridgeNet International as the Roundtable's Aviation Technical Consultant. The motion was **SECONDED** by Michael Brownrigg and **CARRIED, UNANIMOUSLY**.

VI. Member Communications /Announcements

Member Naomi Patridge indicated she had received a letter from a constituent living in Ocean Colony expressing complaints about a late evening flight. Bert Ganoung indicated that the flight has since ceased service as of August.

Lee Wong, a resident of South San Francisco, expressed health concerns for both his children and elderly parents in regards to aircraft over flight. He has filed several complaints, but he receives the same reply. He would like to know any other way to communicate concerns. Chairperson Gee asked Noise Abatement staff to get in contact with Mr. Wong.

Comments/Concerns/Questions: None.

VII. Adjourn

The meeting was adjourned at approximately 9:13 PM.

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REGULAR AGENDA

Regular Meeting # 283
~ December 5, 2012 ~

Agenda Items IV - V

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December 5, 2012

Mr. William Withycomb,
Western-Pacific Regional Administrator
FAA
P.O. Box 92007
Los Angeles, CA 90009

Mr. John L. Martin, Airport Director
San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94128-8097

Re: Woodside VOR
Aircraft Noise Issues

Dear Messrs. Withycomb and Martin:

For the past several months, residents of the communities of Woodside, Portola Valley, Atherton and other adjoining communities have raised the issue of aircraft noise over the Woodside VOR at the San Francisco Airport/Community Roundtable (SFORT). Due to the impacts of aircraft noise on these communities, an ad hoc subcommittee of the SFORT was convened to focus efforts in identifying noise impacts, work with the San Francisco Airport Noise Abatement Office to better understand the sources and causes, and to develop proposed mitigations if possible.

In addition, San Mateo County residents and the ad hoc subcommittee have solicited the input and assistance of Congresswoman Eshoo and her staff, and FAA staff.

Based on several months of meetings, review of aircraft flight data, and other metrics, the San Francisco Airport Roundtable requests your assistance in the following mitigations for aircraft noise over the communities adjacent and near the Woodside VOR. These mitigations include:

- For aircraft flying the Oceanic Arrival into SFO, adherence to the "Eshoo Agreement" (attached) to fly over the Woodside VOR at 8,000 feet MSL or higher;

- For aircraft that elect to fly the Oceanic Tailored Arrival, to not fly this arrival procedure into SFO between the hours of 10:00 PM (2200) and 6:00 AM (0600);
- That SFO coordinate with the Oakland Airport and FedEx to have FedEx Flight 1800 (scheduled arrival is 11:01 p.m.) fly over the Woodside VOR at an elevation of 8,000 feet MSL or higher, and
- That with the implementation of NexGen, it is our hope that the number of delayed flights vectored over the Woodside will be reduced.

In a meeting held on July 13, 2012 in Congresswoman Eshoo's office, there is a clear understanding between her office and the FAA TRACON that an agreement is in place for aircraft that fly the Oceanic Arrival procedure into SFO will fly over the Woodside VOR at an altitude of 8,000 feet MSL or higher. SFORT requests that the FAA and the airlines adhere to this agreement. Terrain in this area rises; many neighborhoods are at elevations over 2,000 feet MSL, which means aircraft are less than 8,000 feet above homes.

Eshoo Agreement

Since the "Eshoo" Agreement, an additional arrival procedure has been developed – the Oceanic Tailored Arrival (OTA). This arrival procedure allows aircraft to fly on a constant decent approach that is near idle thrust into SFO, resulting in less fuel consumption and less aircraft engine emissions/pollution. The trade off for this procedure is that aircraft that fly the OTA procedure are not required to adhere to the 8,000 foot MSL altitude requirement over the Woodside VOR, and are allowed to fly over the Woodside VOR at significantly lower altitudes.

Oceanic Tailored Arrivals

While the residents of the affected communities recognize that fuel efficiency and lower pollution emissions are a goal of OTA, the consequences of aircraft flying at a significantly lower altitude and the resulting noise impacts are not an equitable trade-off, especially when most OTA arrivals occur in the early-morning hours when ambient noise levels are low. In order to maintain the quality of life in these rural, low-density communities, SFORT requests that airlines DO NOT utilize the OTA arrival procedure for flights arriving at SFO between the hours of 10:00 PM (2200) and 6:00 AM (0600).

OAK and FedEx

The San Francisco Airport Noise Office has been posting flight data on its website for aircraft that fly over the Woodside VOR. Based on this data, it appears that FedEx Flight 1800 is a regular flight into Oakland at approximately 11:00 PM (2300) every weeknight at an altitude of slightly more than 4,000 feet - significantly lower than the 8,000 foot MSL "Eshoo Agreement." The SFORT requests that the SFO Administration work with the leadership of the Oakland Airport and FedEx to have FedEx Flight 1800, fly over the Woodside VOR at a minimum altitude of 8,000 feet MSL.

NexGen and SFO Arrivals/Delays

Finally, when procedures are developed as part of OAPM and NexGen, mitigation of noise impacts to the communities around SFO should be a consideration. New procedures should aim to reduce noise impacts on communities. SFO's Noise Exposure Map Update is currently underway, nearing completion for acceptance by the FAA regional office in Los Angeles. This report will contain the most recently accepted 65 CNEL noise contour for the San Francisco Airport. New OAPM and NexGen procedures should take into consideration the reduction of aircraft noise on communities by optimizing air space and reducing aircraft delays, including those that are vectored out over the Pacific Ocean when there are delays at SFO. New OAPM and NexGen procedures should not increase the 65 CNEL noise contour by more than 1.5 dB over existing noise levels in communities in San Mateo County.

The FAA's Modernization and Reform Act of 2012 Section 213 (c) (2) calls for the expedited review of procedures; it must be remembered that while these procedures show marginal changes to the 65 CNEL, there are large areas of residential areas beyond the 65 CNEL that may be impacted by these new procedures. New procedures have had more of an impact on communities beyond the 65 CNEL; this is due in part to the procedures being more concentrated further away from the airport. In the past, the areas beyond the 65 and even 60 CNEL, there was a greater dispersion of air traffic using ground-based navigation and being vectored. These flights, using satellite-based navigation, are on a more precise and repeatable path further out, as well potentially at lower altitudes on approach. At the locations beyond the 65 CNEL, the SFORT urges the FAA to utilize supplemental metrics to measure the change of exposure; an excellent metric would be Lmax to show the change between existing and future conditions. These supplemental metrics are more appropriate to depict the exposure change in areas beyond the 60 CNEL, and Lmax is a standard metric that is used in environmental reports to supplement CNEL. In evaluating new OAPM procedures, NEPA analysis, using supplemental (also referred to as single event) metrics, should take into consideration any increases or shifts of noise.

A key part of the SFORT mission is to continually abide by Article II Section 5 of its Memorandum of Understanding, "that the Roundtable members, as a group, will not take an action(s) that would result in the "shifting" of noise from one community to another, related to aircraft operations at San Francisco International Airport."

These recommendations were developed by the SFORT Ad Hoc Subcommittee and reviewed and endorsed by the SFORT at its meeting of December 5, 2012.

On behalf of the SFORT, I look forward to your assistance in moving these recommendations forward and reducing the impacts of aircraft noise on our communities. If you have any questions, please do not hesitate to let me know.

Regards,

Jeffrey Gee, Vice Mayor
City of Redwood City
Chair, San Francisco Airport/Community Roundtable

Cc: Senator Boxer
Congress Woman Eshoo
State Senator Hill
Assemblyman Gordon
San Francisco Airport/Community Roundtable
Mayor and Councils of Atherton, Portola Valley and Woodside

MEMORANDUM

November 23, 2012

To: The San Francisco Airport Community Roundtable

From: James E. Lyons

Victor Schachter

Tina Nguyen

Frank Rothschild

Re: Concerns about the Technical Report of the Noise Abatement Office

We are writing on behalf of a group of South Bay residents to express our concerns about the methodology and conclusions of the Technical Report dated July 27, 2012, issued by SFO's Noise Abatement Office. The Report concludes that noise from commercial aircraft operations at the Woodside VOR (located off Skyline Boulevard at 2200 feet elevation) and in Portola Valley were "well below" state and federal standards. Ordinarily, we would have been pleased with results that indicated very low levels of noise from commercial aircraft. However, the Report's conclusions are contrary to our own personal experiences in bearing the burden of excessively loud low-flying commercial aircraft over our communities.

We readily admit that we are not experts in aviation science or the physics of sound. We also have not invested what we believe would be significant financial resources to hire outside aeronautical experts to test the conclusions of the Report and the data upon which it is based. But we are concerned that the Report is based on a seriously deficient methodology that has significantly understated the true impact of aircraft noise on our communities. This is very worrisome for us, as we and the Airport Roundtable have depended on the NAO to provide objective and accurate information regarding aircraft noise in the South Bay. We hope that this memorandum recording our concerns with the Report may be helpful to the Roundtable.

A. Background

At the request of the Roundtable, the NAO conducted a noise measurement survey through the use of two noise monitors, one each at the Woodside VOR and in Portola Valley (near Portola Road and Westridge Drive), from March 6, 2012, through July 8, 2012.¹ On July 27, the NAO issued its Report, which concluded that the monthly average CNEL² for SFO aircraft ranged from 37.5 dB to 41.3 dB for the Woodside VOR and 32.5 dB to 36.2 dB for Portola Valley.³ For all aircraft, the monthly average CNEL ranged from 39.6 dB to 42.8 dB for the Woodside VOR and 35.0 dB to 38.1 dB for Portola Valley. These conclusions and the data upon which they are based appear very problematic to us.

B. Concerns about Methodology of Data Collection

1. The Monitor Set-Up

Our first concern involves the set-up of the two noise monitors. The California Division of Aeronautics noise standards (Section 5072) require that for field measurements of aircraft noise the measurement microphone be placed 20 feet above ground, or at least 10 feet above neighboring rooftops, whichever is higher, to lessen the impact of ambient noise (i.e., background noise occurring in the environment). Here, the NAO placed the monitors seven feet above ground (Report at p. 4), which appears insufficient to mitigate the influence of ambient noise near the microphone. If the noise monitor is exposed to significant ambient noise, it could “wash out” the recording of aircraft noise and result in incorrect

¹ The Report contains several geographic errors. The Report mistakenly stated the latitude and longitude of the location of the Woodside VOR noise monitor as “Lat. 37.392948, Long. 122.269848” (at p. 4), which is a point on the northern China coast. The correct coordinates are Lat. 37.392460, Long. -122.281290. The Report similarly states map coordinates that place the noise monitor for Portola Valley in northern China (at p.4). The Report also listed the location of the Portola Valley noise monitor as “near the intersection of Portola Drive and Westridge Road” (at p. 2). We assume the Report meant Portola Road and Westridge Drive.

² CNEL, or “Community Noise Equivalent Level”, is a 24 hour average of all aircraft noise and includes an additional weighting for each noise event occurring in the evening or at night.

³ A decibel (dB) measures sound on a logarithmic scale. An increase of ten dB is perceived by human ears as a doubling of noise. See Roundtable “Glossary of Terms.”

aircraft noise calculations. Moreover, branches and leaves of tall trees can serve as buffers to aircraft noise.

2. The NAO's Selection of Noise Threshold Levels

Section 5072 of the Division of Aeronautics noise standards requires that the field noise monitors to be set to record all aircraft noise greater than 55 dB. The Report states that the NAO instead set threshold noise levels for the noise monitors at 58 dB for the Woodside VOR and 60 dB for Portola Valley (at p. 4). This means that the noise monitors would not record aircraft generated noise at levels below these thresholds although such data is relevant to the CNEL calculation. In scientific terms, conducting a research study by using measurement tools that exclude relevant data is known as "insensitive measure bias." This measurement bias, which involves systematic error in the collection of relevant data and compromises the integrity of the study, occurs when measurement tools (the monitor used and the threshold parameter set) are not sensitive enough to detect important variables in the subject being studied (the amount of aircraft noise).⁴

3. The Missing Aircraft Flights

We are also concerned the Report is based on incomplete data because it did not consider the noise of scores of low-flying aircraft in the calculation of CNEL for the Woodside VOR. The NAO helpfully made available to us raw data showing that a total of 187 flights on approach to SFO and Oakland International Airport passed over the Woodside VOR at 5500 feet or less (about 3300 feet or less above ground level) during the four month period that the noise monitor was in place. Of these flights, 138 were not included in the data upon which the NAO made its CNEL calculations for the Woodside VOR. This means that almost 74% of flights below 5500 feet are not reflected in the noise data.

We understand from the NAO that these flights were not included in the data because the single noise monitor employed at the Woodside VOR did not have the ability to measure the noise levels of these flights. We recognize that the Woodside VOR covers a large area, but there can be no doubt that these low-flying

⁴ At a meeting in September with the NAO, chaired by Jeff Gee, Mr. Ganoung stated that the NAO did not use the lower threshold level of 55 dB as required by California regulations because in his view it would have taken too much additional effort for the staff to manage the additional data from the lower threshold.

aircraft generated significant noise heard by anyone affected by their flight paths into SFO or OAK.⁵ It was our understanding that a purpose of the noise measurement survey was to calculate the amount of noise exposure for our residents due to low-flying aircraft over the Skyline Boulevard area on approach to SFO and OAK. This apparently did not happen. We are also concerned that the Report did not reveal that the NAO's CNEL calculations did not consider the noise levels generated by this significant number of low-flying aircraft.

C. Concerns about the CNEL Calculations

In our view, these potential weaknesses in methodology led to errors in both the calculation of “community” noise levels, which appear too high, and aircraft noise levels, which appear too low.

1. The Community Noise Levels Appear Too High

By setting the noise monitors low to the ground and failing to account for unusual and unique isolated noise events, the NAO may have miscalculated the “community” (i.e., ambient) noise levels for the Woodside VOR and Portola Valley. As a result, the Report concludes that the community noise levels for those locations are significantly higher than aircraft noise levels. This conclusion is important because it permits certain parties to assert that there can be no genuine aircraft noise problem if the aircraft are quieter than background noise levels in the natural environment – even perversely arguing that low-flying aircraft contribute to a more tranquil atmosphere in our communities.

Personal experience and common sense tells us that this cannot be true. Our lives are routinely disrupted by the noise from low-flying aircraft that interrupts our sleep and our ability to carry on normal human interaction. The NAO's calculation of community noise levels reveals further basis for concern.

⁵ The NAO has stated that the VOR is at the center of a “gate” 9.3 miles wide and 10,000 feet in height through which aircraft approaching SFO and OAK pass.

According to the Report, the NAO calculated the monthly average community noise level at the Woodside VOR to range from a low of 49.0 dB in July (through July 8) to a high of 112 dB in April (at p. 7). These are exceedingly high levels that are contradicted by personal experience. We note that 112 dB is equivalent to the noise level at a live rock concert and is at the level that is the threshold level of human pain.⁶ We also note that the Woodside VOR is located in an isolated rural area without access by commercial roadways. According to the minutes of the September 6, 2006, Roundtable meeting, which was attended by representatives of the NAO, it was stated without contradiction that the “area of Woodside has low ambient noise ranging on average of 31dB-35dB.” (9/6/06 Minutes at p.3.) It is difficult to understand how the NAO arrived at ambient noise levels for the Woodside VOR that are four to thirty-two times greater than the level perceived just six years ago. In addition, the average ambient noise level calculated by the NAO for the four month period (64dB) is eight times greater than the Roundtable observed in 2006.

Similarly, the Report concluded that the monthly average community noise level for Portola Valley ranged from 50.4 dB to 62 dB (at p. 6). This amount also seems far too high in our personal experience. One would expect a typical quiet suburban area to have an ambient noise decibel level in the low 30’s. A reading of 62 dB is about eight times louder than a typical quiet suburban area and is closer to what one might expect to find at rush hour in downtown San Francisco.⁷

We also note that the NAO’s calculation of community noise for Portola Valley included readings from three isolated and unique events that appear to us directly related to the noise monitor being too close to the ground. The Report states that a gas-powered garden tool running for two minutes on April 19 and birds chirping for one minute each on May 21 and June 5 resulted in average community noise readings on those days from 68.1 to 76.5 dB. (Report at pgs. 10-

⁶ See www.sierrafoot.org/local/noise/senel.html; www.industrialnoisecontrol.com/comparative-noise-examples.html. The 112 dB reading was apparently based in part on the running of a back-up diesel generator for 46 minutes after 10 pm on April 12. It is unclear why the NAO did not adjust its calculation of CNEL to disregard this isolated unique event.

⁷ See www.industrialnoisecontrol.com/comparative-noise-examples.html.

12.)⁸ These results were included in the NAO's calculation of the community noise level for Portola Valley and affected the outcome.

2. The Aircraft CNEL Levels Appear Too Low

The measured aircraft CNEL for the Woodside VOR (37.5 dB to 42.8 dB) and Portola Valley (32.5 dB to 38.1 dB) also seems understated. We note that technical noise studies indicate that the ambient noise level of a library is 35 dB and that of a nighttime residential area is 40 dB.⁹ It is difficult for us who have experienced the deafening noise of low- flying commercial aircraft to believe the Report's conclusions that the average CNEL for aircraft overflying the Woodside VOR amounts to that of a quiet nighttime residential community and for Portola Valley equates to that of a library reading room.

Because CNEL is a 24-hour average, with additional weighting for evening and nighttime flights, a daily average could be heavily influenced by a series of very low readings even though there were many separate instances during that day of aircraft generating very loud noise levels. For example, the Report states that on June 2, 2012, at the Woodside VOR there were 46 aircraft events that day generating sound levels that averaged 77.6 dB. However, the NAO calculated the CNEL for that day for SFO aircraft at 44.8 dB, about one-eighth as loud. (Report at p.17.) Similarly, the Report (at pgs. 9-13) finds 13 days with a CNEL in Portola Valley for SFO aircraft of "0.0" dB. "0" dB is at the threshold of human hearing, about four times quieter than the sound of a whisper.¹⁰ According to SFO data, about 8,000 flights overflowed the Woodside VOR and Portola Valley on approach to SFO during the four month period that the noise monitors were in place. It strains credulity for the NAO to conclude that these aircraft created absolutely no noise for any 24-hour period, let alone on thirteen separate days.

We believe that the CNEL average resulted in these relatively low noise levels at least in part because the NAO selected threshold decibel levels for the

⁸ We note that an outside noise level of 75 dB is sufficient to interfere with indoor speech with closed windows. See www.sierrafoot.org/local/noise/senel.htm at p.3.

⁹ See <http://www.sierrafoot.org/local/noise/senel.html> at page 6.

¹⁰ See www.industrialnoisecontrol.com/comparative-noise-examples.html.

noise monitors (58 dB for the Woodside VOR and 60 dB for Portola Valley), which were higher than permitted by California regulations. By using these higher threshold levels, any flight generating noise below these levels was valued at “0”. Thus if hundreds of flights overflowed Portola Valley at 59 dB each (or 57 dB each for the Woodside VOR), those flights were considered to have generated 0 dB, thereby driving down the CNEL calculation. Moreover, the higher threshold levels reduced the amount of time each recorded flight generated noise above the threshold level, resulting in a lower CNEL calculation for that flight.¹¹ At the September meeting with the NAO, we asked the NAO to share its calculation methodology with us to determine if our understanding of the NAO’s CNEL calculation is correct. As of this writing, we have not received a response to our request.

In our view, these low readings are the direct result of the manner in which the NAO calculated CNEL averages for the Woodside VOR and Portola Valley. If the NAO had followed Division of Aeronautics specifications by setting the threshold level at 55 dB and placing the microphone for the noise monitors at the correct height, and had the NAO designed the recording effort at the Woodside VOR to pick up the many additional flights over Skyline Boulevard on approach to SFO and OAK that its equipment missed, we believe that CNEL results presented in the Report would have been materially different.

D. The Report Nevertheless Reveals a Serious Noise Problem

Despite these shortcomings, which appear to have seriously compromised the integrity of the Report, the NAO’s analysis reveals the enormous noise burden confronting our communities by low-flying aircraft. The Report and its underlying data acknowledge over 2,500 instances of aircraft noise events at the Woodside VOR greater than 63 dB, in the four month period from March to July, including 100 events greater than 80 dB with two events greater than 90 dB.¹² For Portola

¹¹ For example, a flight generating a maximum sound level of 75 dB spends a longer period of time above 55 dB than above 60 dB. If the threshold were set at 55 dB, the CNEL for the flight would be higher than calculated at a 60 dB threshold.

¹² 80 dB causes sleep disturbance with closed windows. See <http://www.sierrafoot.org/local/noise/senel.html> at p. 3.

Valley, the Report and its supporting data reveal more than 1,000 aircraft noise events equal to or greater than 64 dB during that same period. Fifty-four recorded events generated noise levels of 80 dB or greater, including one event at 97.1 dB.

We and the other residents we represent simply cannot continue to shoulder the burden of unacceptable noise levels from these low-flying aircraft that disrupt our daily lives. Records supplied by the NAO show that about 23,000 commercial aircraft per year overfly the Woodside VOR (on their way over Portola Valley) and between January 1, 2009, and July 8, 2012, about 88 percent of all flights on approach to SFO and OAK crossed the Woodside VOR below 8,000 feet, in violation of the agreement reflected in Congresswoman Eshoo's letter to the FAA of December 15, 2005. Those records also show more than 21,000 of those flights for the three and one-half year period were at altitudes of 6,000 feet or less over the Woodside VOR (more than 27 percent of the total), which means they overflowed Portola Valley at even lower altitudes, also in violation of the agreement with the FAA. With air traffic at SFO expected to increase by at least 10 percent over the next year or so, we expect that problem will only get worse.

We had hoped that after the Roundtable requested the NAO to perform a noise measurement survey for the Woodside VOR and Portola Valley we would have accurate empirical data upon which the Roundtable could make a reasoned analysis of the noise problem and recommend fair solutions for all parties. We regret to inform you that in our view the NAO has not accomplished this task.

To the extent that the Roundtable intends to consider the Report in making recommendations about excessive aircraft noise in the South Bay, we ask that the Roundtable also consider the concerns that we have raised in this memorandum. In the event the NAO wishes to respond to our concerns, we also ask that any response be shared with us and the public.¹³

¹³ In this memorandum we have focused on the burdens of excessive aircraft noise. We believe that low-flying aircraft create other significant environmental impacts, including air and water pollution concerns, for our communities. A thorough environmental analysis should be done to investigate and quantify all environmental impacts, especially before the FAA and regional airports adopt NextGen technologies, which will concentrate and increase the number of flights over the Woodside VOR and Portola Valley.

December 5, 2012

Ms. Patty Daniels

Re: OAPM and NexGen
Aircraft Noise Issues

Dear Ms. Daniels:

On behalf of the San Francisco Airport/Community Roundtable (SFORT), I want to thank you and your Team for the overview of OAPM at our October 3, 2012 meeting.

As new procedures are being developed and tested to optimize the airspace in the Northern California Region, and specifically, the San Francisco Bay Region, SFORT requests that mitigation and reduction of aircraft noise over San Mateo County communities be included as a goal of any new procedures.

The residents of San Mateo County appreciate that the San Francisco Airport is one of the region's more significant economic engines. Jobs, business travelers and tourism have enabled our region to sustain our economic barometer over the past few years. Airline passenger volume at SFO has grown steadily and has now surpassed 9/11 levels, and is forecasted to continue to grow.

At the same time, the noise impacts to communities and the consequent noise complaints have also increased. Based on your presentation of the goals and aspirations of OAPM, there exists the opportunity to mitigate and reduce aircraft noise impacts to locals communities by:

Optimizing and coordinating aircraft departures from SFO and OAK

One of the on-going aircraft noise issues are departing flights from SFO on the Porte 4 (formerly Porte 3) departure. Aircraft on this departure are many times vectored by Air Traffic Control, which results in aircraft turning to the west before reaching 4 nautical miles from SFO; the charted Porte 4 departure requires aircraft to fly approximately 4 miles from SFO *and* be at least 1,600 feet in altitude before starting a turn to the west. The early vectoring of flights is due to concurrent flights departing from OAK headed to

Southern California and departing flights from SFO as well as the ability of newer aircraft to reach 1,600 MSL sooner. The consequences of the early vectoring of SFO departures are that aircraft fly over Brisbane, instead of turning at the 4 mile marker. SFORT hopes that if one of the goals of OAPM/Metroplex is to optimize air space that coordination of departing aircraft from our regional airports can result in fewer conflicts, and less vectoring of aircraft over residential areas.

NEPA and Aircraft Noise

When new procedures are developed as part of OAPM, mitigation of noise impacts to the communities around SFO should be a consideration and the new procedures should aim to reduce noise impacts on communities. The FAA's Modernization and Reform Act of 2012 Section 213 (c) (2) calls for the expedited review of procedures; it must be remembered that while these procedures show marginal changes to the 65 CNEL, there are large areas of residential areas beyond the 65 CNEL that may be impacted by these new procedures. New procedures have had more of an impact on communities beyond the 65 CNEL; this is due in part to the procedures being more concentrated further away from the airport. In the past, the areas beyond the 65 and even 60 CNEL, there was a greater dispersion of air traffic using ground-based navigation and being vectored. These flights, using satellite-based navigation, are on a more precise and repeatable path further out, as well potentially at lower altitudes on approach. At the locations beyond the 65 CNEL, the SFORT urges the FAA to utilize supplemental metrics to measure the change of exposure; an excellent metric would be Lmax to show the change between existing and future conditions. These supplemental metrics are more appropriate to depict the exposure change in areas beyond the 60 CNEL, and Lmax is a standard metric that is used in environmental reports to supplement CNEL. In evaluating new OAPM procedures, NEPA analysis, using supplemental (also referred to as single event) metrics, should take into consideration any increases or shifts of noise.

A key part of the SFORT mission is to continually abide by Article II Section 5 of its Memorandum of Understanding, "that the Roundtable members, as a group, will not take an action(s) that would result in the "shifting" of noise from one community to another, related to aircraft operations at San Francisco International Airport."

These recommendations were reviewed and endorsed by the SFORT at its meeting of December 5, 2012.

On behalf of the SFORT, I look forward to your assistance in moving these recommendations forward and reducing the impacts of aircraft noise on our communities. If you have any questions, please do not hesitate to let me know.

Regards,

Jeffrey Gee, Vice Mayor
City of Redwood City
Chair, San Francisco Airport Community Roundtable


Cc: Senator Boxer
Congress Woman Speier
State Senator Hill
Assemblyman Mullins
FAA Regional Administrator Withycomb
SFO Airport Director Martin
San Francisco Airport Roundtable

DRAFT

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December 5, 2012

TO: Roundtable Representatives, Alternatives, and Interested Persons
FROM: James A. Castañeda, AICP, Roundtable Coordinator 
SUBJECT: Consideration/Approval of Roundtable meeting dates for 2013

RECOMMENDATION:

Approve the proposed Roundtable meeting dates for 2013 as indicated in the discussion.

DISCUSSION

With the close of the current year, the Roundtable needs to adopt the meeting dates for the upcoming year. The following five dates are proposed:

- **February 6, 2013**
- **April 3, 2013**
- **June 6, 2013**
- **September 5, 2013**
- **November 6, 2013**

These dates are reflective of maintaining approximately five to six meetings per fiscal year (October 3, 2012 and December 5, 2012 are considered the first and second for FY2012-2013). This does not preclude any additional meetings and/or changes to meeting dates as the Roundtable sees necessary.

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United States Senate

HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553
<http://boxer.senate.gov>

November 20, 2012

Michael Huerta
Acting Administrator
Federal Aviation Administration
800 Independence Ave, SW
Washington, DC 20591

Dear Acting Administrator Huerta:

I write to you today regarding concerns raised by my constituents about aviation noise resulting from flights arriving and departing from San Francisco International Airport and Oakland International Airport.

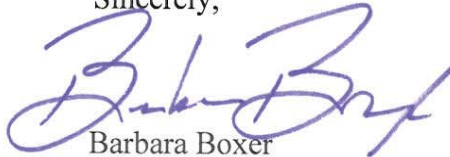
I understand that as part of the development of NextGen, the Federal Aviation Administration is currently redesigning airspace around many metropolitan areas through the Optimization of Airspace and Procedures in the Metroplex (OAPM) process. As part of this process, I ask that you prioritize noise mitigation around communities situated by airports.

I would also request that you engage with affected communities near Bay Area airports to mitigate aviation noise and as possible, share information with them regarding changes that would improve the noise situation around these two busy airports.

In the past, the FAA has worked hard to address the concerns of communities when it comes to safety and noise issues. As the number of air travelers is expected to double to 1.2 billion in the next twenty years, we must ensure that this remains a priority.

I look forward to your response and continuing to work with you on these important aviation issues.

Sincerely,



Barbara Boxer
United States Senator

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