

MEETING PACKET

Meeting No. 300

Wednesday, April 6, 2016 - 7:00 p.m.

David Chetcuti Community Room – Millbrae City Hall
450 Popular Avenue – Millbrae, CA 94030

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.

AGENDA

1. Call to Order / Roll Call / Declaration of a Quorum Present

ACTION

Cliff Lentz, Roundtable Chairperson / James A. Castaneda, AICP, Roundtable Coordinator

2. Public Comments on Items NOT on the Agenda

INFORMATION

Speakers are limited to two minutes. Roundtable members cannot discuss or take action on any matter raised under this item.

CONSENT AGENDA ITEMS

All items on the Consent Agenda are approved/accepted in 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 items on the Regular Agenda may be transferred on the Consent Agenda in a similar manner.

3. Review of Airport Director's Report for October 2015

pg. 11

ACTION

4. Review of Roundtable Regular Meeting Overview for December 2, 2015 and February 3, 2016

pg. 19

ACTION

REGULAR AGENDA

5. Review of SFO FlyQuiet Report for Q4 2015 & Discussion/Feedback of FlyQuiet report format

INFORMATION

Bert Ganoung, Manager - Aircraft Noise Abatement Office



6. Airport Director's Comments

INFORMATION

John Martin, Director – San Francisco International Airport

7. Presentation and Discussion, FAA Initiative to Address Noise Concerns

pg. 31

INFORMATION

Bert Ganoung, Manager - Aircraft Noise Abatement Office
Cliff Lentz, Roundtable Chairperson

REGULAR AGENDA – WORK PROGRAM ITEMS

8. Status, Departures & Arrivals

INFORMATION

Bert Ganoung, Manager - Aircraft Noise Abatement Office
Cindy Gibbs, Roundtable Aviation Technical Consultant

OTHER MATTERS

9. Upcoming Noise 101 Workshop for Members

INFORMATION

James A. Castaneda, AICP, Roundtable Coordinator

10. Airport Noise Briefing

INFORMATION

Cindy Gibbs, Roundtable Aviation Technical Consultant

11. Member Communications / Announcements

INFORMATION

Roundtable Members and Staff

12. Adjourn

ACTION

Roundtable Chairperson

Airport Noise Industry News

pg. 33

Glossary of Common Acoustic & Air Traffic Control Terms

pg. 39

Next Roundtable Regular Meeting Date: Wednesday, June 1, 2016
Meeting location: Aviation Library and Museum at
San Francisco International Airport

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.



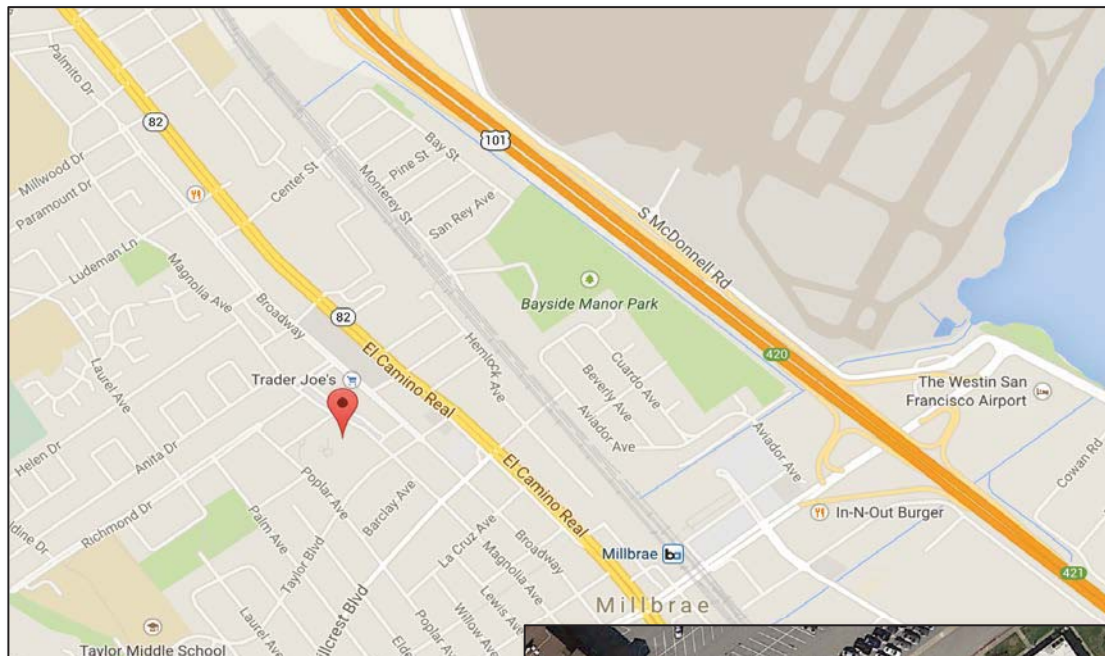
San Francisco International
Airport/Community Roundtable

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

REGULAR MEETING LOCATION

David Chetcuti Community Room
450 Poplar Avenue - Millbrae, CA 94030

Access through Millbrae Library parking lot on Poplar Avenue



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, April, June, 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) 363-1853.**

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)).



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 audio file can be made available to the public upon request. Please contact the Roundtable Coordinator for any request.

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 the Roundtable Coordinator at least two (2) working days before the meeting at the phone 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

Chairperson:

CLIFF LENTZ

Representative, City of Brisbane
cliff Lentz@ci.brisbane.ca.us

Vice-Chairperson:

ELIZABETH LEWIS

Representative, Town of Atherton
el Lewis@ci.atherton.ca.us

Roundtable Coordinator:

JAMES A. CASTAÑEDA, AICP

County of San Mateo
Planning & Building Department
jcastaneda@sforoundtable.org





MEMBERSHIP ROSTER APRIL 2016 REGULAR MEMBERS

CITY AND COUNTY OF SAN FRANCISCO

BOARD OF SUPERVISORS

Representative: Vacant

Alternate: Vacant

CITY AND COUNTY OF SAN FRANCISCO MAYOR'S OFFICE

Vacant, David Takashima

Alternate: Edwin Lee, Mayor

CITY AND COUNTY OF SAN FRANCISCO AIRPORT COMMISSION

REPRESENTATIVE

John L. Martin, Airport Director (Appointed)

Alternate: Doug Yakel, Public Information Officer

COUNTY OF SAN MATEO BOARD OF SUPERVISORS

Dave Pine, Supervisor

Alternate: Don Horsley, Supervisor

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AIRPORT LAND USE COMMITTEE (ALUC)

Adam Kelly, ALUC Chairperson (Appointed)

Alternate: Vacant

TOWN OF ATHERTON

Elizabeth Lewis, Council Member/Roundtable Vice-Chairperson

Alternate: Bill Widmer, Council Member

CITY OF BELMONT

Douglas Kim, Council Member

Alternate: Vacant

CITY OF BRISBANE

Cliff Lentz, Council Member/Roundtable Chairperson

Alternate: Lori Liu, Council Member

CITY OF BURLINGAME

Ricardo Ortiz, Council Member

Alternate: Vacant

MEMBERSHIP ROSTER APRIL 2016

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CITY OF DALY CITY

Raymond Buenaventura, Mayor

Alternate: Vacant

CITY OF FOSTER CITY

Sam Hindi, Council Member

Alternate: Vacant

CITY OF HALF MOON BAY

Deborah Ruddock, Council Member

Alternate: Marina Fraser, Council Member

TOWN OF HILLSBOROUGH

Alvin Royse, Council Member

Alternate: Shawn Christianson, Council Member

CITY OF MENLO PARK

Peter Ohtaki, Council Member

Alternate: Vacant

CITY OF MILLBRAE

Ann Schneider, Council Member

Alternate: Vacant

CITY OF PACIFICA

Sue Digre, Council Member

Alternate: Vacant

TOWN OF PORTOLA VALLEY

Ann Wengert, Council Member

Alternate: Maryann Derwin, Council Member

CITY OF REDWOOD CITY

Janet Borgens, Council Member

Alternate: Vacant

CITY OF SAN BRUNO

Ken Ibarra, Council Member

Alternate: Rico Medina, Council Member

CITY OF SAN CARLOS

Matt Grocott, Council Member

Alternate: Bob Grassilli, Council Member

CITY OF SAN MATEO

David Lim, Council Member

Alternate: Vacant

MEMBERSHIP ROSTER APRIL 2016

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CITY OF SOUTH SAN FRANCISCO

Mark Addiego, Council Member

Alternate: Pradeep Gupta, Council Member

TOWN OF WOODSIDE

Deborah Gordon, Mayor

Alternate: Vacant

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS

Captain James Abell, United Airlines

Glenn Morse, United Airlines

FEDERAL AVIATION ADMINISTRATION

Andy Richards, SFO Air Traffic Control Tower

Don Kirby, Northern California Terminal Radar Approach Control (NORCAL TRACON)

Tony DiBernardo, FAA District Manager – Sierra-Pacific District

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

Nastasja Gjorek, Noise Abatement Specialist

William Brown, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

CONSENT AGENDA

Regular Meeting # 300
April 6, 2016

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Airport Director's Report

Presented at the April 6, 2016
Airport Community Roundtable Meeting
SFO Aircraft Noise Abatement Office
October 2015



Monthly Noise Exceedance Report

San Francisco International Airport -- Director's Report

Period: **October 2015**



Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Operations per Month	Exceedances per 1,000 Operations	Score	
SKW	27	6,916	4	9.97	
EJA	2	452	4	9.97	
VRD	21	3,106	7	9.95	
DAL	20	2,083	10	9.93	
SWA	33	2,672	12	9.91	
FFT	5	387	13	9.90	
ASA	18	1,066	17	9.88	
CPZ	22	1,172	19	9.86	
JBU	18	937	19	9.86	
AAL	60	2,872	21	9.85	
BAW	3	124	24	9.82	
ACA	15	611	25	9.82	
UAL	308	10,129	30	9.78	
VIR	4	109	37	9.73	
AMX	6	151	40	9.71	
DLH	5	123	41	9.70	
FDX	4	86	47	9.66	
CMP	3	62	48	9.64	
ETD	3	62	48	9.64	
SWR	7	62	113	9.17	
TAI	11	89	124	9.09	
GTI	16	88	182	8.66	
SIA	27	124	218	8.40	
HAL	34	124	274	7.98	
NCA	13	42	310	7.72	
CAL	42	111	378	7.21	
EVA	54	137	394	7.10	
CPA	64	150	427	6.86	
JAL	29	62	468	6.55	
KAL	82	122	672	5.05	
PAL	46	62	742	4.53	
AAR	152	112	1,357	0.00	
TOTAL	1,154	34,405	6,123		

Source: SFO Noise Abatement Office

Historical Significant Exceedances Report
San Francisco International Airport -- Director's Report
Period: **October 2015**



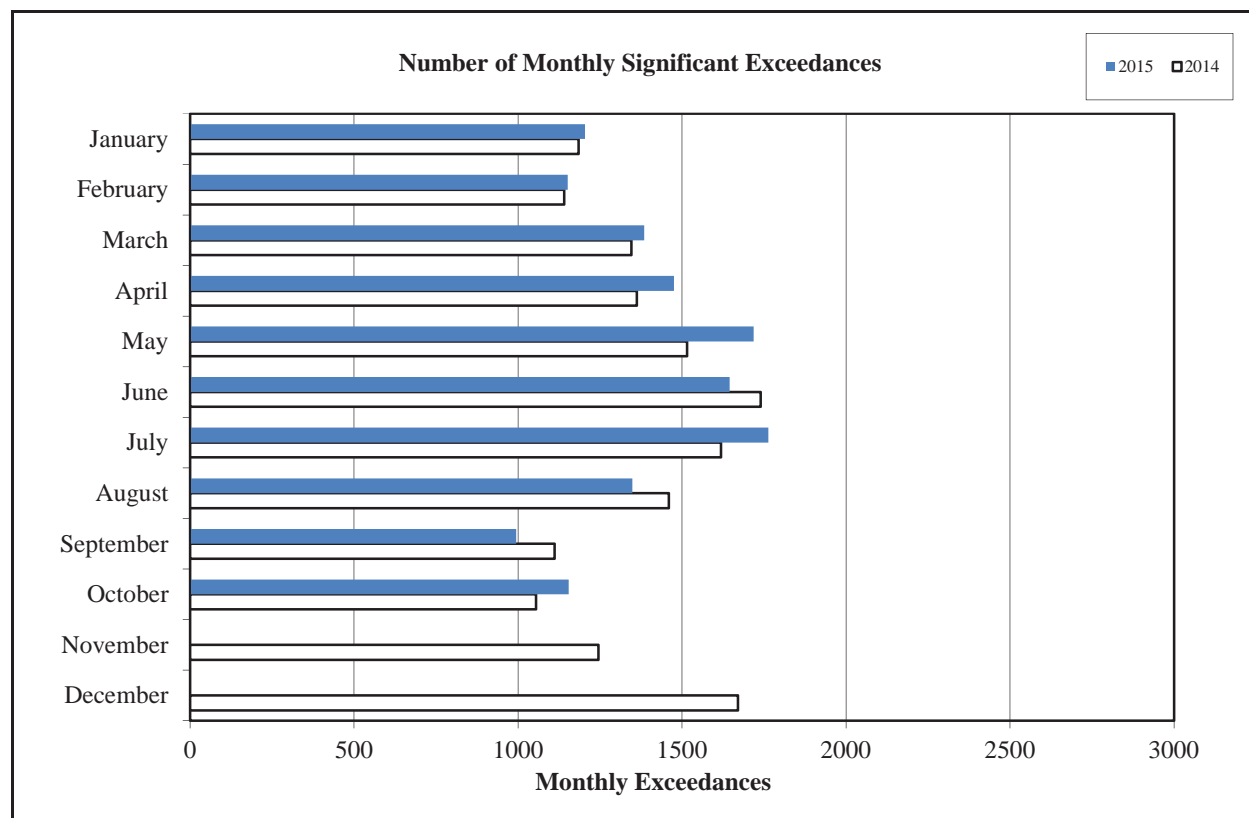
San Francisco International Airport

Month	Number of Monthly Significant Exceedances					Change from Last Year
	2011	2012	2013	2014	2015	
January	1,580	1,378	1,428	1,184	1,204	20
February	1,429	1,581	1,176	1,141	1,151	10
March	1,681	1,703	1,671	1,345	1,384	39
April	1,900	1,870	1,910*	1,362	1,475	113
May	2,024	1,912	1,859*	1,515	1,718	203
June	1,947	2,355	1,915	1,740	1,645	-95
July	2,017	2,621	1,647	1,619	1,763***	144
August	1,847	1,823	1,638**	1,460	1,348	-112
September	1,609	1,464	1,352	1,111	994	-117
October	1,572	1,689	1,277	1,055	1,154	99
November	1,575	1,421	1,262	1,245		0
December	1,447	1,439	1,160	1,670		0
Annual Total	20,628	21,256	18,295	16,447	13,836	
Year to Date Trend	20,628	21,256	18,295	16,447	13,836	304

* Revised with correct amount of exceedance - 8/5/13

** No data available from Site 7, August 1-26

***No data available from Site 2 starting July 17



Monthly Noise Complaint Summary

San Francisco International Airport -- Director's Report

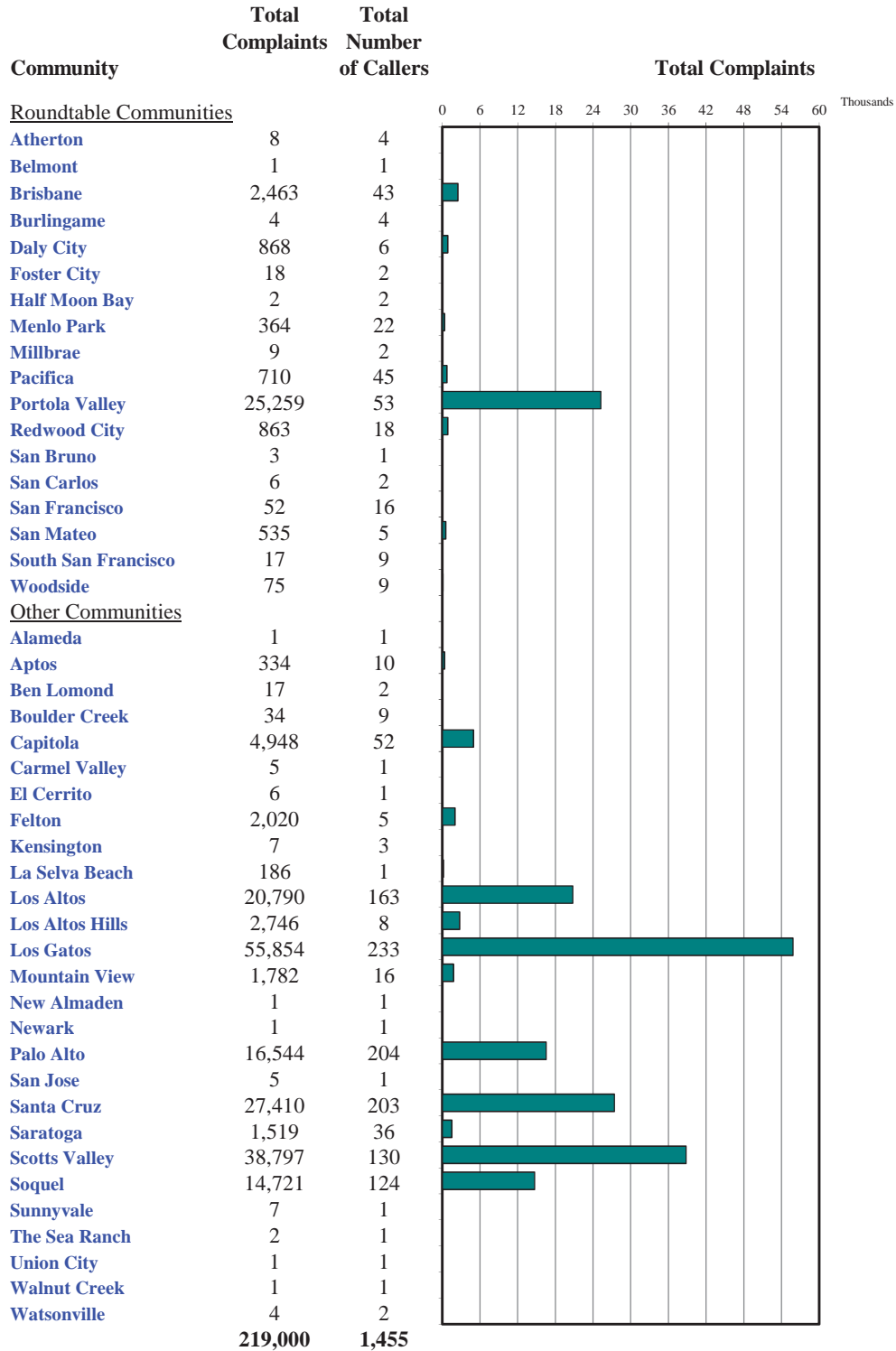
Period: **October 2015**



San Francisco International Airport

Monthly Calls by Community

Source: Airport Noise Monitoring System



"Our software vendor's address validation relies on USPS-provided ZIP code look up table and USPS-specified 'default city' values."

Monthly Noise Complaint Summary Map October 2015







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

San Francisco International Airport -- Director's Report

Period : **October 2015**

Time of Day : From 10 pm through 7 am



Airline Code		Number of Runups	Runups Per 1,000 Departures	Percentage of Runups	
 UNITED	UAL	6	1.2	30%	
 American Airlines	AAL	14	9.7	70%	
Total		20			

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.



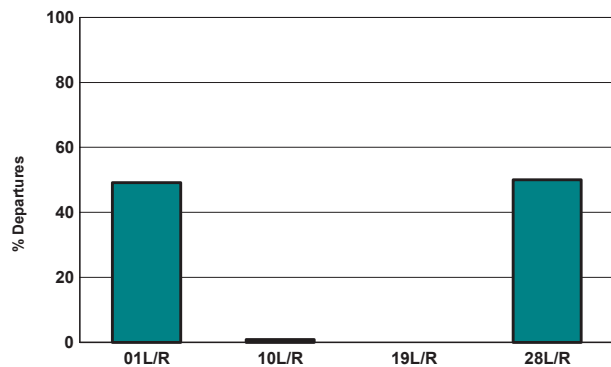
San Francisco International Airport

Runway Utilization (1 am to 6 am)

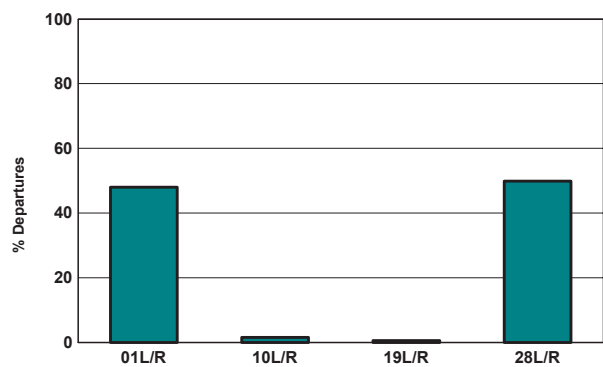
Monthly Jet Departures

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
01L/R	99	72	114	178	206	259	303	302	247	235	-	-	2,015
10L/R	5	22	6	17	1	-	-	2	9	4	-	-	66
19L/R	-	22	-	-	-	-	-	-	-	-	-	-	22
28L/R	81	82	181	226	262	269	270	240	244	239	-	-	2,094
Total	185	198	301	421	469	528	573	544	500	478	-	-	4,197
01L/R	54%	36%	38%	42%	44%	49%	53%	56%	49%	49%	0%	0%	48%
10L/R	3%	11%	2%	4%	0%	0%	0%	0%	2%	1%	0%	0%	2%
19L/R	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
28L/R	44%	41%	60%	54%	56%	51%	47%	44%	49%	50%	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 2015

Time of Day : All Hours



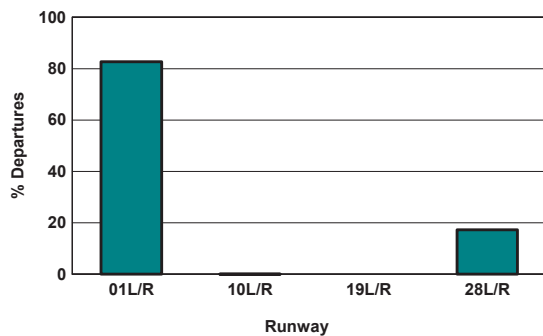
San Francisco International Airport

Runway Utilization (All Hours)

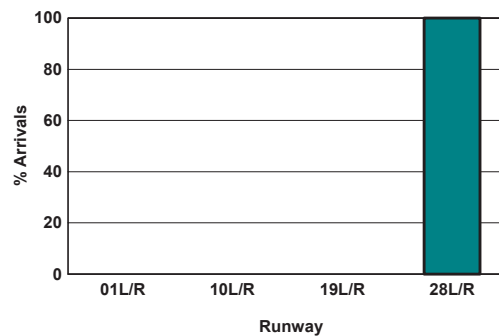
Source: Airport Noise Monitoring System

	Runway Utilization				Total
	01L/R	10L/R	19L/R	28L/R	
Total Monthly Operations					
Departures	14,535	5	0	3,052	17,592
Arrivals	0	0	0	17,606	17,606
Percentage Utilization					
Departures	82.6%	0.0%	0.0%	17.3%	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

SFO Airport/Community Roundtable

Meeting No. 298 Overview
Wednesday, December 2, 2015

1. Call to Order / Roll Call / Declaration of a Quorum Present

Roundtable Chairperson, Cliff Lentz, called the Regular Meeting of the SFO Airport / Community Roundtable to order, at approximately 7:13 p.m., in the David Chetcuti Community Room at the 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

Doug Yakel – City and County of San Francisco Airport Commission
David Takashima – City and County of San Francisco Mayor's Office
Dave Pine – County of San Mateo Board of Supervisors
Elizabeth Lewis – Town of Atherton
Cliff Lentz – City of Brisbane
Raymond Buenaventura – City of Daly City
Steve Okamoto – City of Foster City
Deborah Ruddock – City of Half Moon Bay
Peter Ohtaki - City of Menlo Park
Sue Digre – City of Pacifica
Ann Wengert – Town of Portola Valley
Rosanne Foust – City of Redwood City
Ken Ibarra - City of San Bruno
David Burrow – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)
C/CAG Airport Land Use Committee (ALUC)
City of Belmont
City of Burlingame
Town of Hillsborough
City of Millbrae
City of San Carlos
City of San Mateo
City of South San Francisco

ROUNDTABLE STAFF

James A. Castañeda, AICP – Roundtable Coordinator
Cindy Gibbs – Roundtable Technical Support (Consultant)
Harvey Hartman – Roundtable Technical Support (Consultant)

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Abatement Manager
Ara Balian, Noise Abatement Specialist
David Ong, Noise Abatement Specialist
John Hampel, Noise Abatement Specialist

2. Adoption of a Resolutions of Recognition for Julian Chang & Rich Newman

Roundtable Chairperson Cliff Lentz read and presented the resolutions honoring Julian Chang, former City and County of San Francisco Mayor's Office representative, and Richard Newman, former C/CAG Airport Land Use Commission representative, for their years of service to the Roundtable. Both Mr. Chang and Mr. Newman express gratitude in working with the Roundtable and staff.

ACTION: Ken Ibarra **MOVED** the adoption of the resolutions. The motion was seconded by Dave Pine and **CARRIED**, unanimously.

3. Public Comments on Items Not on the Agenda

A total of 12 members of the public spoke to express concern over aircraft noise in their communities. The communities represented were Pacifica, San Francisco, South San Francisco, Brisbane, Santa Cruz, Scotts Valley, Palo Alto, Menlo Park, and Los Altos. Concerns raised by those who spoke centered on unprecedented overflight from departing flights from SFO, ongoing impacts from NextGen procedures with arrival flights, and other aircraft overflight noise that didn't previously exist in their communities.

CONSENT AGENDA

4. Review of Airport Director's Reports for August 2015

5. Review and approval of Roundtable Regular Meeting Overview for June 3, 2015 and October 7, 2015.

DISCUSSION: None.

ACTION: Ken Ibarra **MOVED** the adoption of the resolutions. The motion was seconded by Elizabeth Lewis and **CARRIED**, unanimously.

REGULAR AGENDA

6. Review of SFO FlyQuiet Report for Q3 2015

Bert Ganoung Noise Abatement Manager, provided an overview of the third quarter Fly Quiet report for 2015.

7. Airport Director's Comments

Airport Public Communications Officer Doug Yakel provided a brief update on the airport's current operation. Mr. Yakel reported that SFO will have two new carriers- Air India and Qantas will return to SFO. The Noise Abatement Office will be working with both airlines regarding the

Fly Quiet program at SFO. Mr. Yakel indicated that Airport Director John Martin will be retiring Summer 2016.

8. FAA Initiative to Address Noise Concerns

Roundtable Chairperson Lentz introduced the item and explained the importance of the initiative, and stressed how valuable the Roundtable's participation will be.

DISCUSSION: Roundtable Technical Advisor Harvey Hartmann indicated in reading the letter, there is potential for noise shifting, and the Roundtable should keep that in mind when considering suggestions. Questions were raised by Roundtable memberships regarding the details of how the FAA will be conducting the initiative, specifically working with the Roundtable and other stakeholders. Kathleen Wentworth, aide to Congresswoman Speier, provided some background on the congressional lead up to the FAA initiative. Members of the Roundtable expressed considering a regional approach in participating with the FAA initiative and include Palo Alto. Roundtable Vice-Chair Lewis indicated that she would like to bring the item back to the Roundtable for consideration given the timely nature of the initiative. San Mateo County Board of Supervisors representative Dave Pine commented that the Roundtable shouldn't get bogged down in going through the process of including Palo Alto as a Roundtable member and stressed finding other ways to be inclusive for the sake of time. Chairperson Lentz asked staff to investigate for discussion at the next Roundtable meeting.

Residences from Palo Alto expressed their concerns and thoughts regarding the FAA initiative, and stressed the importance of a collaborative effort with the noise groups that have been established by the communities. Other residences shared applications available to submit noise complaints, as some have indicated that the SFO website is not intuitive to submit complaints. Bert Ganoung, Noise Abatement Manager, indicated they are currently working with application creators to help streamline bulk reporting and exploring other changes given the unprecedented volume of complaints.

9. Eshoo's Quiet Communities Act and FAA Community Accountability Act proposal

Roundtable Technical Consultant Cindy Gibbs provided an overview of the recent Quiet Communities Act and FAA Community Accountability Act proposals. No other significant details are provided at the moment and will report back as information develops.

REGULAR AGENDA – WORK PROGRAM ITEMS

10. Strategic Plan for 2016-2018 & Work Program for FY 2015-2016

Roundtable Technical Consultant Cindy Gibbs provided an overview an overview of both the Strategic Plan through 2018 and the Work Program for the current fiscal year.

DISCUSSION: Roundtable Vice-Chair Lewis stressed the importance of clearer/easier to understand noise reports. Menlo Park representative Peter Ohtaki asked if the FAA initiative discussed earlier would be included in the work plan. Ms. Gibbs indicated it could be added.

ACTION: Sue Digre **MOVED** the adoption of Strategic Plan 2016-2018 and Work Program for FY 2015-2016. The motion was seconded by Ann Wengert and **CARRIED**, unanimously.

11. Budget for FY 2015-2016

Roundtable Coordinator James Castañeda presented the budget for FY 2015-2016 for the Roundtable's consideration.

DISCUSSION: Woodside representative David Burrow pointed out that the table showing the amounts of year over year role over didn't reconcile. Mr. Castañeda confirmed that the budget does reconcile, and an error was made on the table. Roundtable members agreed to continue to the item until a revised table could be presented.

ACTION: No action was taken on this item.

12. Report, Departures Technical Working Group

13. Report, Arrivals Technical Working Group

Roundtable Technical Noise Consultant Cindy Gibbs provided a very brief overview of the progress of the items discussed at prior Technical Working Groups back in August. No working group meetings were conducted since the last Roundtable regular meeting, and no other update was provided.

OTHER MATTERS

14. Airport Noise Briefing

Due to time, no briefing was provided.

15. Member Communications / Announcements

None

16. Adjourn

The meeting was adjourned at approximately 10:08 p.m.

Roundtable meeting overviews are considered draft until approved by the Roundtable at a regular meeting. An audio recording of this meeting is available at the Roundtable's website.

SFO Airport/Community Roundtable

Meeting No. 299 Overview
Wednesday, February 3, 2016

1. Call to Order / Roll Call / Declaration of a Quorum Present

Roundtable Chairperson, Cliff Lentz, called the Regular Meeting of the SFO Airport / Community Roundtable to order, at approximately 7:06 p.m., in the David Chetcuti Community Room at the 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

Doug Yakel – City and County of San Francisco Airport Commission
David Takashima – City and County of San Francisco Mayor's Office
Dave Pine – County of San Mateo Board of Supervisors
Adam Kelly – C/CAG Airport Land Use Committee (ALUC)
Elizabeth Lewis – Town of Atherton
Cliff Lentz – City of Brisbane
Ricardo Ortiz – City of Burlingame
Raymond Buenaventura – City of Daly City
Sam Hindi – City of Foster City
Deborah Penrose – City of Half Moon Bay
Ann Schneider – City of Millbrae
Sue Digre – City of Pacifica
Ann Wengert – Town of Portola Valley
Janet Borgens – City of Redwood City
Bob Grassilli – City of San Carlos
Deborah Gordon – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors (Vacant)
City of Belmont
Town of Hillsborough
City of Menlo Park
City of San Bruno
City of San Mateo
City of South San Francisco

ROUNDTABLE STAFF

James A. Castañeda, AICP – Roundtable Coordinator
Cindy Gibbs – Roundtable Technical Support (Consultant)
Harvey Hartman – Roundtable Technical Support (Consultant)

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Abatement Manager
Ara Balian, Noise Abatement Specialist
David Ong, Noise Abatement Specialist
John Hampel, Noise Abatement Specialist
William Brown, Noise Abatement Specialist

2. Election of Roundtable Chairperson for Calendar Year 2016

Chairman Lentz opened the floor to nominations for Chairperson.

ACTION: Sue Digre **MOVED** to nominate Brisbane representative and current Roundtable Chairperson Cliff Lentz for the position of Chairperson of the Roundtable. Sam Hindi seconded the nomination. Bob Grassilli **MOVED** to nominate Atherton representative and current Roundtable Vice-Chairperson Elizabeth Lewis. Ann Wengert seconded the nomination. A roll call vote was taken, with a total of 9 votes casted for Cliff Lentz, and 4 for Elizabeth Lewis. Two votes were in abstention. The acceptance of **Cliff Lentz** as Roundtable Chairperson was **CARRIED** with the majority votes.

3. Election of Roundtable Vice-Chairperson for Calendar Year 2016

Chairperson Lentz opened the floor to nominations for Vice-Chairperson of the Roundtable.

ACTION: Chairperson Lentz **MOVED** to nominate Town of Atherton representative Elizabeth Lewis for the position of Vice-Chairperson of the Roundtable. Sue Digre seconded the nomination. Hearing no additional nominations, a vote was taken and acceptance of **Elizabeth Lewis** as Roundtable Vice-Chairperson was **CARRIED**, unanimously.

4. Approval of Resolution 16-01: Designating Roundtable Meeting Dates, Times and Place for Calendar Year 2016

ACTION: Janet Borgens **MOVED** the adoption of the resolution. The motion was seconded by Sue Digre and **CARRIED**, unanimously.

5. Public Comments on Items Not on the Agenda

A total of 8 members of the public spoke to express concern over aircraft noise over their communities. The communities represented were Santa Cruz, Scotts Valley, Woodside, Palo Alto, Menlo Park, Pacifica, Brisbane, Los Altos and Millbrae. Representation from the newly formed Save Our Skies East Bay also in attendance. Concerns raised by those who spoke focused on increased noise from aircraft traffic over their respective communities, noise insulation, and ongoing impacts to health and the environment.

CONSENT AGENDA

6. Review of Airport Director's Reports for September 2015

ACTION: Elizabeth Lewis **MOVED** approval of the Consent Agenda. The motion was seconded by Ann Wengert and **CARRIED**, unanimously.

REGULAR AGENDA

7. Review of SFO FlyQuiet Report for Q3 2015

Bert Ganoung, Noise Abatement Manager, provided an overview of the third quarter Fly Quiet report for 2015.

DISCUSSION: Redwood City representative Janet Borgens asked for explanation of the trend lines in the charts provided. Noise Abatement Manager Bert Ganoung explained the charts on the Fly Quiet presentation are the quarterly averages where high scores for an airline indicates a satisfactory adherence to the fly quiet program. Some members encouraged the Noise Abatement Office to consider making the reports easier to read and understand for the benefit of both the Roundtable members and the public. Millbrae representative Ann Schneider questioned the type of noise that's experienced by her community during the night time hours. Bert Ganoung responded that the noise associated in the immediate vicinity is most likely ground run ups from aircraft, as well as back blast noise from take-offs.

8. Airport Director's Comments

Airport Public Communications Officer Doug Yakel provided a brief update on the airport's current operation. Mr. Yakel indicated that the Monday following Sunday's Super Bowl 50 event will see higher than normal operations. Mr. Yakel also pointed out a recent San Francisco Chronicle article featuring Airport Director John Martin and the work at SFO over the years in the lead up to his retirement this summer.

9. Consideration of amending the Roundtable's Memorandum of Understanding and Bylaws to include the City of Palo Alto as a voting member

Roundtable Coordinator James Castañeda introduced the item, and pointed out a recent letter submitted by the City of Palo Alto regarding the matter, as well as a letter from Congresswoman Eshoo's office to the FAA regarding creating a new Select Committee representing the South Bay and Santa Cruz County. Roundtable Chairperson Lentz explained the purpose of bring this item to the Roundtable.

DISCUSSION: San Carlos representative Bob Grassilli indicated that the item is moot considering the letter received from the City of Palo Alto indicating they will be pursuing their own studies and investigation on aircraft noise impacts to their communities. Portola Valley representative Ann Wengert expressed that integration has always been issue, but agrees with Congresswoman Eshoo's suggestion in creating a Select Committee. Burlingame representative Ricardo Ortiz indicated that this becomes a question of the Roundtable's purview as being either local or regional in scope. The item was tabled.

ACTION: No action was taken on this item.

10. Consideration of allowing Supporting Cities Liaisons on the Roundtable

Roundtable Coordinator James Castañeda introduced the item and explained the general purpose of it would be to encourage participation and inclusion from cities outside of the Roundtable member cities (per the MOU) and have a “seat at the table” minus voting privileges.

DISCUSSION: San Carlos representative Bob Grassilli express concern with the idea, and questioned the value for supporting cities liaison if they have no voting power. Burlingame representative Ricardo Ortiz reiterated his earlier statement that this also raises the question of the Roundtable’s purview as regional group. Redwood City representative Janet Borgens agreed with the statements made thus far and indicated that while the intentions are well, the liaisons wouldn’t have any teeth. The item was tabled.

ACTION: No action was taken on this item.

11. Consideration of a resolution regarding the FAA Initiative to Address Noise Concerns

Chairperson Lentz introduced the item and explained the purpose of the resolution. Roundtable Coordinator James Castañeda indicated that it’s a working draft, but if the Roundtable choose to support it, the language could be edited.

DISCUSSION: Woodside representative Deborah Gordon expressed concern that the resolution needs to proclaim what the Roundtable wishes to resolve in order to be considered a resolution. Chairperson Lentz provided additional background on the purpose, which was to show support for the FAA’s initiative, and along with other cities adopting similar resolutions, could perhaps add some accountability for the FAA to work with stakeholders. Pacifica representative Sue Digre indicated that the resolution would need to express urgency in addressing concerns. Vice-chair Elizabeth Lewis commented that perhaps this isn’t the right tool for the objective, and the Roundtable should perhaps consider other ways to accomplish the intended goal.

ACTION: No action was taken on this item.

12. Consideration of a creating an online petition for public support of FAA Initiative to Address Noise Concerns

Roundtable Coordinator James Castañeda introduced the item, and Chairperson Lentz explained the purpose and goal of creating an online petition.

DISCUSSION: Burlingame representative Ricardo Ortiz asked others present at the meeting if there were other petitions available for people to sign. Member from the audience responded yes. Vice-chair Lewis questioned what would the Roundtable do with the data collected from the petition, and if one were to be released from the Roundtable, it would need to be wordsmith further before being made available. After additional discussion, the item was tabled.

ACTION: No action was taken on this item.

REGULAR AGENDA – WORK PROGRAM ITEMS

13. Status, Departures Technical Working Group

14. Status, Arrivals Technical Working Group

Roundtable Technical Noise Consultant Cindy Gibbs provided an overview of the two Technical Working Group meetings that occurred in December and January. The Roundtable was directed to the list of goals and metrics contained within the packet that came out of those meetings which were broken into short term and long term goals.

DISCUSSION: County of San Mateo Board of Supervisor representative Dave Pine questioned who would be working toward following up with the short term goals listed. Ms. Gibbs responded that staff and the Noise Abatement Office would be the ones communicating to TRACON and other on the recommended actions, and following up with them periodically to evaluate progress and outcomes. Members of the public spoke on the short term recommendation regarding use of the BIGSUR arrival between the hours of 10pm to 5am instead of SERFR arrival procedure, specifically stating that anything less returning to 100% use of the BIGSUR would unacceptable.

15. Budget for FY 2015-2016

Roundtable Coordinator James Castaneda pointed out the areas of the budget tables that were unclear from the last meeting, and as a result continued in order.

DISCUSSION: None

ACTION: Ricardo Ortiz **MOVED** approval of the Budget for FY 2015-2016. The motion was seconded Ann Schinder and **CARRIED**, unanimously.

OTHER MATTERS

16. Airport Noise Briefing

No briefing was provided due to time.

17. Member Communications / Announcements

DISCUSSION: None

18. Adjourn in memory of Carol Klatt

The meeting was adjourned in memory of long time Roundtable representative from Daly City Carol Klatt at approximately 9:45 p.m.

Roundtable meeting overviews are considered draft until approved by the Roundtable at a regular meeting. An audio recording of this meeting is available at the Roundtable's website.

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REGULAR AGENDA

Regular Meeting # 300
April 6, 2016

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INVESTIGATION
MILITARY PERSONNEL

PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

SUBCOMMITTEES:
EMERGING THREATS
NSA AND CYBERSECURITY

Senior Whip

March 14, 2016

Cliff Lentz, Chair
SFO Airport/Community Roundtable
Brisbane City Hall
50 Park Place
Brisbane, CA 94005

Re: Two Entities to Provide Recommendations to FAA

Dear Mr. Lentz:

I recognize the importance of the SFO Airport/Community Roundtable as a valuable voice for the residents of San Francisco and San Mateo Counties for 35 years. In its early years I had the privilege of being the Board of Supervisors representative on the Roundtable.

Some SFO Airport/Community Roundtable members have asked for clarification on the *FAA Initiatives* process. As you know, in response to Congressional inquiries regarding noise from San Francisco Airport, and after receiving widespread community input, the FAA provided a list of possible flight procedure changes in their *FAA Initiatives* report. As part of the process associated with that report I am pleased that the FAA will recognize and work closely with two separate public entities to review any proposed changes to SFO flight procedures.

The **Select Committee on South Bay Arrivals** has been established by Congresswoman Anna Eshoo, Congressman Sam Farr and me. The *Select Committee* will be the primary entity to receive FAA proposals, solicit and receive public comment and ultimately provide recommendations to the FAA on the *FAA Initiatives* items relating to SFO arrivals affecting Santa Cruz County, Santa Clara County and southern San Mateo County. Each Congressional Office will appoint four members and four alternates to this *Select Committee*. The members and alternates will be elected officials from the respective Congressional Districts. The members will be selected by the end of March.

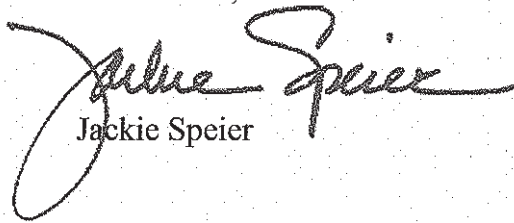
The long-standing **SFO Airport/Community Roundtable** will be the primary entity to receive FAA proposals, solicit and receive public comment and ultimately provide recommendations to the FAA on the remainder of the *FAA Initiatives* items including SFO departures as well as SFO arrivals affecting the north Bay including San Francisco and San Mateo Counties.

In the infrequent situation where an *FAA Initiative* item is determined by either the SFO Roundtable or the Select Committee to be within the purview of both entities, the FAA will engage separately with each entity on that item and will ultimately receive a recommendation from each entity.

The FAA continues to review each of the items in the *FAA Initiatives* and plans to provide an update on each item in mid to late April.

I look forward to working with both the Select Committee and the SFO Airport/Community Roundtable to reduce the SFO noise impact on our constituents.

All the best,



Jackie Speier

CC: Honorable Anna Eshoo
Honorable Sam Farr
Honorable Board of Supervisors, San Mateo County
Members of the SFO Airport/Community Roundtable
Glen Martin, FAA Regional Administrator, Western-Pacific Region

AIRPORT NOISE NEWS

Regular Meeting # 300
April 6, 2016

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 28, Number 10

March 25, 2016

Conferences

AIRPORTS CAN LEARN LESSONS FROM WAY PHOENIX DEALT WITH FLIGHT PATH CHANGES

There are valuable lessons for airports to learn from the way the City of Phoenix handled the community outreach crisis it faced following the FAA's implementation of unannounced flight path changes at Sky Harbor International Airport in September 2014, according to Rob Adams, executive vice president of the airport consulting firm Landrum & Brown.

At a Feb. 29 session at the UC Davis Aviation Symposium in Palm Springs, CA, Adams outlined three things that the City of Phoenix did well in addressing the community's immediate and unrelenting outrage over the flight path changes:

- City officials recognized that they were dealing with an outreach "crisis," which Adams defined as a situation with organized community opposition that is sustained and growing and exhibits hyper-sensitivity beyond the areas directly affected;
- The City took action quickly but not too quickly; city officials paused to allow time to develop a robust and meaningful public outreach plan; and

(Continued on p. 39)

Litigation

SIX SANTA CRUZ RESIDENTS SUE SFO, SJC, AIRLINES OVER NEW FLIGHT PATH NOISE

On March 6, six residents of Santa Cruz, CA, filed suit in Santa Cruz County Superior Court seeking unspecified damages for the noise nuisance caused by two new flight paths implemented under the FAA's Northern California Metroplex project that have brought over 4,000 commercial aircraft a month over their homes.

The lawsuit was filed against the City and County of San Francisco (proprietor of San Francisco International Airport), the City of San Jose (proprietor of San Jose International Airport), and five airlines: United, Southwest, Virgin America, American, and Delta.

"The new overhead flight paths [SERFR and BRIXX], and the ways airlines choose to fly them, have caused and continue to cause harm to Plaintiffs by dramatically increasing the amount of noise, disturbance and pollution to Plaintiffs' and their properties – thereby preventing Plaintiffs from reasonable enjoyment of their properties," the lawsuit asserts.

"Worse," it continues, "Defendants have routinely violated and/or encouraged violations of air regulations pertaining to altitude and speed of these large commer-

(Continued on p. 40)

In This Issue...

Phoenix ... Airports can learn valuable lessons from the way the City of Phoenix addressed the sustained community outrage over a shift in aircraft noise impact following FAA's implementation of RNAV flight paths at Sky Harbor International Airport, Rob Adams of Landrum & Brown, who advised the city on how to improve its community outreach efforts, tells participants at the UC Davis Aviation symposium in Palm Springs - p. 38

... Arizona Sens. John McCain and Jeff Flake urge FAA Administrator Michael Huerta to use a court-ordered mediation process going on this week to find a solution to the noise problem caused by the flight path changes at Sky Harbor - p. 40

Litigation ... Six residents of Santa Cruz, CA, file suit in state court seeking damages for noise nuisance caused by two new flight paths implemented last year under FAA's Northern California Metroplex project - p. 38

Conferences, from p. 38

- The City assumed a leadership position speaking on behalf of the community and representing the community's concerns.

After the flight path changes were made, the City held a public meeting on the noise problem that was a disaster, Adams said. People were screaming at FAA and nothing positive came out of the meeting. Elected officials realized they needed help and hired Adams to guide them in their public outreach efforts.

When he came on board in November 2014, city officials wanted to hold the next public meetings in two weeks but Adams insisted that was not enough time to prepare for the meetings, which were pushed back to mid-January 2015.

"That gave us time to prepare properly for the meetings and to get city officials to define what they wanted to accomplish at the meetings. It was a simple question but took a long time to answer. The city decided it wanted to be a leader on this issue and it wanted to represent all its citizens in engaging the FAA."

To accomplish those defined goals, the city held a series of four public meetings in mid-January 2015 at which they asked those attending from the community to specify the noise issues that upset them (such as night noise, constant noise, etc.), what they wanted the city to do about the problem short of changing the procedures, and how the city could communicate better with the community.

Input Documented Problem

The input gained from those meetings provided city officials with the information they needed to go to the FAA and document the noise problem the community was dealing with, Adams said. Also, responding to community requests at the meetings, the airport improved its website and added a flight tracking system and an app for filing noise complaints.

At a later, second set of four meetings, city officials provided feedback to the community on FAA's response to the concerns they had raised with the agency.

"The feedback to the community did one thing," Adams said. "It said, 'We hear you and we understand clearly what your issues are and we are delivering your message to FAA.'"

"That process of people being heard; the fact that they felt the city heard them, was very important for setting the stage for future outreach and the ability of the airport to rebuild its relationship" with the community, Adams stressed.

He also stressed the importance of the mechanics and logistics of the public meetings: city officials made sure that not just the loudest voices at the meetings were heard; that meetings were held even in small venues far from the airport where complaints had been registered; that they paid attention to the size and shape of the meeting rooms and made sure video screens were visible; and –crucially – that a purpose and goal was defined for every public meeting.

"You have to have a purpose for every meeting and it has to be meaningful to the public," Adams told the conference.

He also noted that in response to the public outreach crisis it faced, the City of Phoenix completely reorganized the airport staff to better deal with community engagement.

Adams urged airports to define in advance the "trigger events," such as the opening of a new runway, that could spark a community outreach crisis. "Have a plan and get ahead of [these events]," he advised. "Formulate your position and goals before taking action; pause and take a deep breath and make plans for your outreach and goals."

'All This for \$4 Million'

Ambrose Clay, a City Councilman for College Park, GA, located close to Atlanta-Hartsfield International Airport, asked an interesting question at the end of Adam's presentation.

"What do we have to do to get the economics on the ground merged in holistically with the economics in the air-space?" he asked, noting that Phoenix spent "a gazillion dollars" to rehab its historic district and then FAA flew planes over it. "It doesn't make sense to land use planners," Clay said.

Phoenix Deputy Aviation Director Jordan Feld agreed. The estimate is that the airlines are saving around \$4 million a year with the new flight paths, he said, adding – with resignation – "All this for \$4 million a year."

It would be better to integrate flight path changes with land use planning, he said, but noted that FAA is in charge of the airspace and "there will always be losers on the ground" from airspace changes.

In his presentation, Feld said that many components of Part 150 airport noise compatibility programs are rendered useless with NextGen flight path changes. "From an RNAV perspective, if you have a Part 150, throw it out the window," he told airports. "All that effort you put into sound insulation programs and aviation easements is for naught."

"I'm not sure what value your Part 150 is to ATO [FAA's Air Traffic Organization]," Feld said. "Our 150 recommended that RNAV be used for good. So noise experts told the community that noise will be better for you [with RNAV] but it didn't work out that way."

Asked how well the FAA has worked with the City of Phoenix in trying to reduce the noise impact of the flight path changes, Feld responded: "There are different FAAs." From a planners perspective, the ADO [Airport District Office] is the logical office to be involved. The ADO seems to be more communicative and FAA needs to let the ADO do more up-front," Feld said. "ATO talks to us but is guarded, less informative," he said. "Less banter at meetings."

Winners of Gillfillan Award

This year's UC Davis Walt Gillfillan Award for contributions to the field of airport noise was presented to two recipients: Armando Tovar, noise officer for Raleigh-Durham Airport Authority, and Sanford Fidell, principal of the Woodland Hills, CA, acoustical consulting firm Fidell Associates Inc.

Litigation

AZ SENATORS URGE FAA TO USE MEDIATION TO RESOLVE FLIGHT PATH CHANGE NOISE PROBLEM

In a March 23 letter, Arizona Sens. John McCain (R) and Jeff Flake (R) urged FAA Administrator Michael Huerta to reach a solution to the increase in NextGen flight path noise around Phoenix Sky Harbor International Airport during court-ordered mediation going on this week with the City of Phoenix and representatives of historic neighborhoods in the city that have had flight paths moved over them.

“We appreciate your attention to the concerns of our constituents associated with the FAA’s adjustment of these paths, and your acknowledgement that “[d]espite the litigation filed by the city and by Phoenix neighborhood groups, consistent with Congress’ intent, [the FAA remains] willing to work together to develop additional potential adjustments to the procedures,” wrote the senators, who have aggressively sought to resolve the noise problem.

They told Huerta that the upcoming mediation “represents one approach to resolving this matter, and, in connection with this mediation, we urge you to use the tools and authority available to the FAA to reach a workable solution for the community around Sky Harbor and the FAA, as appropriate and consistent with existing rules, regulations and ethical guidelines.”

“As you are aware,” the senators told Huerta, “there has been substantial work by our offices to address process concerns related to the lack of engagement with local stakeholders before making flight-path changes as part of the FAA’s implementation of the Next Generation Air Transportation (NextGen) System.

“This has resulted in legislation, included in FAA reauthorization bills in the House and Senate, to create a process for the FAA to take steps to mitigate the negative effects of these flight-path changes, and also ensure that other airports and communities have the opportunity to meaningfully engage with the FAA before any future changes are made. Along with ongoing engagement with your agency, we will continue to work to have this, or any additional legislation warranted under current circumstances, enacted into law, until this issue is finally resolved,” the senators asserted.

Two Lawsuits Filed

On June 1, 2015, the City of Phoenix gave up on its attempts to work with the FAA to revise RNAV departure paths at Sky Harbor to reduce their noise impact and filed suit against the FAA in the U.S. Court of Appeals for the District of Columbia Circuit (27 ANR 82).

The City petitioned the Court to review the FAA’s denial of the City’s request to modify or cease implementation of certain RNAV departure routes out of Sky Harbor that moved flight paths away from the locations where they had been effective in reducing noise impact and over an historic district

and other densely populated areas. The City also asked the Court to review FAA’s failure to reopen consultation on the flight path changes or to conduct an environmental review of the City’s requested RNAV departure routes.

On July 31, 2015, several historic neighborhood groups and residents also filed suit in the D.C. Court of Appeals alleging that they are suffering “significant, adverse impacts” as a result of revised departure routes the FAA put into effect in September 2014.

They asked the Court to review the final decisions by FAA to permanently implement the RNAV departure routes, which moved and concentrated flight track noise over their communities. They also asked the Court to review FAA’s refusal to reopen consultation or conduct required environmental review of alternative flight departure routes that would have fewer significant adverse impacts on the historic neighborhoods and their residents (27 ANR 116).

Asked if the use of mediation could prove to be a useful new legal avenue for addressing NextGen noise problems, Peter Kirsch of the Denver lawfirm Kaplan Kirsch & Rockwell, which represents the City of Phoenix in its litigation against FAA, seemed to be trying to keep expectations about the outcome of the mediation process realistic.

“The D.C. Circuit Court of Appeals has an active and aggressive mediation program,” he told ANR. “The Court very strongly encourages all cases to participate in the program so this is not unusual but rather routine for cases in the DC Circuit. Many cases (from my experience, most challenges to FAA actions) are quickly removed from the mediation program when it becomes obvious that there are no good mediation options. I have participated in mediation for many cases in the D.C. Circuit and other courts of appeals that have similarly active mediation program. Occasionally mediation results in resolution of the matter and more often mediation helps narrow the issues in contention.

“Like most cases, the DC Circuit directed that the Phoenix case be referred to mediation. A mediator has been appointed and mediation is on-going this week. As you can expect, it would not be appropriate to comment on the mediation, whether it will be successful, or its possible duration. All phases of mediation are confidential.”

Santa Cruz, from p. 38

cial aircraft, which have resulted in direct harm to Plaintiffs, as well as increased, continuing risk of midair collision with small aircraft.”

In the one year since implementation of the new SERFR flight path into SFO, there have been more than 150,000 noise complaints filed by residents of Santa Cruz County, the plaintiffs told the Court.

They asserted that “many aircraft using the new flight paths routinely fly at altitudes substantially below the designed floor for Class B airspace, fly at substantially higher speeds than allowed by FAA regulations and local noise regu-

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lations, and thus often employ loud ‘speed brakes’ as they fly over Plaintiffs’ properties.”

“Published FAA procedures allow airlines to descend their aircraft at altitudes over Plaintiffs’ community that are conducive to a quiet, idle descent, but the airlines generally choose to do otherwise. Furthermore, airlines could mitigate the nuisance by flying less or not at all during the time that people are likely to be sleeping (e.g. 10 p.m. to 7 a.m.) but they choose to not do so.”

The plaintiffs told the Court that SFO and SJC have the power to take various actions to reduce aircraft noise over their homes, such as:

- Instituting preferential runway use that would cause planes to take a different flight path and expose far fewer people to aircraft noise;

- Do more to convince airlines to take steps that would result in quieter flights (such as granting airline gate preferences based on each airline’s noise mitigation record); and;

- SFO could institute a curfew against planes taking off or landing at more sensitive “quiet” times. The plaintiffs noted that San Jose International already has a curfew.

Plaintiffs in the case are Daniel McKay, Patricia McKay, Babak Sarashki, Kathleen Dwyer, Michael Rodenbaugh, and “Doe Plaintiffs 1-10,000.” The attorney who filed the lawsuit, Michael Rodenbaugh of Rodenbaugh Law in San Francisco, is one of the plaintiffs.

Five causes of action are listed in the case: continuing nuisance, negligence, negligence *per se*, willful misconduct, and unfair competition under Section 17200 of the California Business and Professions Code which bars “unlawful, unfair and fraudulent” conduct.

No Decision Yet in Related Case

In related litigation, three residents of San Mateo County, CA, filed a lawsuit in the U.S. Court of Appeals for the Ninth Circuit on Sept. 26, 2014, challenging the FAA’s conclusion that there would be no significant noise impact from the airspace revision done under its Northern California Metroplex project (14 ANR 151).

The petitioners asked the Ninth Circuit to review the entire FONSI [Finding of No Significant Impact] on the NoCal Metroplex project and its conclusions that the proposed airspace changes would not result in a significant noise impact, that no mitigation is required; that the FONSI is consistent with national environmental policies and objectives, and that an environmental impact statement need not be prepared.

Briefings have been filed in the case, *James E. Lyons, et al v. FAA, et al* (Case No. 14-72991) but the Court has not yet issued a decision.

FAA and Department of Justice attorneys asserted in a brief to the Court filed in October 2015 that issuance of the FONSI was appropriate and the petitioners’ lawsuit was without merit.

AIRPORT NOISE REPORT

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Published 44 times a year at 43978 Urbancrest Ct., Ashburn, Va. 20147; Phone: (703) 729-4867; FAX: (703) 729-4528.
e-mail: editor@airportnoisereport.com; Price \$850.

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Aircraft Noise Abatement Office

Glossary of common Acoustic and Air Traffic Control terms

A

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

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

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

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

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

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

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

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

Arrival – The act of landing at an airport.

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

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

ARTCC – Air Route Traffic Control Center - A facility providing air traffic control to aircraft on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

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

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

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

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

B

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

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

C

Center – See ARTCC.

CNEL – Community Noise Equivalent Level - A noise metric required by the California Airport Noise Standards for use by airport proprietors to measure aircraft noise levels. CNEL includes an additional weighting for each event occurring during the evening (7:00 PM – 9:59 PM) and nighttime (10 pm – 6:59 am) periods to account for increased sensitivity to noise during these periods. Evening events are treated as though there were three and nighttime events are treated as though there were ten. This results in a 4.77 and 10 decibel penalty

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 (maximum size of 30 seats) performing 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.

Exceedance— 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.

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 studies, Environmental Assessments, Environmental Impact Statements, and Airport Layout Plans.

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

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

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

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

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

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

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

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

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

G

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

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

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

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

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

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

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

H

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

I

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

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

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

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

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

J

K

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

L

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

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

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

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

M

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

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

N

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

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

Navaid – Navigational Aid.

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

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

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

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

NMS – See RMS

Noise Contour – See CNEL and DNL Contour.

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

O

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

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

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

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

P

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

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

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

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

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

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

Q

R

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

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

RMS – Remote Monitoring Site - A microphone placed in a community and recorded at San Francisco International Airport's Noise Monitoring Center. A network of 29 RMS's generate data used in preparation of the airport's Noise Exposure Map.

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

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

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

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

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

S

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

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

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

Single Event – Noise generated by a single aircraft over-flight.

SOIA – Simultaneous Offset Instrument Approach

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

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

T

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

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

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

Threshold – Specified boundary.

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

U

V

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

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

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

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

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

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

W

X

Y

how to reach us

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