



# Meeting Packet

## Regular Meeting

Meeting No. 323

**Wednesday, February 5, 2020 - 7:00 p.m.**

David Chetcuti Community Room – Millbrae City Hall  
450 Poplar 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*

Elizabeth Lewis, Roundtable Chairperson / Roundtable Coordinator

**2. Elections of Roundtable Chairperson for Calendar Year 2020**

*ACTION*

Roundtable Coordinator

**3. Elections of Roundtable Vice-Chairperson for Calendar Year 2020**

*ACTION*

Roundtable Chairperson

**4. Approval of Resolution 20-01: Designating Roundtable Meeting Dates, Time and Place for Calendar Year 2020**

*ACTION*

Roundtable Chairperson

1. 2020 Meeting Dates Memo and Resolution 20-01

pg. 7

**5. 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.

## **Regular Meeting Packet**

February 5, 2020 / Meeting No. 323

### **CONSENT AGENDA**

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.

#### **6. Airport Director's Reports for October 2019 and 2019 Q3 Fly Quiet Report**

##### **ACTION**

- |                                   |        |
|-----------------------------------|--------|
| 1. October 2019 Director's Report | pg. 9  |
| 2. 2019 Q3 Fly Quiet Reports      | pg. 14 |

#### **7. Action Minutes from the December 4, 2019**

##### **ACTION**

- |  |        |
|--|--------|
| 1. December 4, 2019 Regular Meeting Action Minutes | pg. 26 |
|--|--------|

### **REGULAR AGENDA – GENERAL AIRPORT**

#### **8. Presentation on Census 2020 and Impacts on Roundtable Communities**

##### **INFORMATION**

Megan Gosch – San Mateo County Office of Community Affairs

#### **9. SFO Updates**

##### **INFORMATION**

Ivar Satero, Airport Director – San Francisco International Airport

### **REGULAR AGENDA – GROUND-BASED NOISE**

#### **10. Report from Ground-Based Noise Ad-Hoc Subcommittee January 30, 2020 & Additional Matters Related to Ground-Based Noise**

##### **INFORMATION**

Ricardo Ortiz, City of Burlingame Representative

Justin Cook, Roundtable Technical Consultant

### **REGULAR AGENDA – DEPARTURES**

#### **11. NIITE/HUSSH Procedure Status & Additional Matters Related to Departures Discussion**

##### **INFORMATION**

Justin Cook, Roundtable Technical Consultant

### **REGULAR AGENDA – ARRIVALS**

#### **12. PIRAT TWO Status & Additional Matters Related to Arrivals Discussion**

##### **INFORMATION**

Justin Cook, Roundtable Technical Consultant

## **Regular Meeting Packet**

February 5, 2020 / Meeting No. 323

### **OTHER MATTERS**

#### **13. FY2019-2020 Roundtable Budget**

*INFORMATION*

TBA

1. FY2019-2020 Roundtable Budget Memo pg. 30

#### **14. Formal coordination with other Bay Area Roundtables status**

*INFORMATION*

Ann Wengert, Town of Portola Valley

#### **15. Appointments for Roundtable Subcommittee**

*INFORMATION*

Roundtable Chairperson

1. Subcommittee Overview Memo pg. 38

#### **16. Member Communications / Announcements**

*INFORMATION*

Roundtable Members and Staff

#### **17. Adjourn**

*ACTION*

Roundtable Chairperson

### **Correspondences / Additional Reports**

1. Woodside 4Q 2019 Noise Monitoring Report pg. 42
2. Portola Valley 4Q 2019 Noise Monitoring Report pg. 45
3. Noise News Vol 1 – Feb 2020 pg. 48
4. N.O.I.S.E. February 2020 Updates pg. 52
5. FAA Instrument Flight Procedures (IFP) Information Gateway Review Updates 12/2019 pg. 55
6. FAA Instrument Flight Procedures (IFP) Information Gateway Review Updates 2/2020 pg. 58



# Member Roster

February 2020

## **CITY AND COUNTY OF SAN FRANCISCO BOARD OF SUPERVISORS**

Ahsha Safai, Supervisor

## **CITY AND COUNTY OF SAN FRANCISCO MAYOR'S OFFICE**

Edward McCaffrey, (Appointed)

## **CITY AND COUNTY OF SAN FRANCISCO AIRPORT COMMISSION REPRESENTATIVE**

Ivar Satero, Airport Director (Appointed)

Alternate: Doug Yakel, Public Information Officer

## **COUNTY OF SAN MATEO BOARD OF SUPERVISORS**

Dave Pine

Alternate: Don Horsley

## **CITY/COUNTY ASSOCIATION OF GOVERNMENTS AIRPORT LAND USE COMMITTEE (ALUC)**

Carol Ford (Appointed)

## **TOWN OF ATHERTON**

Elizabeth Lewis

Alternate: Rick DeGolia

## **CITY OF BELMONT**

Davina Hurt

Alternate: Tom McCune

## **CITY OF BRISBANE**

Terry O'Connell

Alternate: Madison Davis

## **CITY OF BURLINGAME**

Ricardo Ortiz

## **CITY OF DALY CITY**

Pamela DiGiovanni

Alternate: Rod Daus-Magbual

## **CITY OF FOSTER CITY**

Sam Hindi

Alternate: Sanjay Gehani

## **CITY OF HALF MOON BAY**

Harvey Rarback

Alternate: Adam Eisen

## **TOWN OF HILLSBOROUGH**

Alvin Royse

Alternate: Shawn Christianson

## **CITY OF MENLO PARK**

Cecilia Taylor

Alternate: Cathy Carlton

## **CITY OF MILLBRAE**

Ann Schneider

Alternate: Anne Oliva

## **CITY OF PACIFICA**

Mike O'Neill

Alternate: Deirdre Martin

## **TOWN OF PORTOLA VALLEY**

Ann Wengert

Alternate: Craig Hughes

## **CITY OF REDWOOD CITY**

Janet Borgens

Alternate: Giselle Hale

## **CITY OF SAN BRUNO**

Marty Medina

Alternate: Rico Medina

## **CITY OF SAN CARLOS**

Adam Rak

Alternate: Mark Olbert

## **CITY OF SAN MATEO**

Eric Rodriguez

Alternate: Diane Papan

## **CITY OF SOUTH SAN FRANCISCO**

Mark Addiego

Alternate: Mark Nagales

## **TOWN OF WOODSIDE**

Thomas Livermore

Alternate: Richard Brown

## **ROUNDTABLE ADVISORY MEMBERS**

### **AIRLINES/FLIGHT OPERATIONS**

Captain James Abell, United Airlines

Glenn Morse, United Airlines

### **FEDERAL AVIATION ADMINISTRATION**

Thann McLeod, NORCAL TRACON

Tony DiBernardo, FAA Sierra-Pacific District

### **ROUNDTABLE STAFF**

Angela Montes, Roundtable Administrative Assistant

Gene Reindel, Technical Consultant (HMMH)

Justin Cook, Technical Consultant (HMMH)

Adam Scholten, Technical Consultant (HMMH)

### **SFO AIRPORT NOISE ABATEMENT STAFF**

Bert Ganoung, Noise Abatement Manager

David Ong, Noise Systems Manager

Nastasja von Conta, Senior Noise Abatement Specialist

Anthony Carpeneti, Noise Abatement Specialist

Anneliese Taing, Noise Abatement Specialist

# Welcome

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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, Meeting 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.



# About the Roundtable

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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. In 2020, the Roundtable is scheduled to meet on the first Wednesday of the following months: February, April, June, August, October and December. 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** unless noted. 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) 363-4220.

## 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.”**

*(Source: 49 U.S.C. A. Section 1302(a)(1)).*



January 28, 2020

**TO:** Roundtable Representatives, Alternatives, and Interested Persons

**FROM:** James A. Castañeda, AICP, Roundtable Coordinator 

**SUBJECT:** Review/Approval of Resolution 20-01: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2020

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**RECOMMENDATION:**

Adopt the attached Roundtable Resolution No. 20-01 that specifies the date, time, and place for holding Regular Meetings of the SFO Airport/Community Roundtable, as required by the Brown Act and the Roundtable Bylaws for calendar year 2020.

**BACKGROUND:**

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

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

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

**DISCUSSION:**

The proposed dates are reflective of maintaining six meetings per fiscal year as practiced since 2016. Regular Meetings for calendar year 2020 are to be held at 7:00pm on the first Wednesday of the following months: February, April, June, August, October and December, and therefore with adoption of Roundtable Resolution 20-01, the Regular Meetings would be scheduled as follows:

- **February 5, 2020**
- **April 1, 2020**
- **June 3, 2020**
- **August 5, 2020**
- **October 7, 2020**
- **December 2, 2020**

Attached: Resolution 20-01



## RESOLUTION No. 20-01

\* \* \* \* \*

### **A RESOLUTION PROVIDING FOR THE DAY, TIME, AND PLACE FOR HOLDING REGULAR MEETINGS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE FOR CALENDAR YEAR 2020**

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

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

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

**NOW, THEREFORE BE IT RESOLVED**, that the Regular Meetings of the Roundtable shall be scheduled as follows: the first Wednesday of February, April, June, August, October, and December 2020, at 7:00 p.m. in the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops may be scheduled and held, as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws.

\* \* \* \* \*

**PASSED, APPROVED, AND ADOPTED ON FEBURARY 5, 2020.**

**Roundtable Chairperson**





# Airport Director's Report

Presented at the February 5, 2020  
Airport Community Roundtable Meeting

Aircraft Noise Abatement Office  
October 2019



San Francisco  
International  
Airport

# Aircraft Noise Levels

October 2019

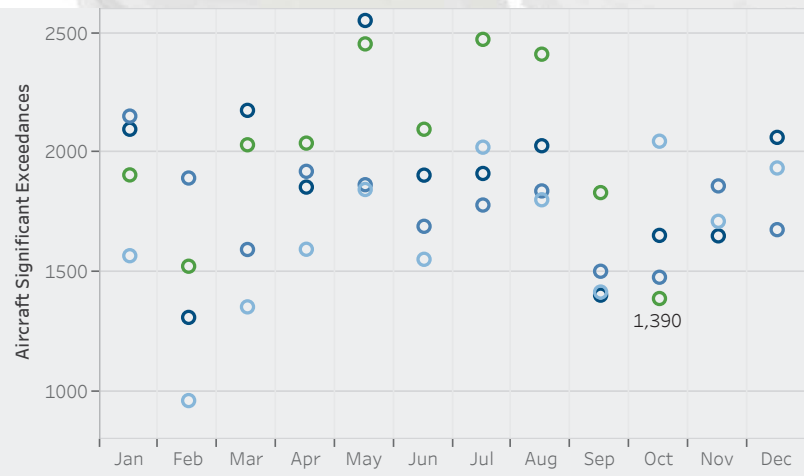
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. Image centered on SFO airport shows quarterly aircraft noise levels (dBA) exposure. The green zone marks 65dBA Community Noise Exposure Level (CNEL). The CNEL metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Noise Events (AVG Day)	Aircraft				Community
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	
1	San Bruno	162	72	93	81	69	
3	SSF	34	52	86	69	63	
4	SSF	126	68	90	78	61	
5	San Bruno	124	66	89	77	64	
6	SSF	109	64	87	76	58	
7	Brisbane	11	48	83	71	58	
8	Millbrae	216	66	84	70	69	
9	Millbrae	25	50	82	70	59	
10	Burlingame	9	48	92	72	59	
11	Burlingame	18	50	81	70	59	
12	Foster City	289	61	82	71	59	
13	Hillsborough	3	51	93	73	73	
14	SSF	95	59	83	72	59	
15	SSF	141	57	81	69	59	
16	SSF	92	58	83	71	57	
17	SSF	93	58	83	70	59	
18	Daly City	101	63	87	75	60	
19	Pacifica	87	60	84	73	57	
20	Daly City	25	46	79	69	61	
21	San Francisco	8	53	90	72	70	
22	San Bruno	129	61	84	71	66	
23	San Francisco	60	51	79	68	63	
24	San Francisco	9	43	81	68	61	
25	San Francisco	19	41	76	64	57	
26	San Francisco	4	43	84	69	66	
27	San Francisco	6	54	94	71	60	
28	Redwood City	3	35	81	69	54	
29	San Mateo	11	52	94	73	58	

Color image (left) centered on SFO is 2019 2nd Quarter noise contour generated by computer modeling. The contours show various Aircraft CNEL exposure. California's Title 21 Noise Regulation established acceptable level of aircraft noise at less than 65dBA CNEL. Noise Monitor's CNEL values (top) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft and Community monthly CNEL average for each monitor site are provided, along with daily average aircraft counts with the average Sound Exposure Level (SEL) and Maximum Level (LMax).

The graph below shows aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.

## Significant Exceedances



Note: Site 2 is currently not operational

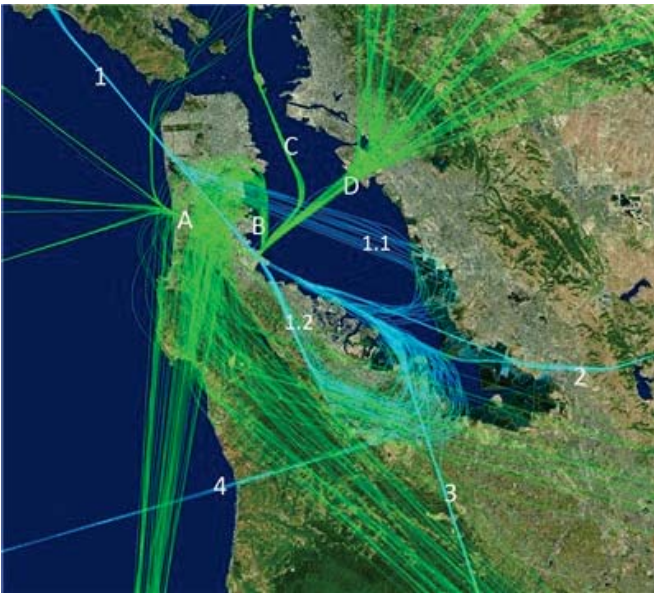
# Operations

October 2019

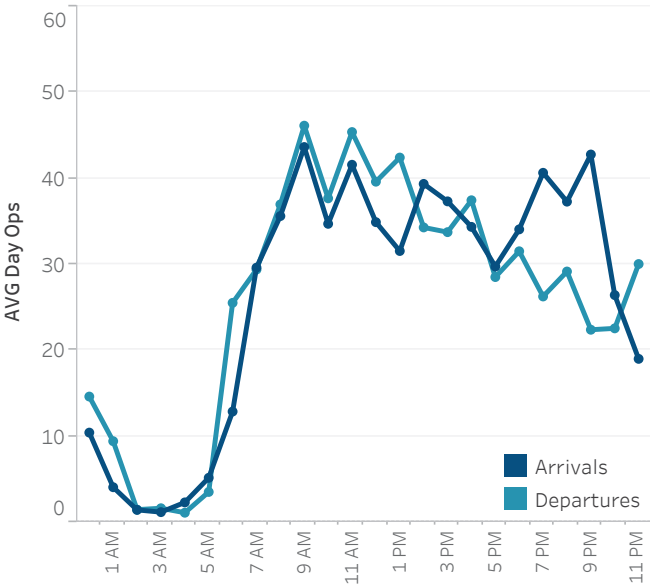
Monthly Ops    AVG Daily Ops    12 Month AVG    YOY Growth

39,003	1,258	37,904	0.3%
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Major Arrival and Departure Routes (West Flow)



October 2019 Average Day (Hourly)



West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow 100%

## Top Destinations

Los Angeles	Seattle
6%	6%

## Down the Bay vs Peninsula

1.1 BDEGA East	32%
1.2 BDEGA West	68%

## Arrival Route

1. BDEGA	30%
2. DYAMD	38%
3. SERFR	27%
4. OCEANIC	5%

## Departure Route

A. GAP	20%
B. SSTIK	29%
C. NIITE	9%
D. TRUKN RWY 01	41%
D. TRUKN RWY 28	1%

## Airlines with the Most Operations

United	39%
Skywest	22%
Alaska	13%
Delta	9%
Southwest	8%
American	7%

## Non Airline

9%

## Narrow Body

76%

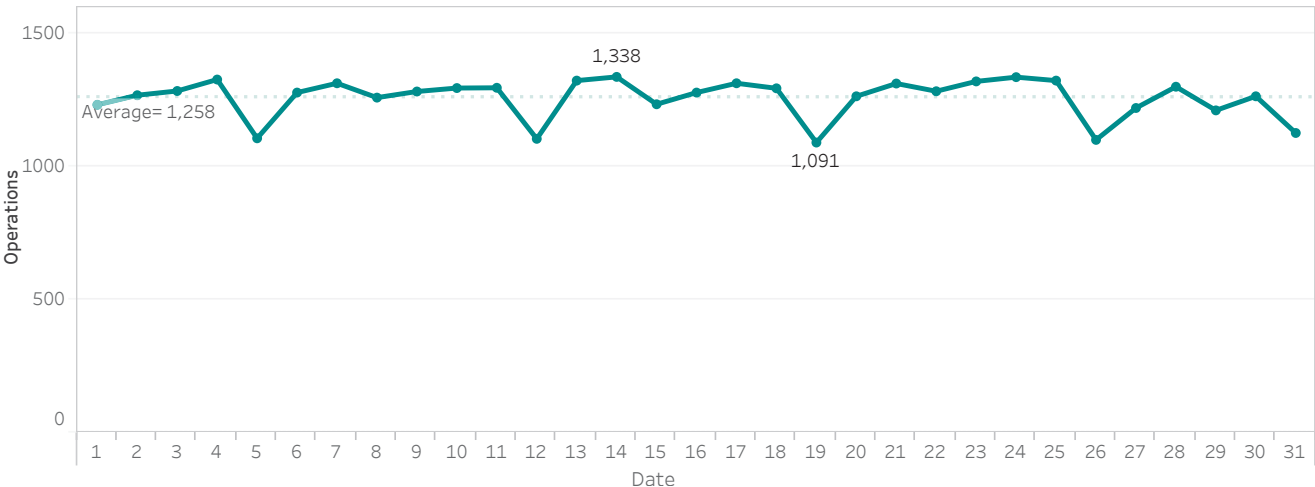
## Wide Body

15%

## Most Utilized Aircraft Types

Boeing B737	35%
Airbus A320 Family	27%
Embraer E170	14%
Bombardier CRJ2	10%
Boeing B752	6%
Boeing B77W	6%
Airbus A220	2%





## Daily Aircraft Operations






# Runway Usage and Nighttime Operations

Monthly Runway usage is shown for arrivals and departures, futher categorized by all hours and nighttttime hours. Graph at the bottom of the page shows hourly nighttime operations for each day. Power Runup locations are depicted on the airport map with airlines nighttime power runup counts shown below. Percent [%] is rounded to the nearest whole number.





Runway Utilization

	Arrivals	Departures
01 L/R		 81% 14,862
10 L/R		 0% 7
28 L/R	 100% 18,250	 19% 3,410

Late Night  
Preferential Runway  
Use (1 am - 6 am)

	Departures
10 L/R	 1% 6
01 L/R	 37% 169
28 L/R	 62% 286

Runway Utilization

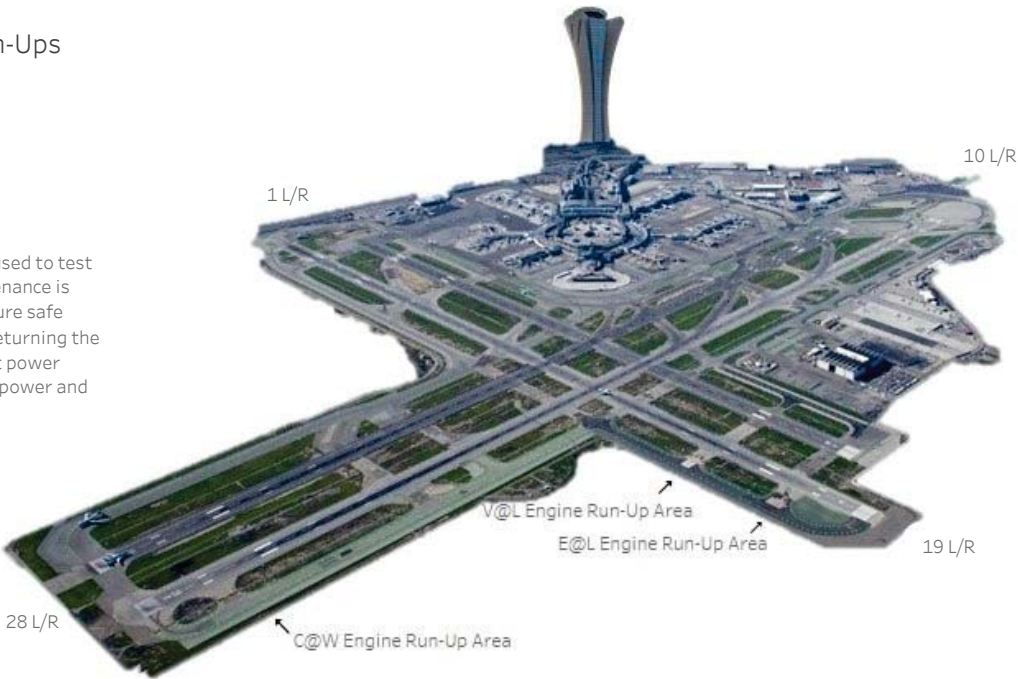
Arrivals	
28L	28R
 44%	 56%
Night (10pm-7am)	
 24%	 76%

## Nighttime Power Run-Ups

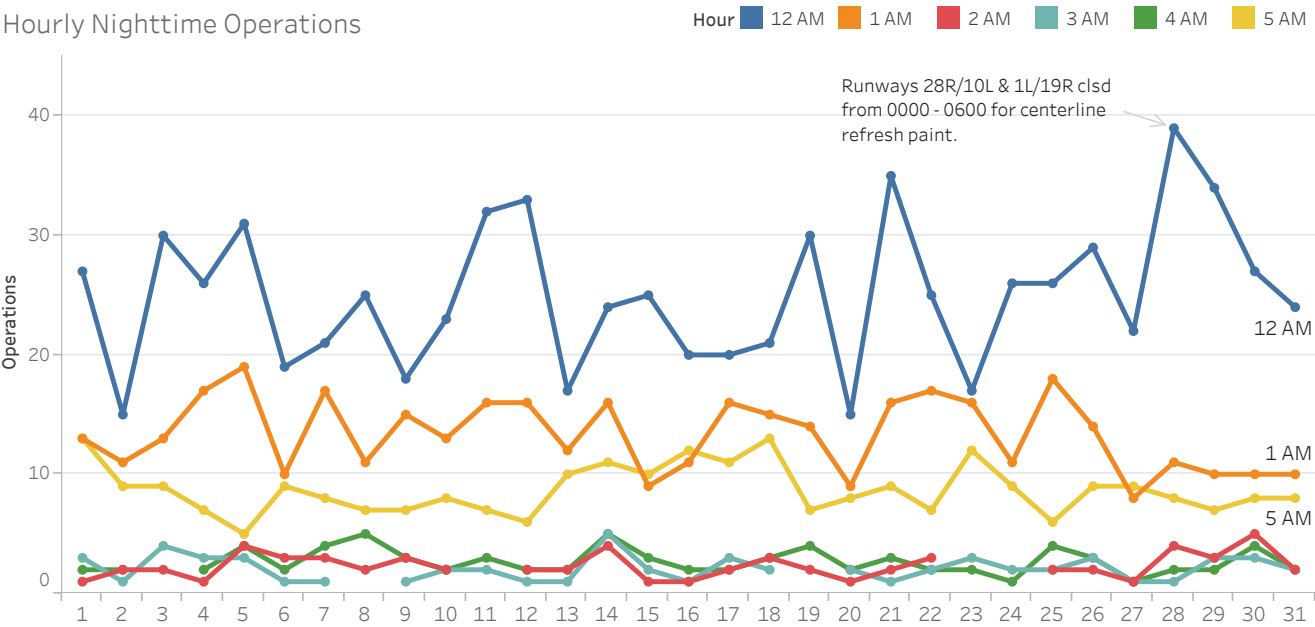
10pm-7am

Alaska Airlines	7
American Airlines	11
Delta Airlines	1
United Airlines	6
Lufthansa	1

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 Aircraft power settingsrange from idle to full power and may vary in duration.



Hourly Nighttime Operations





# Noise Reports

Noise Reporters / Noise Reports

Roundtable	Atherton	4	1,403
	Belmont	3	253
	Brisbane	21	668
	Burlingame	13	293
	Daly City	8	1,117
	El Granada	1	568
	Foster City	8	326
	Half Moon Bay	2	2
	Hillsborough	3	15
	Menlo Park	23	1,385
	Millbrae	7	16
	Pacifica	28	1,767
	Portola Valley	31	6,891
	Redwood City	11	1,391
	San Bruno	6	288
	San Carlos	2	65
	San Francisco	30	5,174
	San Mateo	13	885
	South San Francisco	7	195
	Woodside	9	2,396
Other	Alameda	1	1
	Aptos	7	105
	Ben Lomond	4	17
	Berkeley	5	1,656
	Bonny Doon	2	49
	Boulder Creek	8	42
	Brookdale	1	1
	Capitola	17	1,425
	Carmel Valley	2	5
	Castro Valley	1	2
	Cupertino	2	238
	Emerald Hills	6	4,422
	Felton	7	527
	Fremont	1	94
	Hayward	1	1
	La Selva Beach	1	14
	Los Altos	110	11,998
	Los Altos Hills	25	10,288
	Los Gatos	93	12,227
	Montara	1	127
	Moraga	4	196
	Morgan Hill	2	80
	Moss Beach	1	2
	Mountain View	27	2,922
	Novato	1	1
	Oakland	27	6,139
	Orinda	2	14
	Palo Alto	179	29,243
	Penngrrove	1	45
	Piedmont	1	2
	Point Richmond	1	1,116
	Richmond	4	2,890
	Santa Clara	1	4
	Santa Cruz	101	14,466
	Saratoga	6	262
	Scotts Valley	60	8,263
	Soquel	61	8,579
	Stanford	4	878
	Sunnyvale	3	43
	Union City	1	47
	Watsonville	1	172
	<b>Grand Total</b>	<b>1,013</b>	<b>143,701</b>

Reporters  
Annual AVG

1,174

Reports Annual  
AVG

178,573

New Reporters

18

New Reporters  
Top City

Millbrae

Furthest  
Report

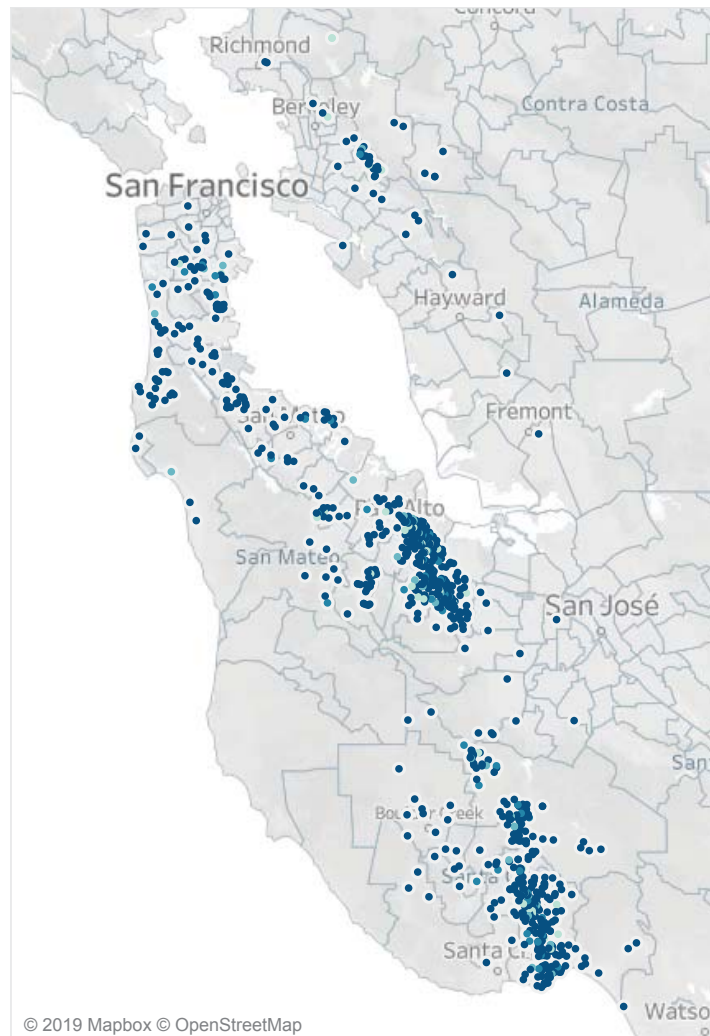
88 miles

Reports per  
SFO Operation

3

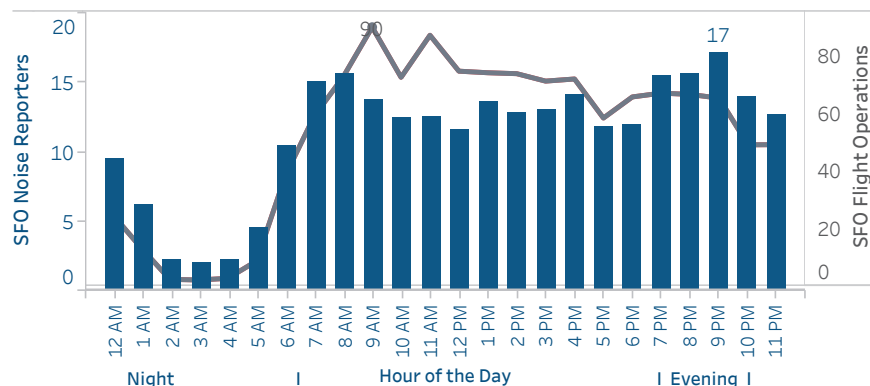
Top Aircraft  
TypeB737  
A320  
E75LTop Flight  
NumberASA1947  
UAL2201  
DAL2623

Noise Reporters Location Map

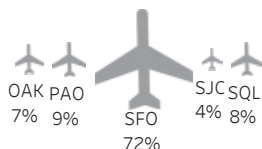


Hourly Noise Reports (Average Day in a Month)

■ Noise Reporters ■ Operations



Airport

100% of noise reports correlate to a  
flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

Notes: Address validation Relies on USPS-provided ZIP Code  
look up table and USPS-specified default city values.



# Fly Quiet Report

Presented at the February 5, 2020  
Airport Community Roundtable Meeting








































Aircraft Noise Abatement Office  
Third Quarter 2019



San Francisco  
International  
Airport


# Airline Fly Quiet Summary Report - 3rd Quarter 2019

July 1 to September 30, 2019

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures Shoreline Gap		Arrivals Foster City	Final Score	Airline Fly Quiet Rating				
 VIR		9.50	9.98	-	-	9.55	-	9.68	<div></div>				
 DLH		9.08	9.87	-	-	7.36	-	8.77	<div></div>				
 UAE		10.00	9.96	-	-	5.31	-	8.43	<div></div>				
 JZA		10.00	9.97	-	8.89	8.13	5.00	8.40	<div></div>				
 ANA		7.15	9.96	-	-	7.64	-	8.25	<div></div>				
 SAS		8.11	10.00	-	-	6.37	-	8.16	<div></div>				
 TAP		8.95	10.00	-	6.88	5.57	-	7.85	<div></div>				
 WJA		5.82	9.84	-	9.23	7.50	6.67	7.81	<div></div>				
 AFR		8.06	9.98	-	-	4.53	-	7.52	<div></div>				
 CSN		9.49	9.47	3.33	-	9.58	5.00	7.37	<div></div>				
 BAW		6.71	9.85	-	-	5.51	-	7.36	<div></div>				
 SWR		7.15	10.00	-	-	4.50	-	7.22	<div></div>				
 SKW		9.99	9.93	3.25	8.44	6.24	5.06	7.15	<div></div>				
 CES		6.16	9.92	-	-	5.14	-	7.07	<div></div>				
 EIN		4.05	9.92	-	-	7.05	-	7.01	<div></div>				
 DAL		6.75	9.76	3.33	8.25	7.37	6.30	6.96	<div></div>				
 FIN		4.05	10.00	-	7.50	6.02	-	6.89	<div></div>				
 CRK		9.50	9.93	-	-	1.20	-	6.88	<div></div>				
 FFT		4.88	9.68	3.63	9.55	5.94	7.07	6.79	<div></div>				
 FDX		3.84	8.80	-	9.00	7.08	5.00	6.74	<div></div>				
 SWA		5.82	9.70	3.27	10.00	5.56	6.04	6.73	<div></div>				
 AIJ		4.85	9.20	3.33	10.00	7.92	5.00	6.72	<div></div>				
 XLF		4.05	8.86	-	5.00	8.94	-	6.71	<div></div>				
 NRS		9.50	10.00	-	0.00	6.83	-	6.58	<div></div>				
 FBU		9.50	9.92	0.00	5.00	8.48	-	6.58	<div></div>				
 UAL		5.99	9.65	2.99	7.86	7.12	5.84	6.57	<div></div>				
 THY		7.15	10.00	-	-	2.36	-	6.50	<div></div>				
 ICE		3.84	10.00	-	4.00	8.13	-	6.49	<div></div>				
 QXE		4.85	9.88	-	5.00	7.33	5.09	6.43	<div></div>				
 ELY		9.50	7.65	-	0.00	9.38	5.13	6.33	<div></div>				
 KLM		4.89	9.96	-	3.64	6.83	-	6.33	<div></div>				
									6.30	SFO AVERAGE			
 CCA		9.10	9.25	0.00	-	6.64	-	6.25	<div></div>				
 JAL		7.15	10.00	0.00	-	7.56	-	6.18	<div></div>				
 ACA		5.98	9.71	3.33	6.57	4.58	6.81	6.16	<div></div>				
 ASA		5.09	9.69	3.28	8.77	3.99	5.55	6.06	<div></div>				
 AAL		4.99	9.66	3.18	9.04	2.61	6.41	5.98	<div></div>				
 ANZ		7.12	5.82	-	-	4.87	-	5.94	<div></div>				
 JBU		4.74	9.65	3.50	7.12	3.64	6.31	5.83	<div></div>				
 SCX		5.82	9.36	3.33	7.67	2.55	5.70	5.74	<div></div>				

# Airline Fly Quiet Summary Report - 3rd Quarter 2019

































July 1 to September 30, 2019




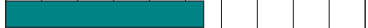































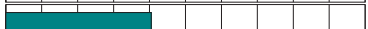






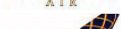

Airline		Fleet Noise Quality	Noise Exceedance	Nighttime Runway Use	Departures Shoreline Gap	Arrivals Foster City	Final Score	Airline Fly Quiet Rating												
	TAI	4.86	8.90	2.86	-	6.25	4.84	5.54	<div><div></div></div>											
	ISS	4.05	9.87	-	6.25	1.67	-	5.46	<div><div></div></div>											
	CKS	3.84	7.87	0.00	7.50	8.14	5.15	5.42	<div><div></div></div>											
	CPA	7.87	7.88	0.00	-	5.82	5.00	5.31	<div><div></div></div>											
	SIA	8.53	8.19	0.00	-	4.50	5.00	5.24	<div><div></div></div>											
	FJI	4.05	6.44	-	-	5.19	-	5.22	<div><div></div></div>											
	IBE	4.05	9.82	-	-	1.73	-	5.20	<div><div></div></div>											
	AMX	5.82	8.82	2.05	-	4.29	4.58	5.11	<div><div></div></div>											
	AAR	7.29	6.13	0.49	-	6.51	5.00	5.08	<div><div></div></div>											
	KAL	7.96	6.66	0.00	-	5.42	5.00	5.01	<div><div></div></div>											
	HAL	4.15	9.27	3.33	-	2.50	5.00	4.85	<div><div></div></div>											
	EVA	7.15	7.54	0.00	-	4.53	5.00	4.84	<div><div></div></div>											
	PAL	7.23	7.04	0.00	-	4.94	5.00	4.84	<div><div></div></div>											
	CAL	5.51	7.35	0.00	-	6.24	5.00	4.82	<div><div></div></div>											
	TCX	4.05	9.81	-	3.33	1.88	-	4.77	<div><div></div></div>											
	CMP	5.82	8.33	0.80	5.00	3.30	4.84	4.68	<div><div></div></div>											
	AIC	7.15	7.57	1.20	0.00	6.28	-	4.44	<div><div></div></div>											
	GTI	3.43	4.97	0.19	-	5.88	5.00	3.89	<div><div></div></div>											
	QFA	5.72	0.00	0.00	-	7.69	-	3.35	<div><div></div></div>											
SFO Average		6.51	8.92	1.69	6.41	5.80	5.40	6.30												



# Fleet Noise Quality - 3rd Quarter 2019








































July 1 to September 30, 2019

Airline	Nationwide		San Francisco		Fleet Noise Quality Rating
	Fleet Noise Quality Rating		Average Daily Jet Operations	Score	
 UAE	7.10	1	10.00		
 JZA	8.90	4	10.00		
 SKW	8.50	51	9.99		
 ELY	8.20	0	9.50		
 FBU	6.50	1	9.50		
 NRS	7.40	1	9.50		
 VIR	5.70	2	9.50		
 CRK	7.90	1	9.50		
 CSN	7.20	1	9.49		
 CCA	7.10	1	9.10		
 DLH	7.00	2	9.08		
 TAP	7.10	1	8.95		
 SIA	7.20	2	8.53		
 SAS	4.60	1	8.11		
 AFR	7.00	2	8.06		
 KAL	6.80	3	7.96		
 CPA	7.40	3	7.87		
 AAR	6.50	2	7.29		
 PAL	6.50	2	7.23		
 ANA	7.70	1	7.15		
 JAL	7.90	1	7.15		
 SWR	5.40	1	7.15		
 THY	5.50	1	7.15		
 AIC	7.10	1	7.15		
 EVA	7.10	3	7.15		
 ANZ	7.90	1	7.12		
 DAL	5.70	48	6.75		
 BAW	7.50	2	6.71		
				6.51	SFO AVERAGE
 CES	5.00	1	6.16		
 UAL	5.70	211	5.99		
 ACA	6.30	11	5.98		
 SCX	5.20	3	5.82		
AMX	6.60	3	5.82		
CMP	5.50	2	5.82		
WJA	5.50	4	5.82		
SWA	5.30	41	5.82		

Airline		Nationwide	San Francisco		Fleet Noise Quality Rating
		Fleet Noise Quality Rating	Average Daily Jet Operations	Score	
 QFA	QFA	6.20	1	5.72	
 CAL	CAL	6.30	2	5.51	
 ASA	ASA	5.20	66	5.09	
 AAL	AAL	5.60	39	4.99	
 KLM	KLM	6.70	2	4.89	
 FFT	FFT	5.10	5	4.88	
 TAI	TAI	6.00	2	4.86	
 AIJ	AIJ	5.00	1	4.85	
 QXE	QXE	8.40	0	4.85	
 JBU	JBU	5.80	14	4.74	
 HAL	HAL	6.00	2	4.15	
 EIN	EIN	4.90	1	4.05	
 FIN	FIN	4.80	1	4.05	
 FJI	FJI	4.20	0	4.05	
 IBE	IBE	4.90	1	4.05	
 ISS	ISS	3.80	1	4.05	
 TCX	TCX	3.80	0	4.05	
 XLF	XLF	3.80	0	4.05	
 FDX	FDX	5.20	1	3.84	
 ICE	ICE	6.30	1	3.84	
 CKS	CKS	5.80	1	3.84	
 GTI	GTI	5.80	1	3.43	
AVERAGE		6.23	10	6.51	


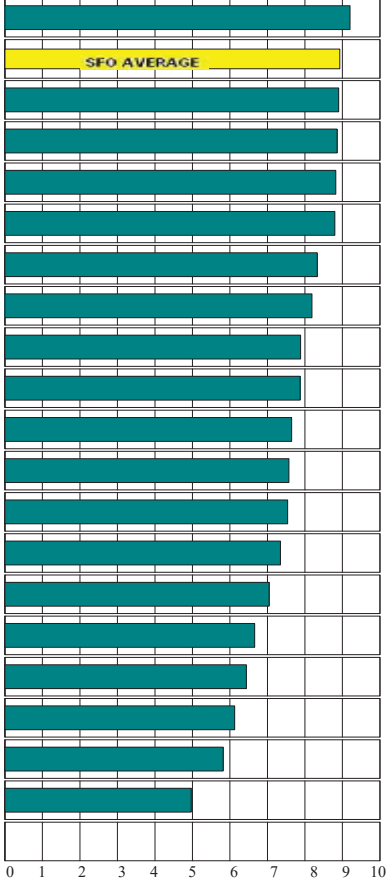
















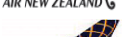


# Noise Exceedance Rating Report - 3rd Quarter 2019

July 1 to September 30, 2019

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 FIN	0	100	0	10.00	
 ICE	0	104	0	10.00	
 JAL	0	183	0	10.00	
 NRS	0	131	0	10.00	
 SAS	0	184	0	10.00	
 SWR	0	183	0	10.00	
 TAP	0	132	0	10.00	
 THY	0	183	0	10.00	
 AFR	1	366	3	9.98	
 VIR	1	339	3	9.98	
 JZA	4	810	5	9.97	
 UAE	1	183	5	9.96	
 ANA	1	180	6	9.96	
 KLM	2	303	7	9.96	
 SKW	186	18,316	10	9.93	
 CRK	1	97	10	9.93	
 CES	3	260	12	9.92	
 EIN	2	173	12	9.92	
 FBU	2	159	13	9.92	
 QXE	25	1,326	19	9.88	
 DLH	7	366	19	9.87	
 ISS	2	104	19	9.87	
 BAW	8	352	23	9.85	
 WJA	16	661	24	9.84	
 IBE	4	146	27	9.82	
 TCX	2	69	29	9.81	
 DAL	315	8,784	36	9.76	
 ACA	89	2,008	44	9.71	
 SWA	340	7,499	45	9.70	
 ASA	579	12,232	47	9.69	
 FFT	44	924	48	9.68	
 AAL	363	7,119	51	9.66	
 UAL	2,065	38,903	53	9.65	
 JBU	140	2,637	53	9.65	
 CPZ	57	809	70	9.53	
 CSN	18	226	80	9.47	
 SCX	55	573	96	9.36	
 HAL	40	362	110	9.27	
 CCA	28	246	114	9.25	









































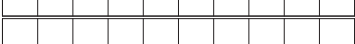



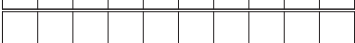

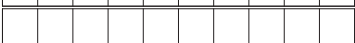









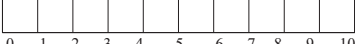




# Noise Exceedance Rating Report - 3rd Quarter 2019

July 1 to September 30, 2019

Airline	Noise Exceedances				Noise Exceedance Quality Rating
	Total Noise Exceedances	Total Quarterly Operations	Exceedances per 1000 Operations	Score	
 AIJ	33	275	120	9.20	
 TAI	60	362	166	8.90	
 XLF	10	58	172	8.86	
 AMX	113	637	177	8.82	
 FDX	43	237	181	8.80	
 CMP	84	333	252	8.33	
 SIA	122	446	274	8.19	
 CPA	168	526	319	7.88	
 CKS	86	268	321	7.87	
 ELY	27	76	355	7.65	
 AIC	86	235	366	7.57	
 EVA	177	477	371	7.54	
 CAL	131	327	401	7.35	
 PAL	133	298	446	7.04	
 KAL	263	522	504	6.66	
 FJI	43	80	538	6.44	
 AAR	170	291	584	6.13	
 ANZ	82	130	631	5.82	
 GTI	79	104	760	4.97	
 QFA	415	275	1509	0.00	
TOTAL					6,726 113,689
SFO AVERAGE					162 8.93



































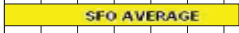











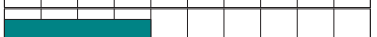








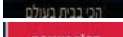

# Nighttime Preferential Runway Use - 3rd Quarter 2019

July 1 to September 30, 2019

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	
 FFT	89	0%	10%	89%	1%	3.63	
 JBU	39	0%	8%	90%	3%	3.50	
 ACA	4	0%	0%	100%	0%	3.33	
 AIJ	4	0%	0%	100%	0%	3.33	
 CSN	3	33%	0%	0%	67%	3.33	
 DAL	71	0%	3%	94%	3%	3.33	
 HAL	1	0%	0%	100%	0%	3.33	
 SCX	9	0%	11%	78%	11%	3.33	
 ASA	59	0%	0%	98%	2%	3.28	
 SWA	165	0%	0%	98%	2%	3.27	
 SKW	40	0%	0%	98%	3%	3.25	
 AAL	175	0%	5%	86%	9%	3.18	
 UAL	454	0%	4%	82%	14%	2.99	
 TAI	92	0%	0%	86%	14%	2.86	
 AMX	13	0%	0%	62%	38%	2.05	
						1.69	
 AIC	39	0%	18%	0%	82%	1.20	
 CMP	92	0%	12%	0%	88%	0.80	
 AAR	41	5%	0%	0%	95%	0.49	
 GTI	18	0%	0%	6%	94%	0.19	
 CAL	93	0%	0%	0%	100%	0.00	
 CCA	31	0%	0%	0%	100%	0.00	
 CKS	2	0%	0%	0%	100%	0.00	
 CPA	89	0%	0%	0%	100%	0.00	
 EVA	168	0%	0%	0%	100%	0.00	
 FBU	4	0%	0%	0%	100%	0.00	
 JAL	1	0%	0%	0%	100%	0.00	
 KAL	76	0%	0%	0%	100%	0.00	
 PAL	5	0%	0%	0%	100%	0.00	
 QFA	1	0%	0%	0%	100%	0.00	
 SIA	92	0%	0%	0%	100%	0.00	
TOTAL							1,970
SFO AVERAGE		1%	2%	42%	54%	1.69	





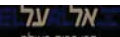





























































## Shoreline Departure Rating - 3rd Quarter 2019

July 1 to September 30, 2019

Airline	Shoreline Departures					Shoreline Departure Rating
	Total	Successful	Marginal	Poor	Score	
 AIJ	1	100%	0%	0%	10.00	
 SWA	33	100%	0%	0%	10.00	
 FFT	22	91%	9%	0%	9.55	
 WJA	13	92%	0%	8%	9.23	
 AAL	104	81%	19%	0%	9.04	
 FDX	5	80%	20%	0%	9.00	
 JZA	18	78%	22%	0%	8.89	
 ASA	146	77%	21%	2%	8.77	
 SKW	141	74%	21%	5%	8.44	
 DAL	166	72%	22%	7%	8.25	
 UAL	450	68%	20%	11%	7.86	
 SCX	15	60%	33%	7%	7.67	
 CKS	6	67%	17%	17%	7.50	
 FIN	4	50%	50%	0%	7.50	
 JBU	52	48%	46%	6%	7.12	
 TAP	8	38%	63%	0%	6.88	
 ACA	35	51%	29%	20%	6.57	
					6.41	
 ISS	4	50%	25%	25%	6.25	
 CMP	11	18%	64%	18%	5.00	
 FBU	2	0%	100%	0%	5.00	
 QXE	1	0%	100%	0%	5.00	
 XLF	1	0%	100%	0%	5.00	
 ICE	5	20%	40%	40%	4.00	
 KLM	11	9%	55%	36%	3.64	
 TCX	3	0%	67%	33%	3.33	
 AIC	7	0%	0%	100%	0.00	
 ELY	2	0%	0%	100%	0.00	
 NRS	5	0%	0%	100%	0.00	
TOTAL 1,271						
SFO AVERAGE		47%	34%	19%	6.41	






















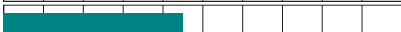











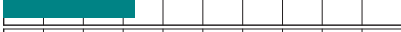











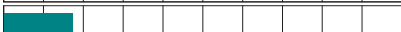


# Gap Departure Climb Rating - 3rd Quarter 2019

July 1 to September 30, 2019

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 CSN	112	9.58	
 VIR	50	9.55	
 ELY	36	9.38	
 XLF	13	8.94	
 FBU	78	8.48	
 CKS	59	8.14	
 ICE	2	8.13	
 JZA	2	8.13	
 AIJ	3	7.92	
 QFA	138	7.69	
 ANA	90	7.64	
 JAL	90	7.56	
 WJA	5	7.50	
 DAL	277	7.37	
 DLH	183	7.36	
 QXE	43	7.33	
 UAL	4053	7.12	
 FDX	6	7.08	
 EIN	92	7.05	
 NRS	15	6.83	
 CPZ	13	6.83	
 KLM	13	6.83	
 CCA	121	6.64	
 AAR	143	6.51	
 SAS	92	6.37	
 AIC	110	6.28	
 TAI	13	6.25	
 CAL	164	6.24	
 SKW	430	6.24	
 FIN	11	6.02	
 FFT	12	5.94	
 GTI	51	5.88	
 CPA	261	5.82	
		5.80	
 TAP	22	5.57	
 SWA	259	5.56	

# Gap Departure Climb Rating - 3rd Quarter 2019








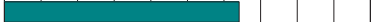

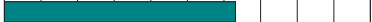

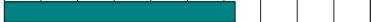



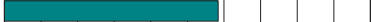

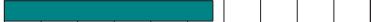

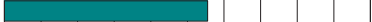



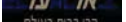







































July 1 to September 30, 2019

Airline	Gap Departures		Gap Departure Quality Rating
	Total	Score	
 BAW	163	5.51	
 KAL	258	5.42	
 UAE	92	5.31	
 FJI	40	5.19	
 CES	127	5.14	
 PAL	148	4.94	
 ANZ	65	4.87	
 ACA	59	4.58	
 EVA	234	4.53	
 AFR	166	4.53	
 SWR	90	4.50	
 SIA	222	4.50	
 AMX	21	4.29	
 ASA	470	3.99	
 JBU	22	3.64	
 CMP	153	3.30	
 AAL	501	2.61	
 SCX	46	2.55	
 HAL	9	2.50	
 THY	91	2.36	
 TCX	10	1.88	
 IBE	76	1.73	
 ISS	3	1.67	
 CRK	49	1.20	
<b>TOTAL</b>	<b>10177</b>		
<b>SFO Average</b>	<b>5.80</b>		



# Foster City Arrival Rating - 3rd Quarter 2019

July 1 to September 30, 2019

Airline	Foster City Arrivals					Foster City Arrival Rating
	Total	Successful	Marginal	Poor	Score	
 FFT	99	41%	59%	0%	7.07	
 ACA	36	36%	64%	0%	6.81	
 WJA	3	33%	67%	0%	6.67	
 AAL	591	29%	71%	0%	6.41	
 JBU	293	26%	74%	0%	6.31	
 DAL	499	27%	72%	1%	6.30	
 SWA	415	22%	76%	1%	6.04	
 UAL	1,838	18%	81%	1%	5.84	
 SCX	43	16%	81%	2%	5.70	
 ASA	550	12%	86%	1%	5.55	
					5.40	
 CKS	33	3%	97%	0%	5.15	
 ELY	38	3%	97%	0%	5.13	
 QXE	56	4%	95%	2%	5.09	
 SKW	178	4%	93%	3%	5.06	
 AAR	41	0%	100%	0%	5.00	
 AIJ	7	0%	100%	0%	5.00	
 CAL	4	0%	100%	0%	5.00	
 CPA	13	0%	100%	0%	5.00	
 CPZ	58	2%	97%	2%	5.00	
 CSN	1	0%	100%	0%	5.00	
 EVA	1	0%	100%	0%	5.00	
 FDX	60	0%	100%	0%	5.00	
 GTI	18	0%	100%	6%	5.00	
 HAL	4	0%	100%	0%	5.00	
 JZA	15	0%	100%	0%	5.00	
 KAL	76	0%	100%	0%	5.00	
 PAL	1	0%	100%	0%	5.00	
 SIA	1	0%	100%	0%	5.00	
 CMP	92	2%	92%	5%	4.84	
 TAI	92	0%	97%	3%	4.84	
 AMX	12	0%	92%	8%	4.58	
TOTAL	5,168					
SFO AVERAGE		9%	90%	1%	5.40	

## **SFO Airport/Community Roundtable**

Meeting No. 323 Action Minutes

Wednesday, December 4, 2019

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

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

#### REGULAR MEMBERS PRESENT

Edward McCaffrey – City and County of San Francisco Mayor's Office  
Ivar Satero – City and County of San Francisco Airport Commission  
Carol Ford – C/CAG Airport Land Use Committee (ALUC)  
Elizabeth Lewis – Town of Atherton  
Terry O'Connell – City of Brisbane  
Ricardo Ortiz – City of Burlingame  
Pamela DiGiovanni – City of Daly City  
Sanjay Gehani – City of Foster City  
Al Royse – Town of Hillsborough  
Cecilia Taylor – City of Menlo Park  
Ann Schneider – City of Millbrae  
Ann Wengert – Town of Portola Valley  
Janet Borgens – City of Redwood City  
Marty Medina – City of San Bruno  
Mark Addiego – City of South San Francisco

#### REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors  
County of San Mateo Board of Supervisors  
City of Belmont  
City of Half Moon Bay  
City of Pacifica  
City of San Mateo  
City of San Carlos  
Town of Woodside

#### ROUNDTABLE STAFF

James A. Castañeda, AICP – Roundtable Coordinator  
Justin Cook – Roundtable Consultant (HMMH)

#### SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Abatement Manager  
David Ong, Noise Abatement Systems Manager  
Anneliese Taing, Noise Abatement Specialist  
Anthony Carpeneti, Noise Abatement Specialist

## **2. Public Comments on Items NOT on the Agenda**

A total of 7 members of the public spoke during public comments:

Yvonne McHugh  
Charlie Wambeke  
Doreen Gotelli  
Ashley Hathaway  
Rebecca Ward  
Liz Lopez  
Mark Shull

## **3. Airport Director's Reports for September 2019**

### **4. Action Minutes from the August 7, 2019 and October 2, 2019 Regular Meetings.**

**ACTION:** Ann Schneider **MOVED** approval. The motion was seconded by Al Royse and **CARRIED**, unanimously.

## **5. SFO Updates**

Airport Director Ivar Satero provided an overview of the general operations at SFO, including the status of the Ground-Based Augmentation System (GBAS), status of the Second Chance and Replacement Noise Insulation Program, and current passenger counts and trends. Mr. Satero also gave an update as to the discussions regarding NITTE/HUUSH procedures and working with FAA and airlines. Mr. Satero addressed questions from Roundtable members.

## **6. Noise Tracker New Website Overview**

Bert Ganoung, Noise Abatement Manager, provided an overview of the noise tracker website SFO will begin implementing. Mr. Ganoung addressed questions from the Roundtable members.

## **7. Legislative Update from Congresswoman Speier's Office**

Kathleen Wentworth and Brian Perkins, legislative aides from the office of Congresswoman Speier, provided an overview of a number of legislative bills being presented in order to address aircraft noise. Ms. Wentworth and Mr. Perkins provided additional discussion and clarification to questions raised by the Roundtable members.

## **8. Report from Ground-Based Noise Ad-Hoc Subcommittee November 18, 2019**

City of Millbrae representative Ann Schneider provided a briefing from the Ground-Based Noise Ad-Hoc subcommittee meeting held on November 18, 2019.

## **9. Update, Ground-Based Noise Reports Format and Feedback Timeline**

Noise Abatement Manager Bert Ganoung indicated that the format is still being worked on and will provide an update at a future Roundtable meeting.

## **10. Discussion, Policy of Placement of Portable Noise Monitors**

### **11. Additional Matters Related to Ground-Based Noise Discussion**

Roundtable Chairperson Elizabeth Lewis asked for interested Roundtable members to serve on an ad-hoc meeting to discuss development of a policy regarding the deployment of portable noise monitors. Cecilia Taylor, Al Royse, Terry O'Connell, and Mike O'Neill were asked to participate.

## **12. NIITE/HUSSH Procedure Status**

### **13. Additional Matters Related to Departures Discussion**

Status of the NIITE/HUSSH procedures was provided during the Airport Director's comments during item 5. No additional departure items were discussed by Roundtable members.

## **14. PIRAT TWO Status**

### **15. Additional Matters Related to Arrivals Discussion**

No update was available as the item continues to be monitored. Public comments were taken on this item. No additional arrival items were discussed by Roundtable members.

## **16. Formal coordination with other Bay Area Roundtables**

Town of Portola Valley representative Ann Wengert provided an update on the progress regarding the formal coordination. Conversations are still in progress at present and no formal response from the Oakland Noise Forum has been received. Discussions will continue and an update to be provided at a future Roundtable meeting.

## **17. Aviation Noise News and Updates**

Roundtable Technical Consultant Justin Cook provided an overview of current and relevant aviation noise news. Mr. Cook also took questions from the Roundtable members.

## **18. Member Communications / Announcements**

None.

**Regular Meeting Action Minutes / Meeting No. 322**

December 4, 2019

Page 4 of 4

**17. Adjourn**

Chairperson Lewis adjourned the meeting at approximately 9:22 p.m.


*Roundtable action minutes are considered draft until approved by the Roundtable at a regular meeting. A video recording of this meeting is available on the Roundtable's website.*



January 28, 2020

**TO:** Roundtable Budget Work Group

**FROM:** James A. Castañeda, AICP, Roundtable Coordinator

**SUBJECT:** Proposed Roundtable Budget for FY 2019-2020 

In preparation for the Roundtable's review of the proposed Fiscal Year 2019-2020 Budget, staff has prepared the following memo to outline the various elements of the proposed budget based on results from the close of the FY2018-2019 budget.

Note that due to the departure of the current Roundtable Coordinator, amounts within ~~in~~ the Staff and Consulting Services is subject to change based on the determination of how coordinators services will be provided in the future. Any changes to expenditure in that category will be presented to the Roundtable as an amendment to the budget.

This memo examines each major budget category and compares two previous fiscal years and our current fiscal year 2019-2020 proposed budget.

## **INCOME**

In FY 2018-2019, the Roundtable received all expected funding with the exception of three member city (City of Millbrae, Brisbane, and San Carlos) and C/CAG Airport Land Use Commission. Staff will work with the department's fiscal specialist to follow-up with those cities. For FY 2019-2020, staff is proposing to maintain the current dues with no changes.

EXPECTED FUNDING		2017-2018		2018-2019		2019-2020
FUND SOURCE		BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
1 San Francisco Airport		\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
2 Roundtable Member Cities (18 Cities)		\$13,500	\$12,750	\$27,000	\$22,500	\$27,000
3 County of San Mateo		\$6,000	\$6,000	\$12,000	\$12,000	\$12,000
4 C/CAG Airport Land Use Committee		\$750	\$750	\$1,500	\$0	\$1,500
5 Unused Fund Balance from Previous Year		\$28,613	\$28,613	\$34,853	\$34,853	\$74,183
TOTAL :		\$268,863	\$268,113	\$295,353	\$289,353	\$334,683



Funding for the Roundtable comes from the following sources:

**1. Annual Funding from the San Francisco Airport Commission**

The Airport's contribution for FY 2019-2020 is \$220,000.

**2. Annual Funding from Other Roundtable Members**

The annual funding amounts from other Roundtable members (18 cities, the County of San Mateo, and C/CAG Airport Land Use Committee (ALUC)) will be the normal fees outlined in the bylaws, resulting in the following dues: Cities - \$1,500 each; County - \$12,000, and C/CAG - \$1,500.

**3. Roundtable Fund Balance from the Prior Fiscal Year**

The Roundtable fund balance from the previous fiscal year (FY 2018-2019) is \$74,397. This is the balance after closeout of all prior contract obligations.

**PROPOSED ALLOCATIONS AND EXPENDITURES**

**Staff and Consultant Support Services - \$203,000**

Funding for staff support will consist of the following:

- 1. Roundtable Coordinator** (\$113,000). This amount represents a reimbursement to the County of San Mateo for FY 2018-2019 to provide half-time Planner support. This cost is the half-time loaded wage rate for a Planner III provided from San Mateo County. Amount also includes overhead cost to conduct meetings and Roundtable business for one year. This amount allocated per year is unchanged from prior years.
- 2. Roundtable Aviation Consultant for Technical Support** (\$90,000). This allocation is to cover the work performed by the Roundtable's Aviation Technical Support. In July 2017, the County contracted with HMMH to provide services (as selected by the Roundtable). The allocated funds for consultant services was \$90,000, and for FY2018-2019 that amount was exceeded by \$2,767 for a total of \$92,767 for work performed during the fiscal year. For the proposed FY 2018-2019 budget, maintaining the agreed \$90,000 is proposed and utilizing the contingency funds if necessary for work in excess of the budgeted amount.

STAFF/CONSULTANT SUPPORT	2017-2018		2018-2019		2019-2020
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
1 County of San Mateo Coordination	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000
2 Roundtable Consultant	\$90,000	\$110,713	\$90,000	\$92,767	\$90,000
TOTAL :	\$203,000	\$223,713	\$203,000	\$205,767	\$203,000

**Roundtable Administration/Operations - \$10,507**

3. **Postage/Photocopying** (\$2,000). This amount represents a reimbursement to the County of San Mateo for costs associated with reproduction of meeting materials and postage. This amount reflects a decrease of \$1,000 from FY 2018-2019 as the Roundtable increases electronic distribution of meeting materials.
4. **Website** (\$107). This amount represents a reimbursement to the County of San Mateo for costs associated with paying website hosting dues and renewal of domain registration. This amount is unchanged from FY 2018-2019.
5. **Data Storage and Conference Services** (\$900). This amount represents a reimbursement to the County of San Mateo for the cost associated with maintaining all of the Roundtable's email system, digital files and archives to internet cloud-based storage. The Roundtable offers online conference services at subcommittee meetings for remote members when the location logistics allow. This amount is unchanged from FY 2018-2019.
6. **Supplies/Equipment** (\$1,500). This amount represents a reimbursement to the County of San Mateo to provide supplies and equipment to the Roundtable Coordinator and administrative support staff when needed, as well as supplies used during meetings, including the Fly Quiet Awards in the spring. This amount is unchanged from FY 2018-2019.
7. **Video Services** (\$6,000). This amount represents a reimbursement to the County of San Mateo to contract video streaming services for six regular Roundtable meetings for FY 2018-2019. The average cost of video services for each meeting is \$720, however the allocated amount for FY 2018-2019 was exceeded by \$190. This was due to couple of meetings running over the expected time block and incurred additional charges. Staff is proposing an increase of \$1,000 for a total of \$6,000 in FY 2019-2020 to allow for unexpected longer meetings, as well as one extra regular meeting.

ADMINISTRATION / OPERATIONS	2017-2018		2018-2019		2019-2020
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
3 Postage / Printing	\$3,000	\$2,427	\$3,000	\$1,337	\$2,000
4 Website	\$107	\$107	\$107	\$107	\$107
5 Data Storage/Conference Services	\$900	\$681	\$900	\$780	\$900
6 Misc Office Expenses/Equipment	\$1,500	\$1,221	\$1,500	\$1,139	\$1,500
7 Video Services	\$5,000	\$3,030	\$5,000	\$5,190	\$6,000
<b>TOTAL :</b>	<b>\$10,507</b>	<b>\$7,466</b>	<b>\$10,507</b>	<b>\$8,553</b>	<b>\$10,507</b>



**Projects, Programs, and Additional Allocations - \$9,700**

8. **Noise Conference Attendance, Coordinator** (\$1,500). This amount represents a reimbursement to the Coordinator for attendance to Aircraft Noise related conferences such as the annual UC Davis Noise Symposium held in the spring. This amount is unchanged from FY 2018-2019.
9. **Additional Noise Conference Attendees** (\$2,000). This amount represents the cost associated with additional Roundtable members attendance to Aircraft Noise related conferences such as the annual UC Davis Noise Symposium held in the spring, National Organization to Insure a sound Control Environment (N.O.I.S.E.) legislative summit, and/or other aircraft noise related conferences that would be beneficial to the Roundtable. This amount should allow two members to attend one conference. This amount is reduced from the prior fiscal year.
10. **TRACON Field Trip** (\$750). This amount represents the estimated cost associated with providing transportation and lunch to members for a field trip to the NorCal TRACON facility, normally in conjunction with the Oakland Noise Forum. This amount is unchanged from FY 2018-2019.
11. **Airport Noise Report newsletter subscription** (\$850). This amount represents the annual subscription dues for the Roundtable to receive the Airport Noise Report to help keep Roundtable staff and members informed of news related to aircraft noise. This amount is unchanged from the prior fiscal year.
12. **National Organization to Insure A Sound Control Environment Membership** (\$4,300). This amount represents the cost associated with membership with National Organization to Insure a sound Control Environment (N.O.I.S.E.). Membership begun at the end of FY 2017-2018 and no invoice was received for that year. For FY 2018-2019, an invoice has not been received and staff will follow up regarding this expected expense. For FY 2019-2020, this amount is unchanged from the prior fiscal year.
13. **Special Events** (\$300). This amount represents the cost associated with the Roundtable hosting special events or funding food and refreshments at special meetings. This amount is unchanged from the prior fiscal year.

PROJECTS & PROGRAMS	2017 - 2018		2018 - 2019		2019 - 2020
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
8 Noise Conferences, Coordinator	\$1,800	\$1,230	\$1,500	\$0	\$1,500
9 Noise Conferences, Members	\$4,000	\$0	\$2,000	\$0	\$2,000
10 TRACON Field Trip	\$750	\$0	\$750	\$0	\$750
11 Airport Noise Report Subscript	\$850	\$850	\$850	\$850	\$850
12 N.O.I.S.E.	\$4,300	\$0	\$4,300	\$0	\$4,300
13 Special Events	\$300	\$0	\$300	\$0	\$300
<b>TOTAL :</b>	<b>\$12,000</b>	<b>\$2,080</b>	<b>\$9,700</b>	<b>\$850</b>	<b>\$9,700</b>

## Proposed Budget for FY 2019-2020

January 28, 2020

Page 5 of 8

### Contingency Funds - \$40,000

Starting in FY 2012-2013, the Roundtable allocated the remaining uncommitted funds to be used as a contingency reserve for unanticipated work for either Roundtable staff or the Aviation consultant. It's proposed to keep the contingency funds through the current fiscal year at the same level as prior years.

PROJECTS & PROGRAMS	2017-2018		2018-2019		2019-2020
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
15 Consultant Contingency	\$20,000	\$0	\$20,000	\$0	\$20,000
16 General Contingency	\$20,000	\$0	\$20,000	\$0	\$20,000
TOTAL :	\$40,000	\$0	\$40,000	\$0	\$40,000

### OVERALL CLOSING

With the proposed funding allocation, it's estimated that the Roundtable budget will close with an approximate year-end balance of \$71,476.

	2017-2018		2018-2019		2019-2020
	BUDGET	ACTUAL	BUDGET	ACTUAL	BUDGET
Expected Funding	\$268,863	\$268,113	\$295,353	\$289,353	\$334,683
Proposed Allocation	\$265,507	\$233,260	\$263,207	\$215,170	\$263,207
YEAR END:	\$3,356	\$34,853	\$32,146	\$74,183	\$71,476

The complete spreadsheet is on the following page. Additional background information follows.

Proposed Budget for FY 2019-2020

January 28, 2020

Page 6 of 8

**SFO Airport/Community Roundtable - Expense Report & Proposed Budget FY 2019-2020**

SFO Airport/Community Roundtable - Expense Report & Proposed Budget FY 2018-2019						
<b>A EXPECTED FUNDING</b>		<b>2017-2018</b>		<b>2018-2019</b>		<b>2019-2020 PROPOSED</b>
<b>FUND SOURCE</b>		<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>
1	San Francisco Airport Commission	\$220,000	\$220,000	\$220,000	\$220,000	\$220,000
2	Roundtable Member Cities (18 Cities)	\$13,500	\$12,750	\$27,000	\$22,500	\$27,000
3	County of San Mateo	\$6,000	\$6,000	\$12,000	\$12,000	\$12,000
4	C/CAG Airport Land Use Committee	\$750	\$750	\$1,500	\$0	\$1,500
5	Unused Fund Balance from Previous Year	\$28,613	\$28,613	\$34,853	\$34,853	\$74,183
<b>TOTAL:</b>		<b>\$268,863</b>	<b>\$268,113</b>	<b>\$295,353</b>	<b>\$289,353</b>	<b>\$334,683</b>
<b>B POTENTIAL FUNDING ALLOCATIONS</b>		<b>2017-2018</b>		<b>2018-2019</b>		<b>2019-2020 PROPOSED</b>
<b>STAFF/CONSULTANT SUPPORT</b>		<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>
1	County of San Mateo Coordination Services	\$113,000	\$113,000	\$113,000	\$113,000	\$113,000
2	Roundtable Aviation Technical Consultant	\$90,000	\$110,713	\$90,000	\$92,767	\$90,000
<b>ADMINISTRATION / OPERATIONS</b>		<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>
3	Postage / Printing	\$3,000	\$2,427	\$3,000	\$1,337	\$2,000
4	Website	\$107	\$107	\$107	\$107	\$107
5	Data Storage & Conference Services	\$900	\$681	\$900	\$780	\$900
6	Miscellaneous Office Expenses/Equipment	\$1,500	\$1,221	\$1,500	\$1,139	\$1,500
7	Video Services	\$5,000	\$3,030	\$5,000	\$5,190	\$6,000
<b>PROJECTS, PROGRAMS, &amp; ADDITIONAL ALLOCATIONS</b>		<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>
8	Noise Conferences Attendance, Coordinator	\$1,800	\$1,230	\$1,500	\$0	\$1,500
9	Noise Conferences Attendance, Members	\$4,000	\$0	\$2,000	\$0	\$2,000
10	TRACON Field Trip(s)	\$750	\$0	\$750	\$0	\$750
11	Airport Noise Report subscription	\$850	\$850	\$850	\$850	\$850
12	N.O.I.S.E. Membership	\$4,300	\$0	\$4,300	\$0	\$4,300
13	Special Events	\$300	\$0	\$300	\$0	\$300
<b>CONTINGENCY FUND</b>		<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>
15	Aviation Consultant Contingency	\$20,000	\$0	\$20,000	\$0	\$20,000
16	General Contingency	\$20,000	\$0	\$20,000	\$0	\$20,000
<b>EXPENSES SUBTOTAL</b>		<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>	<b>BUDGET</b>
		<b>\$265,507</b>	<b>\$233,260</b>	<b>\$263,207</b>	<b>\$215,170</b>	<b>\$263,207</b>
<b>UNCOMMITTED FUNDS / YEAR END BALANCE</b>		<b>PROJECTED</b>	<b>ACTUAL</b>	<b>PROJECTED</b>	<b>ACTUAL</b>	<b>PROJECTED</b>
		<b>\$3,356</b>	<b>\$34,853</b>	<b>\$32,146</b>	<b>\$74,183</b>	<b>\$71,476</b>

## **SUPPLEMENTAL INFORMATION/DISCUSSION**

The following is a discussion on the background information regarding the contracted services provided to the Roundtable.

### **County Service and Background**

On July 1, 2016, the City and County of San Francisco and the County of San Mateo entered an agreement to provide coordinating services for the Roundtable to identify noise impacts and reduction measures. The contract requires the following from the County of San Mateo:

- Planner (half-time position) as Program Coordinator
- Retain qualified technical consultant for technical support
- Administrative Support to the Program Coordinator
- Roundtable Media Program, Media Support and Website Content
- Provide operating needs of the Roundtable (postage, photocopying, office equipment/supplies, website support, etc.)

San Mateo County is compensated for the aforementioned requirements from the Roundtable Trust Fund, which is funded from contributions by the City and County of San Francisco Airport Commission (Airport) and the Roundtable membership cities' annual dues.

As part of this agreement, San Mateo County is to provide a report to SFO that generally describes the work performed for the Roundtable by County staff. That report is as follows:

The Roundtable is funded by its membership. The annual membership contributions are maintained in a Roundtable Trust Fund. The County of San Mateo Planning and Building Department, on behalf of the Roundtable, manages the fund. All Roundtable expenses, such as staff support, technical support consultant contracts, office supplies/equipment, mailing/photocopying costs, etc. are paid from that fund. Any monies that are not spent each year are added as revenue to the budget for the following fiscal year. All staff support and professional consultant services are provided to the Roundtable through the County of San Mateo Planning and Building Department. The amount for these support services are shown as budgeted expenditures in the annual Roundtable budget.

### **SERVICE DETIALS**

#### **A. Planner (half-time position) - Program Coordinator**

Per the established agreement, San Mateo County assigns a Planner from the Planning & Building Department to act as Program Coordinator at a half-time (20 hours/week, or 1,040 hours annually) position. The assigned Coordinator tasks performed by the Coordinator include (but not limited) to the following:

- Maintain communication with Airport staff regarding Roundtable agenda items, Work Program items, noise complaints, monthly noise reports, quarterly reports, and related items.
- Manage a technical consultant to provide technical support to the Roundtable.
- Coordinate, review, and approve the work products and monthly billing per the scopes of work of the technical consultant.

- Direct/assign administrative assistance work to available County Planning & Building administrative staff when needed.
- Administrative support to Roundtable including preparation of materials for agenda items, annual draft budget, meeting summaries, and preparation and distribution of monthly agenda packets.
- Attend all Regular Roundtable Meetings, workshops and subcommittee meetings.
- Update website as necessary.
- Provide technical and logistical support at all meetings.

**B. Retain qualified technical consultant for technical support**

In June 2017, the Roundtable accepted a three-year agreement with HMMH, who began technical support services to the Roundtable July 2017.

**C. Administrative Support to the Program Coordinator**

As part of the County service structure, the Program Coordinator has utilized County Planning administrative staff to assist the Roundtable when necessary. A dedicated half-time administrative support has started January 2020 in order to assist the Program Coordinator with meeting coordination and logistics.

**D. Roundtable Media Program, Media Support and Website Content**

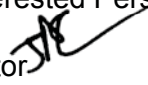
Staff has maintained and updated the Roundtable's website with agendas, minutes, published reports, and other relevant information. Staff also manages e-mail distribution lists to cities and other interested parties for important noise impact announcements. Staff will continue to explore other media opportunities with resources available.

**E. Provide operating needs of the Roundtable (postage, photocopying, office equipment/supplies, website support, etc.)**

County staff over the course of the current fiscal year has provided all materials necessary for the Roundtable's operations. This includes expenses incurred related to the Fly Quiet Awards expenses, meeting supplies, as well as independent data services, storage, and equipment.



January 28, 2020

**TO:** Roundtable Representatives, Alternatives, and Interested Persons  
**FROM:** James A. Castañeda, AICP, Roundtable Coordinator   
**SUBJECT:** Roundtable Subcommittee Appointments

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As we start the new year and have some change in city representatives, we like to take this opportunity to update everyone on the various subcommittees we have on the Roundtable. Members are encouraged to come prepared to join (or continue participating) on at least one of the standing or current ad-hoc subcommittees.

Below are the standing subcommittees and current ad-hoc subcommittees:

**STANDING SUBCOMMITTEES**

Technical Working Group  
Legislative  
Work Plan  
Operations and Efficiencies

**CURRENT AD-HOC SUBCOMMITTEE**

Ground-Based Noise

Attached: SFO Airport/Community Roundtable Standing Subcommittees Description

## **SFO Airport/Community Roundtable Standing Subcommittees**

Below is a description of the standing subcommittees as adopted and listed in Article VII of the Roundtable's bylaws, as well as the relevant rules and procedures outlined in that same section.

### Bylaw Subcommittee Procedures

- The number of members appointed to a subcommittee of the Roundtable shall consist of less than a quorum of its total membership (no more than 12).
- Standing Subcommittee or Ad Hoc Subcommittee membership and number of meetings shall be based on the following:
  - a. The Chairperson, at his or her discretion, may appoint any Roundtable Representative or Alternate to serve on a Standing Subcommittee or on an Ad Hoc Subcommittee.
  - b. The Roundtable Chairperson and Vice-Chairperson may serve on a Sub-committee or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson. The Roundtable Chairperson shall serve or appoint a Chair of the Subcommittee, and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.
  - c. Each Subcommittee shall meet as many times as necessary to study the issues identified by the Roundtable as a whole and develop and submit final recommendations regarding such issues to the full Roundtable for review/action.
  - d. After the date on which the Roundtable has heard and taken action on an Ad Hoc Subcommittee's final recommendation(s), the Ad Hoc Subcommittee shall cease to exist, unless the Roundtable determines that the Subcommittee must reconvene for the purposes described in this paragraph. In its action on the Ad Hoc Subcommittee recommendation(s), the Roundtable may direct the Subcommittee to reconvene, as necessary to review, refine, and/or revise all or a portion of its recommendation(s). If such action occurs, the Ad Hoc Subcommittee shall be charged with preparing and submitting a subsequent recommendation(s) to the full Roundtable for review/action. After the date on which the Roundtable has received the subsequent Ad Hoc Subcommittee recommendation(s), the Subcommittee shall cease to exist.
- The duties of a chairperson of a Roundtable Subcommittee may include, but are not limited to, presiding over Subcommittee meetings and submitting recommendations to the full Roundtable, regarding the topics/issues addressed by the Subcommittee.

## **STANDING SUBCOMMITTEES**

### Work Program Subcommittee

The role of the Work Program Subcommittee is to establish an annual work program that details where the Roundtable will focus its efforts during the coming fiscal year. The Work Program is guided by the Roundtable's Three-Year Strategic Plan, but it is also responsive to issues that are of interest to the community at the particular point in time. The Work Program Subcommittee also assists on development of the aforementioned Three-Year Strategic Plan.

Suggested structure and scheduled:

- 5-7 members
- Meets 2-3 times in the spring, as-needed the remainder of the year.

### Operations and Efficiency Subcommittee

The role of the Operations and Efficiency Subcommittee is to review and study the Roundtable's operational aspects as it pertains to conducting meetings and business. The goal of the subcommittee is to help streamline the Roundtable's procedures and governing documents. This subcommittee shall investigate, review, analyze, and develop recommendations for any proposed changes to the bylaws requested by the Roundtable. Recommendations are presented to the Roundtable body for consideration.

Suggested structure and scheduled:

- 5-7 members
- Meet on as-needed basis.

### Legislative Subcommittee

The mission of the Legislative Subcommittee is to review, research, analyze, and advise the Roundtable of any existing and/or pending legislative actions at the Federal level that impact the airspace and environs of the San Francisco International Airport as it pertains to noise impacting communities. This subcommittee shall, through local congressional offices, review, analyze and bring to the attention of the Roundtable legislative actions relevant to the issues of noise mitigation solutions for the region. The Legislative Subcommittee may develop recommendations actions for the Roundtable consideration and approval.

Suggested structure and scheduled:

- 5-7 members
- Meet on quarterly basis and/or as-needed basis.

### Technical Working Groups (Departures and Arrivals)

The mission of the Technical Working Groups is to allow in-depth technical discussions and provide a forum for stakeholders to deal with specific issues outlined in the Roundtable's Work Plan, but it is also responsive to issues that are of interest to the community at the particular point in time. Initially, two technical working groups were established- "Departures Technical



Working Group”, which focused on topics specific to northern San Mateo County communities related to departing flights, and the “Arrivals Technical Working Group”, which focused on topics specific to impacts of arriving flights predominately over the communities of southern San Mateo County. The groups can meet together as a single technical working group (such as in the efforts to draft the 2016 *FAA Initiative* response document) at the discretion of the Chairperson.

Suggested structure and scheduled:

- 7-9 members
- Meet on quarterly basis and/or as-needed basis

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MEMORANDUM

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**TO:** WOODSIDE COMMUNITY

**FROM:** SAN FRANCISCO INTERNATIONAL AIRPORT AIRCRAFT NOISE  
ABATEMENT OFFICE

**SUBJECT:** 4Q 2019 WOODSIDE NOISE MONITORING REPORT

**DATE:** JANUARY 21, 2020

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The San Francisco International Airport (SFO) Aircraft Noise Abatement Office (ANAO) conducts aircraft noise monitoring in the Town of Woodside to determine noise levels within the community from aircraft operations at SFO. The monitoring occurs every quarter for a 14-day data collection period. This quarter's measurement period was from November 6, 2019 to November 19, 2019. The monitoring is made possible with the assistance of the Federal Aviation Administration (FAA) San Jose Technical Operations team. They continue to provide support and participate in our efforts to collect noise data by allowing us access to their facility to monitor aircraft noise.

The overall average daily noise level from all aircraft was 43dBA CNEL. The Community daily noise level average was 47dBA CNEL. Other non-aircraft noise sources included wind and the facility's backup Generator. Noise from all aircraft over this location increased the total average daily noise level by 1.5dBA.

The Town of Woodside is a quiet suburban community with ambient noise levels of 43dBA. On an average day of this study, Woodside had 87 overflights out of which 36 exceeded the noise monitor threshold and recorded a noise event. The thresholds used were 52dBA for daytime and 50dBA for nighttime. Aircraft destined to SFO typically overfly Woodside during high traffic conditions or inclement weather days with aircraft vectoring. Also known as delay vectoring, it is when an FAA Air Traffic Controller instructs the pilot to fly specific headings. These headings are not the most direct path to the runways. Reasons for aircraft vectoring may include adjusting the arrival sequence in order to maintain safe separation between all aircraft, maximizing use of available airspace, achieving an expeditious flow of aircraft traffic, avoiding areas of known hazardous weather or known severe turbulence, and maneuvering an aircraft into a suitable position to accommodate a visual approach and landing.

As flights to SFO cross over the peninsula, they represent about 70 percent of all aircraft noise events over Woodside and are typically above 6,000 feet. The remaining aircraft noise events were attributed to general aviation traffic using San Carlos Airport, airline traffic using San Jose International Airport and traffic from other airports in the area.

An average sound exposure level (SEL) for a single noise event for all aircraft were recorded at 71dBA and maximum noise levels (LMax) at 58dBA. On average, there were five nighttime noise events from SFO aircraft. The Town of Woodside is a quiet suburban community with ambient noise in the quiet 40-45dB range; any aircraft noise level above the background may become a nuisance for the residents.

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**dBA-** stands for A-weighted decibel. Decibel unit measures the loudness of a sound and is computed as the signal to noise ratio. A-weighting is used to adjust for a frequency range of human hearing. An increase of ten decibels is perceived by the human ear as a doubling of noise.

**SEL** - Sound Exposure Level of a noise event is measured over time between the initial and final points when the noise level exceeds a predetermined threshold, and its energy is compressed into one second.

**LMax** - The maximum noise level is a measurement of the peak level of a noise event.

**CNEL** - This metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport. California Title 21 Noise Regulations established the acceptable level of aircraft noise of 65dBA CNEL.

# Short Term Noise Monitoring Report - Site 969

## Woodside 4Q 2019

November 6 - November 19

Aircraft CNEL: **43dBA**

Community CNEL: **47dBA**

Total CNEL: **48dBA**

SEL: **71dBA**

LMax: **58dBA**

Ambient Noise: **43dBA**

Noise Monitor Threshold: **52dBA (7 a.m. to 9:59 p.m.), 50dBA (10 p.m. to 6:59 a.m.)**

SFO Aircraft Noise Events: **39 per day**

SFO Operations Flow: **West Flow**

Cause of Aircraft Overflights: **SFO Oceanic Arrival Route, San Jose Arrivals, delayed vectoring, SFO Departures and general aviation-small aircraft**



### Daily Noise Event Averages

	Date	SFO			Non-SFO			Community		
		Noise Events	Avg. SEL (dBA)	Avg. LMax (dB)	Noise Events	Avg. SEL (dBA)	Avg. LMax (dB)	Noise Events	Avg. SEL (dBA)	Avg. LMax (dB)
November	6	32	70	57	17	70	58	48+	80	62
	7	50	70	58	20	70	59	2	75	64
	8	44	69	57	16	74	61	1	65	56
	9	23	69	57	13	73	60	9	78	61
	10	38	71	57	22	71	60	4	84	66
	11	45	70	58	39	74	62	3	70	58
	12	38	71	58	15	70	59	5	66	56
	13	37	68	57	12	71	60	1	64	57
	14	43	70	58	21	72	60	5	68	58
	15	58	71	58	18	70	58	5	70	57
	16	53	68	57	19	73	61	11	77	59
	17	27	69	57	23	74	60			
	18	25	67	55	31	70	58	5	67	59
	19	38	69	57	11	73	59	417*	72	58
	Daily AVG	39	69	57	20	72	60	40	72	58

\* Wind

+ Generator

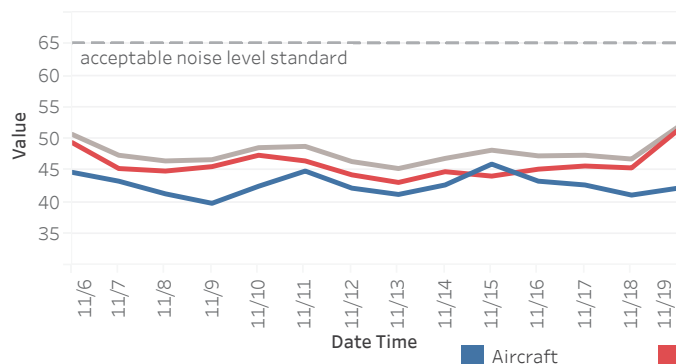
**SFO Events** are: Single SFO Aircraft, Multiple SFO Aircraft, Simultaneous SFO and Non-SFO Aircraft, and Simultaneous Community and SFO Aircraft.

**SEL** - Sound Exposure Level of a noise event is measured over time between the initial and final points when the noise level exceeds a predetermined threshold and its energy is compressed into one second.

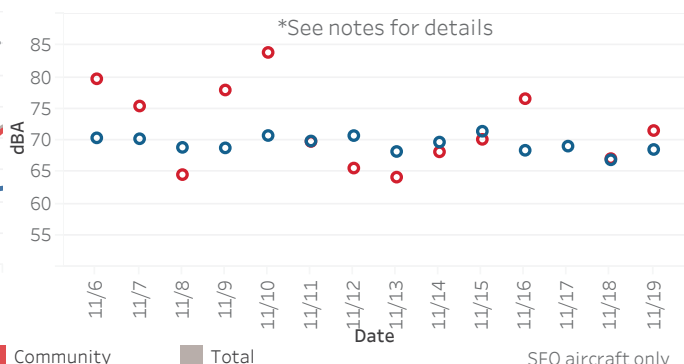
**Lmax** - The maximum noise level is a measurement of the peak level of a noise event.

**CNEL** - This metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport. California Title 21 Noise Regulations established acceptable level of aircraft noise of 65dBA CNEL.

Community Noise Equivalent Level (CNEL)



Sound Exposure Level (SEL) Comparison

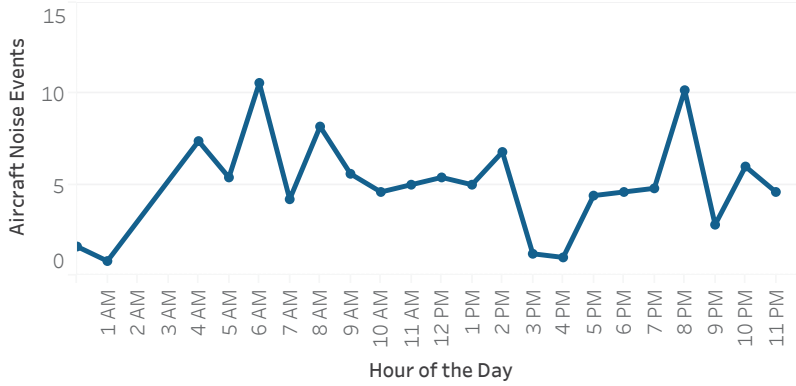


\*Notes: 11/6 Generator being run for almost 30 minutes during morning. 11/9 Leaf blower used for five minutes and a very loud truck. 11/16 Leaf blower used for 10 minutes. 11/19 Extremely windy day.

### SFO Aircraft Noise Events by Day (7am-7pm), Evening (7pm-10pm) and Night (10pm-7am)

	Noise Events	SFO Noise Events (%)	Avg. SEL (dBA)	Min. SEL (dBA)	Max. SEL (dBA)	Avg. LMax (dB)	Min. LMax (dBA)	Max. LMax (dBA)	Avg. Duration (sec)	Min. Duration (sec)	Max. Duration (sec)
Day	280	51%	70	60	82	58	53	74	22	4	45
Evening	89	16%	70	61	81	58	53	74	21	8	45
Night	182	33%	68	59	82	56	50	75	23	8	45

SFO Noise Events by Hour of the Day

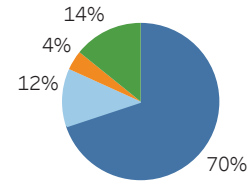


SFO Aircraft Altitude

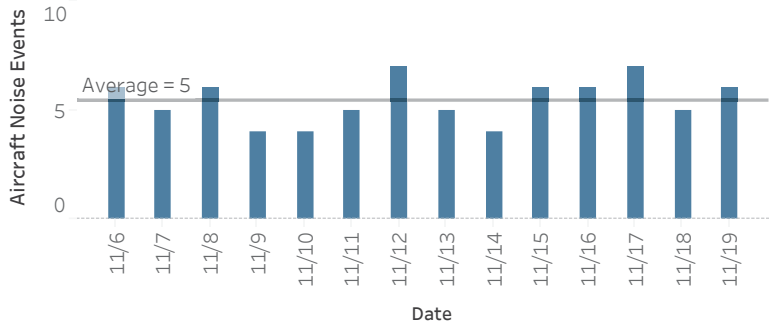
	<6000ft	≥6000ft	≥7000ft	≥8,000ft	≥9,000ft
Arrivals	22%	20%	45%	13%	
Departures	31%				69%

Only aircraft that registered a noise event on the monitor are considered.

Airport  
 ■ SFO  
 ■ San Carlos  
 ■ San Jose Intl  
 ■ Other Airports



SFO Nighttime (Midnight-6am)



**37%**  
 of overflights registered a noise event.  
 (87 avg daily overflights of which 36 created a noise event)

Operation Type	Arrivals	Departures
	74%	26%

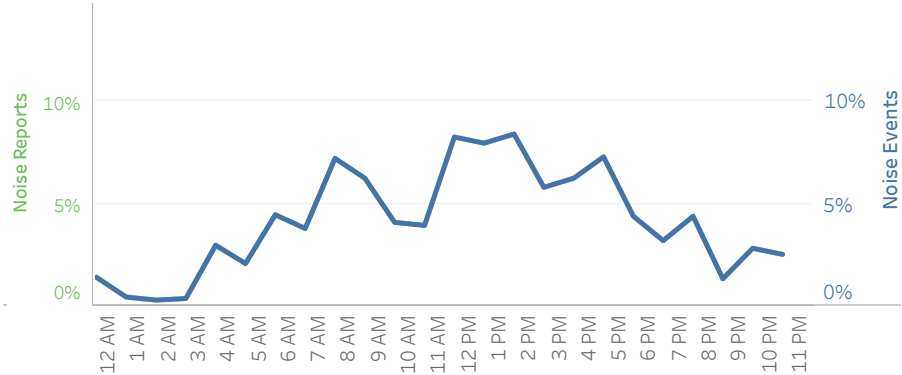
Aircraft Type

Boeing B737 -700, 800, 900		37%
Boeing B777 -772, 77L, 77W		21%
Airbus A320-A319, A320, A321		9%
Other 53+ Aircraft		33%

Noise Reports vs Noise Events

#### Noise Reporters

Noise Report data normally shown here, right and bottom is unavailable due to data migration to the new Airport Noise and Operations Management System. This information will be republished when migration is complete.



Noise Reporters Location



Noise Monitor on Location



**SAN FRANCISCO INTERNATIONAL AIRPORT  
CITY & COUNTY OF SAN FRANCISCO**



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**MEMORANDUM**

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**TO: PORTOLA VALLEY COMMUNITY**

**FROM: SAN FRANCISCO INTERNATIONAL AIRPORT AIRCRAFT NOISE  
ABATEMENT OFFICE**

**SUBJECT: 4Q 2019 PORTOLA VALLEY NOISE MONITORING REPORT**

**DATE: JANUARY 21, 2019**

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The San Francisco International Airport (SFO) Aircraft Noise Abatement Office (ANAO) conducts aircraft noise monitoring in the Town of Portola Valley to determine noise levels within the community from aircraft operations at SFO. Noise monitoring occurs every quarter for a 14-day data collection period. This quarter's measurement period was from November 6, 2019 to November 19, 2019. The monitoring was made possible with the assistance of a Portola Valley resident.

The overall average daily noise level from all aircraft was 41dBA CNEL. The Community daily noise level average was 47dBA CNEL. Noise from all aircraft over this location increased the total average daily noise level by 1.3dBA. Non-aircraft noise sources included residential noise and wind.

The Town of Portola Valley is a quiet suburban community with ambient noise levels of 43dBA. On an average day, Portola Valley had 154 overflights out of which 37 exceeded the noise monitor thresholds and recorded a noise event. The thresholds used were 55dBA for daytime and 50dBA for nighttime. Aircraft destined to SFO typically overfly Portola Valley during high traffic conditions or inclement weather days with aircraft vectoring. Also known as delay vectoring, is when a FAA (Federal Aviation Administration) Air Traffic Controller instructs the pilot to fly specific headings. The headings are not the most direct path to the runways. Reasons why aircraft may be vectored include: adjusting the arrival sequence in order to maintain safe separation between all aircraft, maximizing use of available airspace, achieving an expeditious flow of aircraft traffic, avoiding areas of known hazardous weather or known severe turbulence, and maneuvering an aircraft into a suitable position to accommodate a visual approach and landing.

Arriving flights to SFO typically cross over the peninsula between 5,000 and 7,000 feet, and represent about 79 percent of all aircraft noise events over Portola Valley. The remaining aircraft noise events are attributed to low-flying general aviation traffic from San Carlos and Palo Alto Airport.

An average sound exposure level (SEL) for a single noise event for all aircraft were recorded at 71dBA and maximum noise levels (LMax) at 58dBA. On average, there were three nighttime noise events from SFO aircraft. In view of the fact that the monitoring location in Portola Valley is located in a quiet suburb with ambient noise in the low 40dB range, any aircraft noise above this threshold may become a nuisance for the residents.

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**dBA-** stands for A-weighted decibel. Decibel unit measures the loudness of a sound and is computed as the signal to noise ratio. A-weighting is used to adjust for frequency range of human hearing. An increase of ten decibels is perceived by human ear as a doubling of noise.

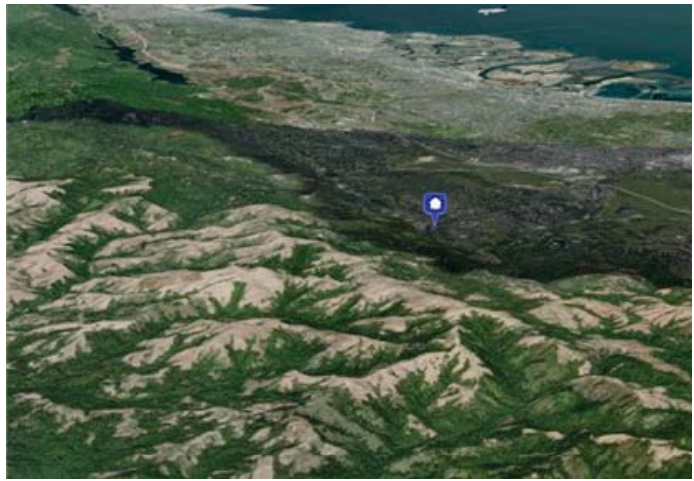
**SEL** - Sound Exposure Level of a noise event is measured over time between the initial and final points when the noise level exceeds a predetermined threshold and its energy is compressed into one second.

**LMax** - The maximum noise level is a measurement of the peak level of a noise event.

**CNEL**- This metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport. California Title 21 Noise Regulations established acceptable level of aircraft noise of 65dBA CNEL.

## Portola Valley 4Q 2019

November 6 - November 19

Aircraft CNEL: **41dBA**Community CNEL: **47dBA**Total CNEL: **48dBA**Aircraft SEL: **71dBA**Aircraft LMax: **58dBA**Ambient Noise: **43dBA**Noise Monitor Threshold: **55dBA (7 a.m. to 9:59 p.m.), 50dBA (10 p.m. to 6:59 a.m.)**SFO Aircraft Noise Events: **27per day**SFO Operations Flow: **West Flow**Cause of Aircraft Overflights: **SFO aircraft arrivals, delayed vectoring and small general aviation aircraft transitioning the area**

### Daily Noise Event Averages

	Date	SFO			Non-SFO			Community		
		Noise Events	Avg. SEL (dBA)	Avg. LMax (dB)	Noise Events	Avg. SEL (dBA)	Avg. LMax (dB)	Noise Events	Avg. SEL (dBA)	Avg. LMax (dB)
November	6	22	74	58	16	69	58	21	73	60
	7	32	70	58	3	69	57	16	73	61
	8	25	68	57	7	70	59	6	69	60
	9	10	68	56	3	74	62			
	10	20	68	56	3	72	62	1	68	62
	11	32	70	57	7	71	60	2	63	53
	12	24	69	56	20	69	59	23	67	53
	13	17	68	56	20	70	59	4	63	55
	14	35	70	59	2	67	58	10	67	57
	15	51	70	58	9	71	61			
	16	28	72	58	5	74	63	2	64	57
	17	26	70	58	23	72	61			
	18	23	68	56	8	74	61			
	19	35	70	58	10	72	61	19	68	58
	Daily Average	27	70	58	10	71	60	10	68	58

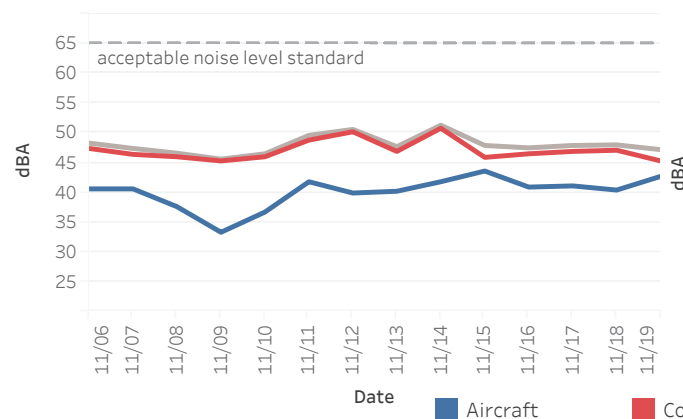
**SFO Events** are: Single SFO Aircraft, Multiple SFO Aircraft, Simultaneous SFO and Non-SFO Aircraft, and Simultaneous Community and SFO Aircraft.

**SEL** - Sound Exposure Level of a noise event is measured over time between the initial and final points when the noise level exceeds a predetermined threshold and its energy is compressed into one second.

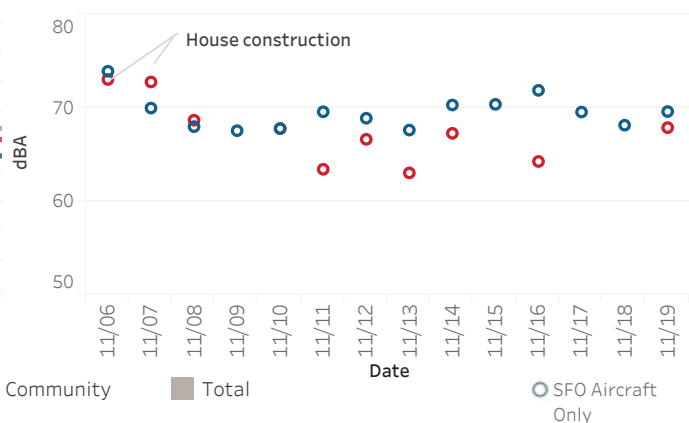
**Lmax** - The maximum noise level is a measurement of the peak level of a noise event.

**CNEL** - This metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport. California Title 21 Noise Regulations established acceptable level of aircraft noise of 65dBA CNEL.

Community Noise Exposure Level (CNEL)



Sound Exposure Level (SEL) Comparison

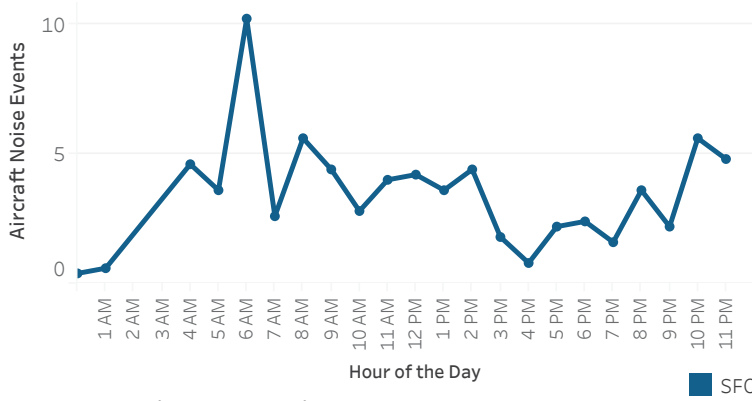


SFO Aircraft Noise Events by Day (7am-7pm), Evening (7pm-10pm) and Night (10pm-7am)

	Noise Events	SFO Noise Events (%)	Avg. SEL (dBA)	Min. SEL (dBA)	Max. SEL (dBA)	Avg. LMax (dB)	Min. LMax (dBA)	Max. LMax (dBA)	Avg. Duration (sec)	Min. Duration (sec)	Max. Duration (sec)
Day	194	54%	71	64	86	60	55	80	18	8	40
Evening	37	10%	71	65	79	60	56	77	19	8	33
Night	126	35%	68	56	76	54	50	66	25	4	60



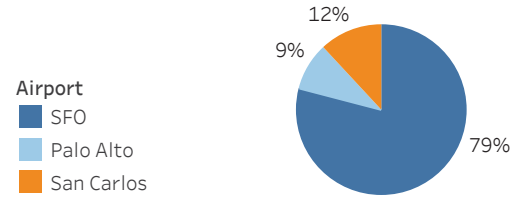
SFO Noise Events by Hour of the Day



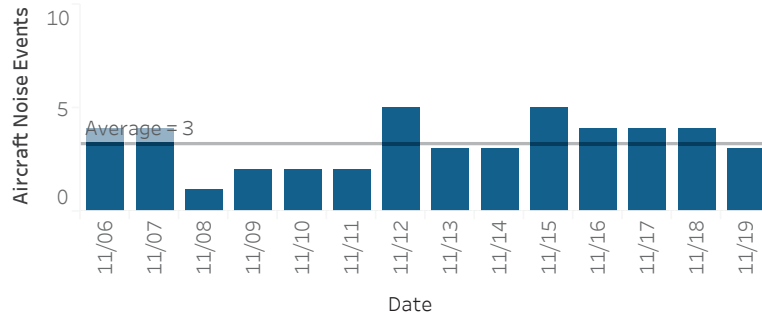
SFO Arrivals Altitude

4,000ft	5,000ft	6,000ft	7,000ft
13%	40%	38%	9%

Only aircraft that registered a noise event on the monitor are considered.



SFO Nighttime (Midnight-6am)



**24%**  
of overflights registered a noise event.  
(154 avg daily overflights of which 37 created a noise event)

Operation Type

Arrivals	Departures
86%	14%

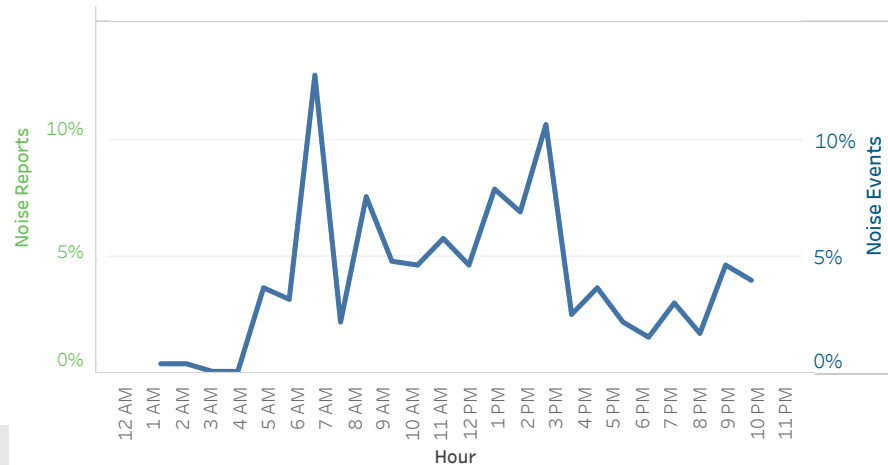
Aircraft Type



#### Noise Reporters

*Noise Report data normally shown here, right and bottom is unavailable due to data migration to the new Airport Noise and Operations Management System. This information will be republished when migration is complete.*

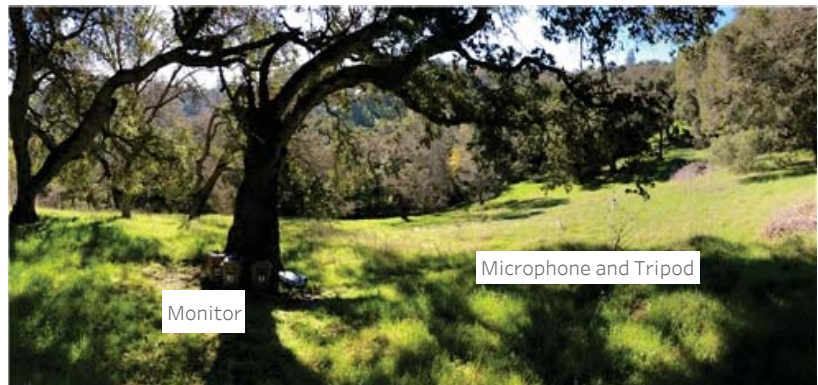
Noise Reports vs Aircraft Noise Events



Noise Reporters Location



Noise Monitor on Location





## Noise News

Volume #1 | February 2020

### Voom Begins Offering Service at Bay Area Airports

Voom™, the helicopter demand service subsidiary of Airbus known as Airbus Urban Mobility, announced at the end of September 2019 that it would expand its services to the San Francisco Bay Area. While founded in San Francisco, the company had first launched its services in Sao Paulo in Brazil, and Mexico City, because of their extensive helicopter infrastructure and substantial ground traffic congestion.

Voom does not own helicopters, but sells seats on local, vetted providers. San Francisco helicopter providers for Voom include Coastal Helicopters, LLC and Air Resources. Initially, Voom is only shuttling passengers between airports. According to the company's website, their regular on-demand helicopter services are offered at the Napa County Airport, Oakland International Airport, Palo Alto Airport, San Jose International Airport, and San Francisco Airport.

Other services provided by Voom include tours of Bay-Area sights, which leave from Oakland Airport; charter services to additional regional airports like Half Moon Bay, Monterey, Livermore, and Sacramento; and a "Voom for Business" streamlined corporate service.

Sources: Aviation International News, Business Insider, Voom™ Official Website

### What's Inside

[Voom at Bay Area Airports](#) .....1

[Drone Delivery](#) .....2

[Supersonic Flight Testing Regulations](#) .....2

[House Considering Airport Noise Bills](#) .....3

**"...going forward, FAA would also be assessing supersonic aircraft technology, and may evaluate whether to amend the current ban [on overland use] as part of its biennial review of aircraft noise and operational data, starting on December, 2020"**

– Supersonic Flight Testing Regulations (Page 2)



## The State of Drone Delivery Testing and its Corresponding Noise Impacts

While many consumer products and retail delivery companies have begun to explore the use of drones in their operations, some have taken the next step.

UPS's drone division (UPS Flight Forward), after conducting successful trials on the WakeMed Hospital campus in Raleigh, NC, received the first complete Federal Aviation Administration (FAA) Standard Part 135 Air Carrier and Operator Certificate from the FAA's Unmanned Aircraft

Systems Integration Pilot Program. This certification provides UPS the ability to use drones for package delivery. The FAA has restricted their use to campus environments (e.g., hospitals, universities, and corporate campuses). The Certificate also provides

UPS privileges to operate drones weighing more than 55 pounds and to operate at night.

Wing (the aviation subsidiary of Alphabet), FlyTrex and Uber Eats are also in various stages of testing and acquiring FAA certification for drone-based delivery.

Amidst all these developments, there is concern about the effects that drones will have on communities including noise and annoyance. The Executive Director of the European Union Aviation Safety Agency stated that its stakeholders would need to come to a consensus about noise levels regarding drone regulations. In the United States, recent legislation was introduced by Senator Mike Lee (R-AK) that would preserve state, local, and tribal autonomy over regulation of unmanned aerial vehicles to reasonably restrict operations to limit noise pollution and other impacts.

As an example, Wing conducted trials in the suburbs of Canberra, Australia, which resulted in many residents being disturbed by the noise and

requested a parliamentary inquiry. The resulting report in the aftermath of the delivery trial indicated that the noise from such operations was not properly considered and required further study. In response, Wing adjusted the drones' flight paths for greater sound dispersal, developed a quieter drone, and flew at slower speeds. In Wing's future trials in rural Virginia, drones are expected to fly up to 400 ft above the ground and come down to 23 ft just before delivering their payload via a tether. FlyTrex, which is conducting trials in North Carolina, plans to primarily fly over major roads and unpopulated areas, flying around 230 feet above the ground.

Sources: Australia Broadcasting Corporation, Aviation International News, Bloomberg News, FlyTrex™ Official Website, NBC San Diego, Newsweek, Noise Regulation Report, Wall Street Journal, X Development Official Website

## Supersonic Aircraft Testing Efforts and Regulations are Moving Along

This past June, the FAA issued a notice of proposed rulemaking for a procedure to streamline approvals to test civil supersonic aircraft. This rulemaking would allow for over-ground testing if one can demonstrate that overwater testing would be insufficient, and that it would result in minimal on-ground harm. Current FAA regulations state that civil aircraft cannot operate at speeds greater than Mach 1 over the U.S., or within a certain distance from the coast where the shockwave could impact the U.S. Existing regulations allow for supersonic operations under specific circumstances on a case-by-case basis, and these aircraft need to meet regular aerial and noise certification specifications.

In a press briefing, the FAA insisted that the new proposed supersonic rule would not overturn the existing rules. However, going forward, the FAA would also be assessing supersonic aircraft technology, and may evaluate whether to amend the current ban as part of its biennial review of



Drones from UPS's FlightForward Program (Credit: UPS)

aircraft noise and operational data starting on December 31, 2020.

Currently, research and testing of quieter sonic boom aircraft is underway in a few locations, with some seeking to expand testing sites. In November 2018, NASA conducted tests over Galveston Island, off the coast of Galveston, TX, to look at how particular maneuvers to create a “quiet sonic thump” would be perceived by the community. Working with Lockheed Martin, they are in the process of developing the X-59 Quiet SuperSonic Technology X-plane (X-59 QueSST) and intend to eventually fly tests over pre-identified communities. They are starting with testing in the Mojave Desert, where

they have completed a 30-mile test microphone array for this specific purpose.



Concept Rendering of NASA's  
Quiet Supersonic Jet  
(Credit: NASA)

Separately, a Washington-state based group called the Supersonic Flight Alliance (SSFA) composed of airport

authorities, manufacturers and advocates are lobbying the FAA to establish a 300-mile corridor over eastern Washington to test civilian aircraft. They also are calling for a joint FAA-industry research group to determine its feasibility.

Sources: Aviation International News, Federal Aviation Administration, Houston Public Media, Noise Regulation Report

## House Quiet Skies Caucus Targets Airport Noise in Constituencies

Airport noise and noise impacts from passenger and general aviation airports are increasingly gaining Congressional attention. Many members of Congressional Quiet Skies Caucus have been writing and sponsoring various bills to rein in disruptive airport noise occurring in their districts.

At the end of December 2019, Representatives Jackie Speier (D-CA-14), working directly with Anna Eshoo (D-CA-18) and Jimmy Panetta (D-CA-20), introduced 8 bills directly aimed at reducing airport noise and increasing government transparency and responsiveness towards implementation of flight

path changes nationally and within the Bay area. These bills were written in response to the establishment of NextGen Performance Based Navigation (PBN) flight paths heading to airports that go over their respective districts, and to the FAA's current approach to engaging and informing community members about new flight paths.

These bills include the following:

- The Fairness in Airspace Includes Residents (F-AIR)
  - Would change the mission statement and focus of the FAA to ensure that noise and health are considered equally with efficiency concerns
- Responsive Employees Support Productive Educated Congressional Talk (RESPECT)
  - Would require FAA staff to answer questions and data requests submitted by Members of Congress within 90 days, and for FAA staff to appear at meetings and townhalls with Members of Congress when 30 days' of the notice being provided.
- Notify Officials to Inform fully & Impel Educated Decisions (NOTIFIED)
  - Would require the FAA to broadly notify all Local, State, and Federal elected representatives and Aviation Roundtables within 5 miles if there are new PBN paths establishment or adjustment that would affect the airspace under 18,000 ft of their constituencies.
- All Participating in Process Reaching Informed Solutions for Everyone (APPRISE)
  - Would require the FAA to include aviation technical representatives who represent affected

communities (within 5 mi) when designing new procedures, with equal rights and responsibilities on these task forces.

- Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE)
  - Would allow states to establish ground-based low frequency noise and vibration standards and remedies that might impact nearby residents. It would also allow states to develop site-specific standards for airports, and levy penalties accordingly.
- Serious Noise Reduction Efforts Act (SNORE)
  - Would establish a program at San Francisco International Airport to noise insulate 200+ homes a year in affected communities, with access to additional federal and airport funds beyond those currently available to them.
- Restore Everyone's Sleep Tonight (REST)
  - Would allow airports to impose a curfew at any time between 10pm and 7am, and allow the airport to levy penalties for violating said curfews. The bill would amend the FAA's current noise curfew application process and allow for greater airport independence.
- Southbound HUSH & NIITE Help Households (SHHH)
  - Would require the FAA to formally support the initiating and the processing of proposed NIITE Departure Southbound Transition and the Oakland International Airport (OAK) HUSH Departure Southbound Transition.

Prior to the aforementioned legislation, in February 2019, Representative Stephen Lynch (D-MA-8) and Senator Elizabeth Warren (D-MA) introduced the Air Traffic Noise and Pollution Expert Consensus Act. This bill required the FAA to sponsor an expert consensus report issued by the National Academies of Sciences, Engineering and Medicine on the health impacts resulting from overheard airplane traffic noise and air pollution.

Additionally, in December 2019, Representative Joe Neuse (D-CO-2) introduced the Aviation Noise Reduction Act to target noise levels from general aviation airports. The bill states that owners of general aviation airports (those with less than 2,500 passenger boardings) would be able to restrict the amount of operations used in commerce, restrict the types and numbers of planes using the runways, and set curfews to reduce noise impacts. The FAA currently has a process for applying for curfews under the Airport Noise and Capacity Act in a lengthy process that few airports have successfully undertaken per Title 14 of the Code of Federal Regulations Part 161. This bill would circumvent current regulation, as statutes supersede regulations and would not be subject to the FAA's pre-existing curfew application process.

Sources: Airport Noise Report, Office of Representative Joe Neguse, Office of Representative Jackie Speier, Office of Representative Stephen Lynch



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## RECENT DEVELOPMENTS AND FEDERAL ISSUES UPDATE

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### Federal Budget

- The Fiscal Year 2020 Budget was signed into law in late December which will fund the government through September 30<sup>th</sup>, 2020.
  - The bill provides **\$17.6 billion for the Federal Aviation Administration (FAA)**, \$166 million above the 2019 enacted level and \$513 above the President's budget request.
  - **\$1.4 billion for Aviation Safety**, \$67 million above the 2019 enacted level and \$76 million above the President's budget request.
  - **\$400 million for discretionary Airport Improvement Grants**, \$100 million below the 2019 enacted level and \$400 million above the President's budget request.
- Lawmakers have already begun work on fiscal 2021 budget and appropriations process with a current deadline of September 30, 2020.
- The President is expected to release his proposed budget for fiscal year 2021 on February 10. This will formally begin the budget and appropriation processes in Congress and will include the Administration's latest request for the FAA for the coming year.

### Recent Actions and Developments

- **NextGen Advisory Committee (NAC) Meeting** - This meeting was held on December 12<sup>th</sup> 2019 in McLean, VA. The meeting featured an agenda item dedicated to updates on the FAA's community engagement efforts. Kim Stover, the Vice President of Mission support at ATO and Sean Torpey of the FAA presented on ongoing efforts and developments. They focused on their work with roundtables and discussed "hot spot areas". Northern California was noted as a hot spot but that had an active roundtable. The NAC Chair and FAA members committed to adding community engagement as a standing agenda item.
- **Recently Introduced Legislation**



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## RECENT DEVELOPMENTS AND FEDERAL ISSUES UPDATE

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As a part of the N.O.I.S.E. update to the SFO Roundtable, we will list recently introduced legislation of interest and provide background. Though we know the SFO Roundtable is aware and has been engaged closely with your Congressional Delegation, we wanted to capture the titles and bill numbers of the legislation that Congresswoman Jackie Speier (D-CA), Congresswoman Anna Eshoo (D-CA), and Congressman Jimmy Panetta (CA-20) recently introduced designed to mitigate airport noise that affects communities across the country.

- Restore Everyone's Sleep Tonight (REST) Act (HR 5106)
- All Participating in Process Reaching Informed Solutions for Everyone (APPRISE) Act (HR 5110)
- Notified Officials to Inform Fully and Impel Educated Decisions (NOTIFIED) Act (HR 5111)
- Fairness in Airspace Includes Residents (FAIR) Act (HR 5109)
- Responsive Employees Support Productive Educated Congressional Talk (RESPECT) Act (HR 5105)
- Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE) Act (HR 5112)
- Serious Noise Reduction Efforts (SNORE) Act (HR 5107)
- Southbound HUSH and NIITE Help Households (SHHH) Act (HR 5108)
- The Aircraft Noise Reduction Act (H.R.5423)

Congressman Joe Neguse (D-CO) recently introduced legislation, *The Aircraft Noise Reduction Act* (H.R.5423), that seeks to provide greater local control for General Aviation airports. The legislation would give General Aviation Airports the authority to impose certain restrictions relating to noise concerns, such as limiting the number and type of aircraft that can operate, and setting curfews or specific hours for them to fly. The legislation also stipulates that federal funds cannot be withheld from an airport by choosing to locally regulate air noise.



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## RECENT DEVELOPMENTS AND FEDERAL ISSUES UPDATE

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### Upcoming Events

- **N.O.I.S.E. 2020 Annual Legislative Summit-March 9<sup>th</sup>, Washington, DC** - Hosted in conjunction with the National League of Cities Congressional City Conference. During this summit, members and stakeholders of the NOISE organization will have the opportunity to engage in a discussion about the organization's legislative and policy priorities for 2020 as well as hear from experts and federal stakeholders on developments and opportunities for engagement. We will share the agenda for that meeting with N.O.I.S.E. members in the coming weeks.

Please do not hesitate to contact us if you have any questions or need any additional information.





December 11, 2019

TO: Roundtable Members and Interested Parties

FROM: Sarah C. Yenson, Senior Consultant  
Justin W. Cook – INCE, LEED GA, Principal Consultant  
Roundtable Technical Consultant - HMMH

SUBJECT: Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway Review

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At the request of the Roundtable, Harris Miller Miller & Hanson Inc. (HMMH) is monitoring and reviewing updates to procedures published onto the FAA's IFP Information Gateway in the regions of San Francisco International Airport (SFO), Metropolitan Oakland International Airport (OAK), and Norman Y. Mineta San Jose International Airport (SJC).

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published updates on December 3 and 5, 2019. Of the two (2) updates both were identified as low importance, and none were identified as high importance. The next publication is expected on January 2, 2020.

#### **Important Terms and Items:**

- **FAA Stage Definitions**
  1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation and priority (FPO)
  2. DEV: Development of the procedures
  3. FC: FAA Flight Inspection of the developed procedures
  4. PIT: Production Integration Team (TS)
  5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)
- **FAA Status Definitions**
  1. At Flight Check: At Flight Inspection for procedure validation
  2. Awaiting Publication: At Arnav Products Charting for publication
  3. Complete: Procedure development action finished
  4. On Hold: Procedure waiting data/information to allow it to proceed/continue to next stage
  5. Pending: Procedure development work on-going
  6. Published: Procedure charted and published
  7. Under Development: Procedure is being worked on by the FAA
  8. Terminated: Procedure/project terminated
- **Glossary**

## HMMH FAA IFP Information Gateway Review

December 11, 2019

Page 2 of 3

- RNAV: Area Navigation
- IAP: Instrument Approach procedure
- STAR: Standard Terminal Arrival Route
- SID: Standard Instrument Departure
- GPS: Global Positioning System
- ILS: Instrument Landing System
- LOC: Localizer

### Low Importance:

- December 3, 2019
  - SID QUAKE ONE at OAK status change to Awaiting Publication
    - Estimated chart date is now 1/30/2020
- December 5, 2019
  - STAR SERFR FOUR at SFO status change to Published
    - Change to name of waypoint NARWL to FOLET and revision to associated chart notes.
    - Figure 1: Published STAR SERFR FOUR

### High Importance:

- None

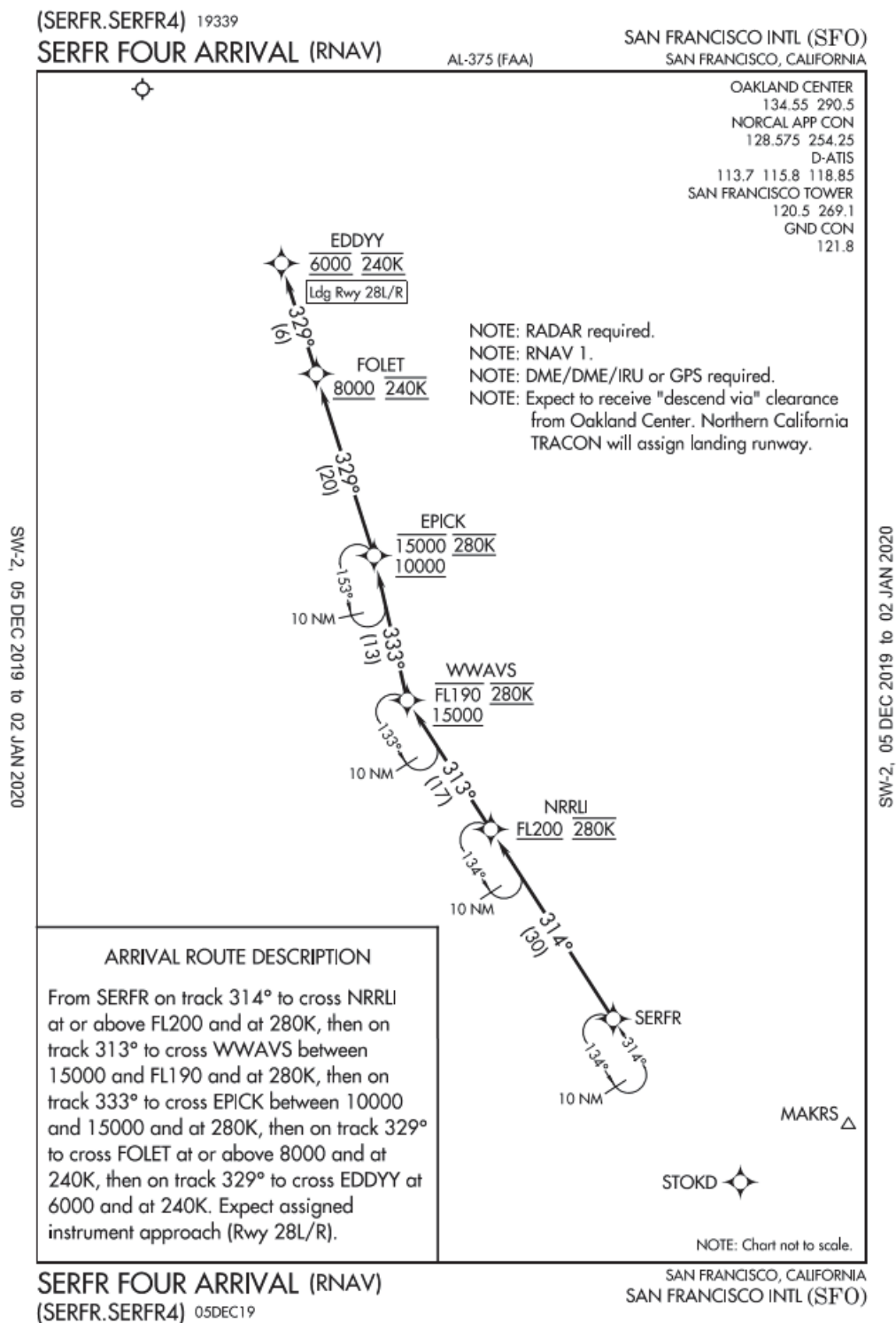
### Open Comment Periods:

- None

### Next Publication:

No updates are expected for the January 2, 2020 publication.



**Figure 1. PUBLISHED STAR SERFR FOUR at SFO**

Source: [https://aeronav.faa.gov/d-tp/1913/00375serfr.pdf#nameddest=\(SFO\)](https://aeronav.faa.gov/d-tp/1913/00375serfr.pdf#nameddest=(SFO))



January 17, 2020

TO: Roundtable Members and Interested Parties

FROM: Sarah C. Yenson, Senior Consultant  
Justin W. Cook, Principal Consultant  
Roundtable Technical Consultant - HMMH

SUBJECT: Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway Review

---

At the request of the Roundtable, Harris Miller Miller & Hanson Inc. (HMMH) is monitoring and reviewing updates to procedures published onto the FAA's IFP Information Gateway in the regions of San Francisco International Airport (SFO), Metropolitan Oakland International Airport (OAK), and Norman Y. Mineta San Jose International Airport (SJC).

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published updates on December 6, 2019 as well as January 13 and 14, 2020. Three (3) updates were identified as low importance. The next publication is expected on January 30, 2020.

#### **Important Terms and Items:**

- **FAA Stage Definitions**
  1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation and priority (FPO)
  2. DEV: Development of the procedures
  3. FC: FAA Flight Inspection of the developed procedures
  4. PIT: Production Integration Team (TS)
  5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)
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  3. Complete: Procedure development action finished
  4. On Hold: Procedure waiting data/information to allow it to proceed/continue to next stage
  5. Pending: Procedure development work on-going
  6. Published: Procedure charted and published
  7. Under Development: Procedure is being worked on by the FAA
  8. Terminated: Procedure/project terminated
- **Glossary**

## HMMH FAA IFP Information Gateway Review

January 15, 2020

Page 2 of 2

- RNAV: Area Navigation
- IAP: Instrument Approach procedure
- STAR: Standard Terminal Arrival Route
- SID: Standard Instrument Departure
- GPS: Global Positioning System
- ILS: Instrument Landing System
- LOC: Localizer

### Low Importance:

- December 6, 2019
  - SID QUAKE ONE at OAK updated
    - Minor adjustments for chart production
    - No procedural or fix location changes
- January 14, 2020
  - SID SILENT TWO at OAK updated to Awaiting Publication
    - Estimated chart date now 5/21/2020
- January 15, 2020
  - ILS/LOC 12 Amendment 8B at OAK updated to Awaiting Publication
    - Estimated chart date now 3/26/2020

### High Importance:

- None

### Open Comment Periods:

- None

### Next Publication:

We expect to see updates for the following in the January 30, 2020 publication:

- OAK
  - SID OAKLAND FIVE
    - Currently Awaiting Publication on 1/30/2020
  - SID QUAKE ONE
    - Currently Awaiting Publication on 1/30/2020
  - SID SUNNE ONE
    - Currently Awaiting Publication on 1/30/2020