



# Meeting Packet

## Regular Meeting

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Meeting No. 325  
**Wednesday, June 3, 2020 - 7:00 p.m.**

**\*BY VIDEO CONFERENCE ONLY\***

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/97396787245>

Or Dial in:

US: +1(669)900-6833 Webinar ID: 973 9678 7245

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (650) 363-4220 at least 2 days before the meeting date.

**PUBLIC PARTICIPATION:**

Written public comments can be emailed to [info@sforoundtable.org](mailto:info@sforoundtable.org), and should include specific agenda item to which you are commenting. Spoken public comments will also be accepted during the meeting through Zoom.

\*\*Please see instructions for written and spoken comments at the end of this agenda.

## **AGENDA**

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

Ricardo Ortiz, Roundtable Chairperson

Public Comment on Items NOT on the Agenda

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

Action to set Agenda and to Approve Consent Items

Ricardo Ortiz, Roundtable Chairperson

### **PRESENTATIONS**

1. Chairman's Report

Ricardo Ortiz, Roundtable Chairperson

2. Introduction of FAA Representative(s)

Ricardo Ortiz, Roundtable Chairperson

3. Report from San Francisco Airport Commission

Ivar Satero, Airport Director – San Francisco International Airport

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### 4. Presentation on SFO Noise Portal

Bert Ganoung, Noise Abatement Manager

### 5. Update on FAA IFP Gateway Review

Justin Cook, Roundtable Technical **Consultant**

pg. 8-15

## **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 November 2019

pg. 16

### 7. Minutes from the February 5, 2020, Regular Meeting

pg. 22

## **REGULAR AGENDA**

### 8. Legislative Subcommittee

Janet Borgens, Subcommittee Chair

pg. 29

- a. ACTION: Approval of Letter: Notice of Proposed Rulemaking – Noise Certification of Supersonic Airplanes

### 9. Portable Noise Monitor Placement Subcommittee

Terry O'Connell, Subcommittee Chair

pg. 40

- a. ACTION: Recommendations Regarding Portable Noise Monitoring Terminals

## **REPORTS**

### 10. Ground Based Noise Subcommittee Report

Ann Schneider, Subcommittee Chair

### 11. HMMH Contract Amendment

Ricardo Ortiz, Roundtable Chairperson

pg. 42

### 12. Update on other Bay Area Roundtables

Ann Wengert, Roundtable Vice-Chairperson

### 13. Report from Aviation Noise and Emissions Symposium 2020

Ann Schneider, Roundtable Member, and Linda Wolin, acting Roundtable Coordinator

### 14. Member Communications / Announcements

Roundtable Members and Staff

### 15. Adjourn

Ricardo Ortiz, Roundtable Chairperson

## Regular Meeting Packet

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### **\*\*Instructions for Public Comment during Videoconference Meeting**

During videoconference meetings of the SFO Airport/Community Roundtable, members of the public may address the Roundtable as follows:

#### **Written Comments:**

Written public comments may be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to [info@sforoundtable.org](mailto:info@sforoundtable.org).
2. Your email should include the specific agenda item on which you are commenting.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received by 7:00 pm on the day before the meeting, it will be provided to the Roundtable and made publicly available on the agenda website under the specific item to which comment pertains. The Roundtable will make every effort to read emails received after that time but cannot guarantee such emails will be read during the meeting, although such emails will still be included in the administrative record.

#### **Spoken Comments:**

Spoken public comments will be accepted during the meeting through Zoom. Please read the following instructions carefully:

1. The June 3, 2020 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/97396787245>. The meeting ID: 973 9678 7245. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 973 9678 7245, then press #.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Roundtable Chairperson calls for the item on which you wish you speak click on "raise-hand" icon. You will then be called on and unmuted to speak.
5. When called, please limit your remarks to the time limit allotted.



# 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**  
Linda Wolin, Acting Roundtable Coordinator  
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.

\*Due to COVID-19 new procedures are in place, please reference meeting agenda



# 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)).*



May 1, 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

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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 no updates for OAK, SFO, or SJC during this cycle. The next publication is expected on May 21, 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
  - RNAV: Area Navigation



## HMMH FAA IFP Information Gateway Review

May 1, 2020

Page 2 of 2

- 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:**

- None

### **High Importance:**

- None

### **Open Comment Periods:**

- None

### **Next Publication:**

We expect the following updates in the May 21, 2020 publication:

- OAK
  - SID SILENT TWO
    - Currently Awaiting Publication on May 21, 2020



April 3, 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

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After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published one update for OAK during this cycle. The next publication is expected on April 23, 2020.

### Important Terms and Items:

- FAA Stage Definitions
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## HMMH FAA IFP Information Gateway Review

April 3, 2020

Page 2 of 2

- 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:**

- March 26, 2020
  - ILS or LOC RWY 12, AMDT 8B at OAK status change to Published
    - Status is “Published”

### **High Importance:**

- None

### **Open Comment Periods:**

- None

### **Next Publication:**

We do not expect any updates for OAK, SFO, or SJC in the April 23, 2020 publication.



March 10, 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

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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 no updates for SFO, OAK, or SJC during this cycle. The next publication is expected on March 26, 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)
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## HMMH FAA IFP Information Gateway Review

March 10, 2020

Page 2 of 2

- IAP: Instrument Approach procedure
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- LOC: Localizer

### Low Importance:

- None

### High Importance:

- None

### Open Comment Periods:

- None

### Next Publication:

We expect to see updates for the following in the March 26, 2020 publication:

- OAK
  - ILS or LOC RWY 12, AMDT 8B
    - Currently Awaiting Publication on 3/26/2020



February 10, 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

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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 January 30, 2020. Three (3) updates were identified as low importance. The next publication is expected on February 27, 2020.

#### Important Terms and Items:

- FAA Stage Definitions
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  2. DEV: Development of the procedures
  3. FC: FAA Flight Inspection of the developed procedures
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## HMMH FAA IFP Information Gateway Review

February 10, 2020

Page 2 of 2

- IAP: Instrument Approach procedure
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### Low Importance:

- January 30, 2020
  - SID QUAKE ONE at OAK status change to Published
    - Status is “Published”
  - SID SUNNE ONE at OAK status change to Published
    - Status is “Published”
  - SID OAKLAND FIVE at OAK status change to Published
    - Status is “Published”

### High Importance:

- None

### Open Comment Periods:

- SID SILENT TWO at OAK comment period ends: February 14, 2020
  - Removed: Chico VOR/DME transition
    - VOR/DME VORMON decommissioned
  - Removed: obstacles from Takeoff Obstacle Notes
    - Added: “See Form 8260-15A” to remarks section
  - Email concerns can be sent here:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/application/?event=procedure.results&tab=coordination&nasId=OAK#searchResultsTop](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&tab=coordination&nasId=OAK#searchResultsTop)
- ILS/LOC RWY 12 AMDT 8B at OAK comment period ends: February 19, 2020
  - Added: DME required; from RAIDR, RNAV 1 GPS required
  - Changed: RVR 2400 to RVR 1400—minimum RVR based on HAT per criteria
  - Removed: Chart note—DME required
  - Moved to equipment notes: Planview note—GPS required
  - Email concerns can be sent here:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/application/?event=procedure.results&tab=coordination&nasId=OAK#searchResultsTop](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&tab=coordination&nasId=OAK#searchResultsTop)

### Next Publication:

No updates are expected for the February 27, 2020 publication.



# Airport Director's Report

Presented at the June 3, 2020  
Airport Community Roundtable Meeting

Aircraft Noise Abatement Office  
November 2019



San Francisco  
International  
Airport

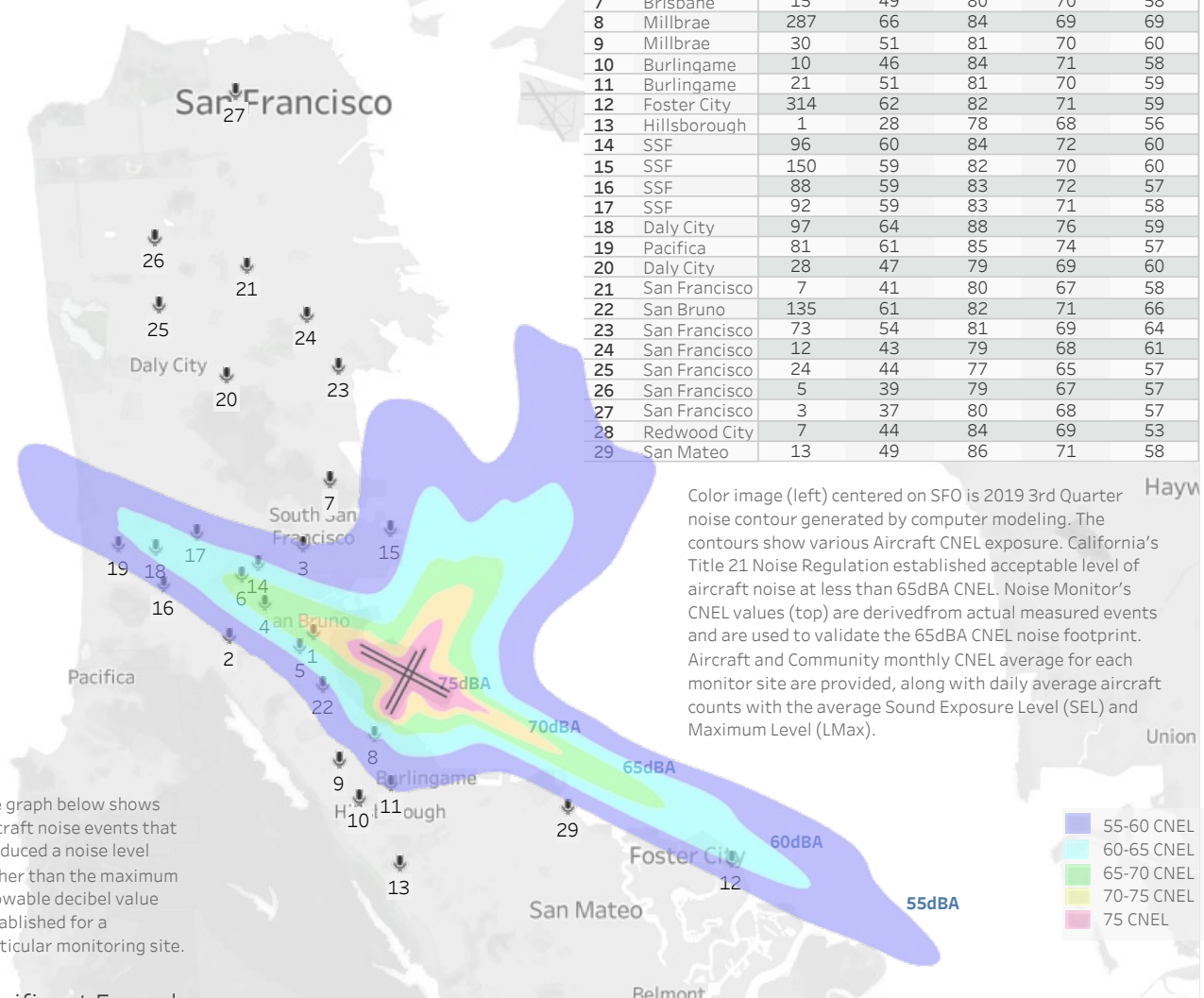


# Aircraft Noise Levels

November 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.

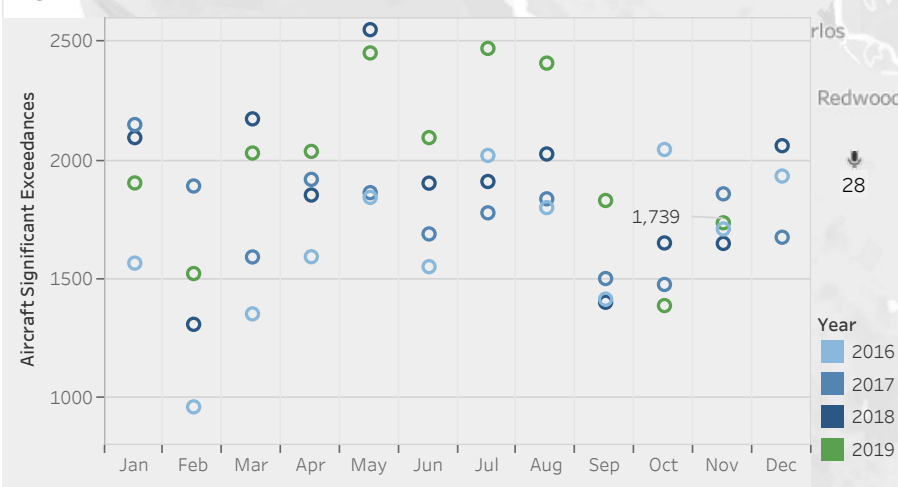
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	169	73	94	79	69
2	San Bruno	47	55	82	70	65
3	SSF	34	53	81	69	64
4	SSF	110	68	91	79	61
5	San Bruno	125	67	89	77	65
6	SSF	101	65	88	76	59
7	Brisbane	15	49	80	70	58
8	Millbrae	287	66	84	69	69
9	Millbrae	30	51	81	70	60
10	Burlingame	10	46	84	71	58
11	Burlingame	21	51	81	70	59
12	Foster City	314	62	82	71	59
13	Hillsborough	1	28	78	68	56
14	SSF	96	60	84	72	60
15	SSF	150	59	82	70	60
16	SSF	88	59	83	72	57
17	SSF	92	59	83	71	58
18	Daly City	97	64	88	76	59
19	Pacifica	81	61	85	74	57
20	Daly City	28	47	79	69	60
21	San Francisco	7	41	80	67	58
22	San Bruno	135	61	82	71	66
23	San Francisco	73	54	81	69	64
24	San Francisco	12	43	79	68	61
25	San Francisco	24	44	77	65	57
26	San Francisco	5	39	79	67	57
27	San Francisco	3	37	80	68	57
28	Redwood City	7	44	84	69	53
29	San Mateo	13	49	86	71	58



Color image (left) centered on SFO is 2019 3rd 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 online starting 11/20/2019

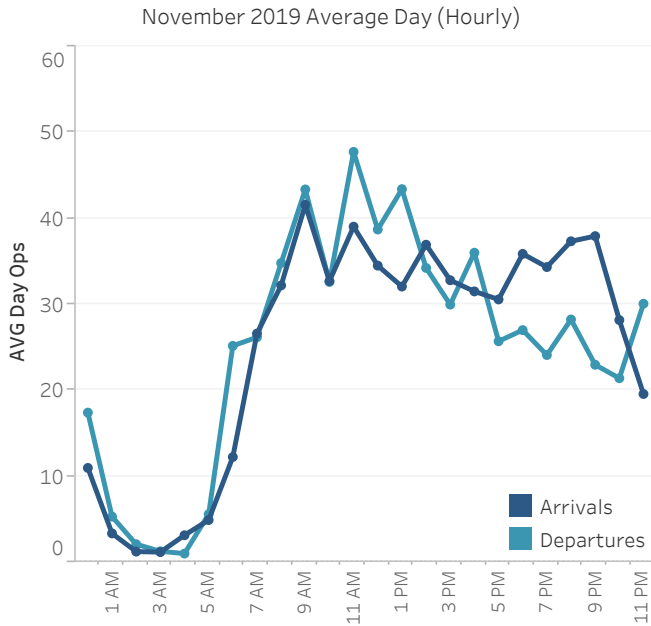
# Operations

November 2019

Monthly Ops    AVG Daily Ops    12 Month AVG    YOY Growth

36,022	1,201	37,683	-0.4%
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Major Arrival and Departure Routes (West Flow)



West Flow is depicted in the above image and is a predominate flow at SFO. West Flow 97%

## Top Destinations

Los Angeles	Seattle
7%	6%

## Down the Bay vs Peninsula

1.1 BDEGA East	27%
1.2 BDEGA West	73%

## Arrival Route

1. BDEGA
2. DYAMD
3. SERFR
4. PIRAT

## Departure Route

A. GAP	19%
B. SSTIK	32%
C. NIITE	8%
D. TRUKN RWY 01	40%
D. TRUKN RWY 28	2%

## Airlines with the Most Operations

United	39%
Skywest	23%
Alaska	13%
Delta	9%
Southwest	8%
American	8%

## Non Airline

7%



## Narrow Body

77%



## Wide Body

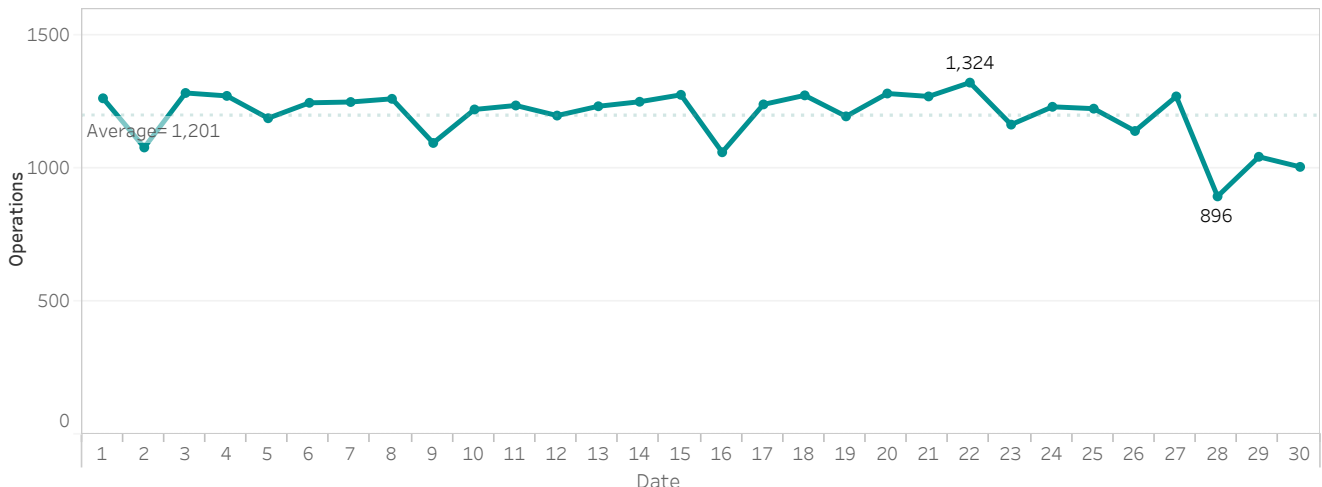
16%



## Most Utilized Aircraft Types

Boeing 737	29%
Airbus A320	27%
Bombardier CRJ2	13%
Embraer E170	11%
Boeing 777	8%
Boeing 757	7%
Boeing 787	4%

## Daily Aircraft Operations



# Runway Usage and Nighttime Operations

Monthly Runway usage is shown for arrivals and departures, further categorized by all hours and nighttime 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		79% 13,508
10 L/R		3% 534
19 L/R	3% 527	0% 9
28 L/R	97% 16,482	17% 2,980

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

	Departures
10 L/R	3% 12
01 L/R	59% 219
28 L/R	38% 143

## Runway Utilization

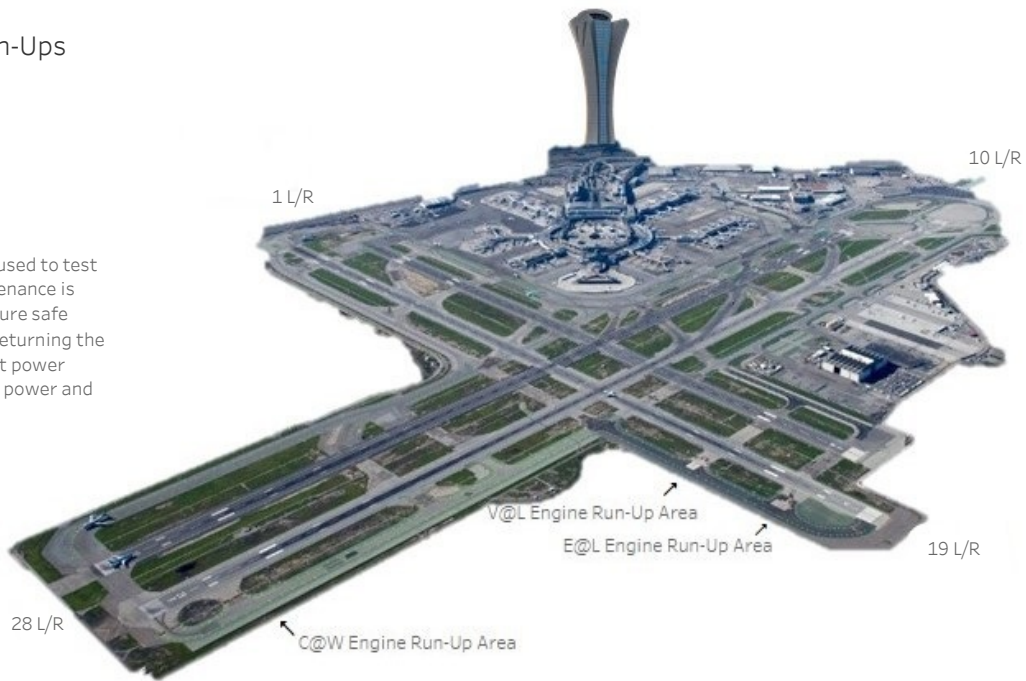
Arrivals	
28L	28R
44%	56%
Night (10pm-7am)	
29%	71%

## Nighttime Power Run-Ups

10pm-7am

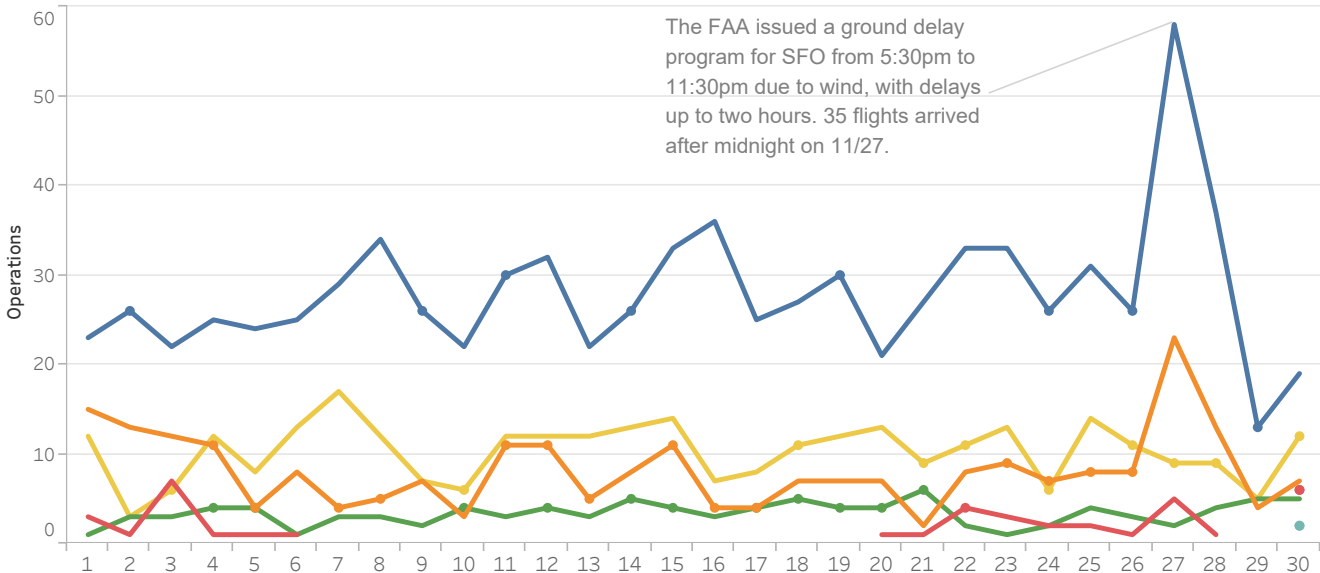
- Alaska Airlines 7
- American Airlines 6
- United Airlines 9

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



## Hourly Nighttime Operations

Hour 12 AM 1 AM 2 AM 3 AM 4 AM 5 AM



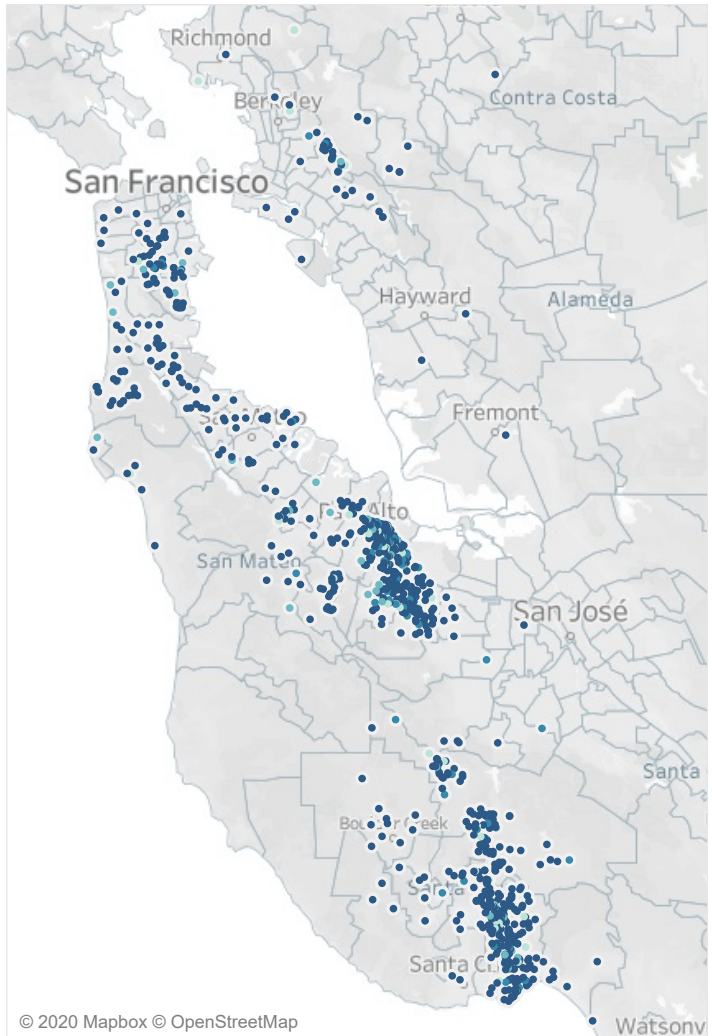
# Noise Reports

Noise Reporters / Noise Reports

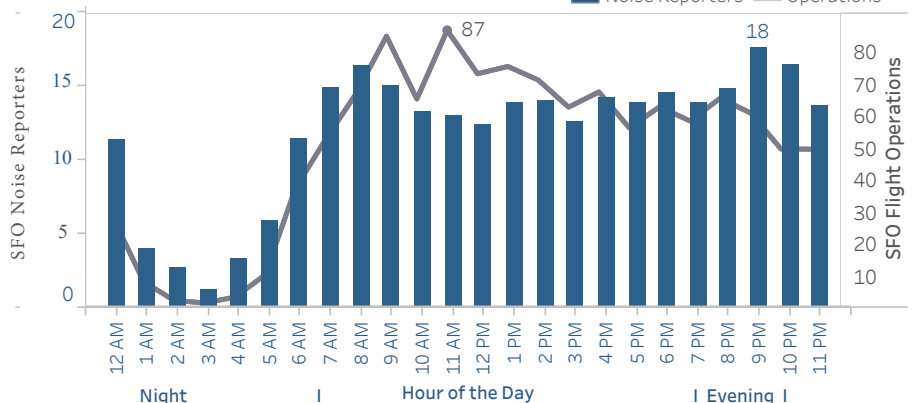
	Reporters	Noise Reports
<b>Roundtable</b>		
Atherton	5	1,009
Belmont	5	332
Brisbane	18	1,166
Burlingame	7	111
Daly City	8	1,228
El Granada	1	847
Foster City	8	448
Half Moon Bay	4	15
Hillsborough	4	115
Menlo Park	21	1,714
Millbrae	4	5
Montara	1	692
Moss Beach	1	5
Pacifica	23	2,061
Portola Valley	23	6,667
Redwood City	8	1,348
San Bruno	11	312
San Carlos	2	64
San Francisco	42	6,004
San Mateo	12	849
South San Francisco	10	158
Woodside	10	2,694
<b>Other</b>		
Alameda	3	48
Aptos	6	204
Ben Lomond	3	12
Berkeley	5	2,121
Bonny Doon	2	30
Boulder Creek	9	91
Capitola	16	1,311
Carmel Valley	3	20
Colma	1	24
Cupertino	1	406
Emerald Hills	6	3,422
Felton	8	672
Fremont	1	183
Hayward	2	261
La Selva Beach	1	7
Los Altos	106	11,883
Los Altos Hills	23	9,914
Los Gatos	96	14,397
Moraga	4	355
Morgan Hill	2	37
Mountain View	25	3,019
Oakland	26	6,850
Orinda	2	60
Palo Alto	158	34,031
Penngrove	1	19
Piedmont	1	1
Richmond	4	3,493
Santa Clara	1	1
Santa Cruz	100	16,137
Saratoga	3	343
Scotts Valley	59	7,812
Soquel	60	7,654
Stanford	4	1,060
Sunnyvale	5	326
Sunol	1	3
Walnut Creek	1	1
Watsonville	1	205
<b>Grand Total</b>	<b>978</b>	<b>154,257</b>

Reporters Annual AVG  
Noise Reporters Location Map

1,154
Reports Annual AVG
178,106
New Reporters
38
New Reporters Top City
San Francisco
Furthest Report
88 miles
Reports per SFO Operation
4
Top Aircraft Types
B737 A320 E75L
Top Flight Numbers
UAL2201 SWA878 ASA1947



Hourly Noise Reports (Average Day in a Month)



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.

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**MEMORANDUM**

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**TO:** THE SAN FRANCISCO AIRPORT/COMMUNITY ROUNDTABLE  
**FROM:** BERT GANOUNG  
SFO NOISE OFFICE  
**SUBJECT:** DELAYED AIRPORT DIRECTOR'S REPORTS  
**DATE:** MAY 26, 2020

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I regret to inform you that we ran into considerable difficulty when we migrated to the new database under our system upgrade. The difficulty stems from the vendor's new method of storing and importing our noise report data. We have always been proud of our very precise data and have taken great measures to ensure what we are reporting is correct.

The Noise Office Staff and our vendor have been working on our data, grooming out duplicate items, ensuring correct map referencing and reprocessing one month at a time. After investing hundreds of hours, we recently completed our November 2019 Airport Director's Report. I have included this for the June 3, 2020 Airport/Community Roundtable Meeting. We believe that once we are through grooming the December 2019 data we will have surmounted the most difficult parts of this process. This should find our work on the remaining months taking less time.

We are currently processing the December 2019 through April 2020 Airport Director's Reports without noise reports/reporters data. We will post these partial reports as we have completed them on the Flyquietsfo.com reports page. Once we are confident in our noise reports/reporter's data the Director's Reports will be finished with our groomed noise report information and reposted.

## **SFO Airport/Community Roundtable**

Meeting No. 323 Action Minutes

Wednesday, February 5, 2020

### **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. Justin Cook, HMMH, called the roll. A quorum (at least 12 Regular Members) was present as follows:

#### REGULAR MEMBERS PRESENT

Ivar Satero – City and County of San Francisco Airport Commission  
Dave Pine – County of San Mateo Board of Supervisors  
Elizabeth Lewis – Town of Atherton  
Davina Hurt – City of Belmont  
Terry O’Connell – City of Brisbane  
Ricardo Ortiz – City of Burlingame  
Pamela DiGiovanni – City of Daly City  
Sam Hindi – City of Foster City  
Shawn Christianson – Town of Hillsborough  
Cecilia Taylor – City of Menlo Park  
Ann Schneider – City of Millbrae  
Mike O’Neill – City of Pacifica  
Ann Wengert – Town of Portola Valley  
Ann Schneider – City of Millbrae  
Mike O’Neill – City of Pacifica  
Ann Wengert – Town of Portola Valley  
Janet Borgens – City of Redwood City  
Laura Davis – City of San Bruno  
Adam Rak – City of San Carlos  
Mark Addiego – City of South San Francisco  
Tom Livermore – Town of Woodside

#### REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors  
City and County of San Francisco Mayor’s Office  
C/CAG Airport Land Use Committee (ALUC)  
City of San Mateo  
City of Half Moon Bay

#### ROUNDTABLE STAFF

Angela Montes Cardenas – Administrative Secretary II  
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

Elizabeth Lewis shared that James Castaneda is no longer with the Roundtable as he took another job offer in Southern California. She introduced Angela Montes Cardenas,

Administrative Secretary to the Roundtable. Until a replacement is found, HMMH will bridge the staff gap in the interim along with Linda Wolin from Supervisor Dave Pine's office.

To honor Megan Gosch's time, Elizabeth asked if anyone opposed to moving item 8 up on the agenda. There were no objections.

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

Ms. Gosch shared information regarding importance of responding to the Census questionnaire. She shared a timeline of what reminders will be sent out. She shared that people experiencing homelessness will be able to respond by inputting information about a specific location. She shared that though citizenship question is not on the survey, it has done a lot of damage in immigrant communities. She shared what is at stake for our communities. She spoke on all the working relationships and partnerships created to help their Census effort.

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

ACTION: Elizabeth Lewis **MOVED** to nominate City of Burlingame representative Ricardo Ortiz for the position of Chairperson and Ann Schneider seconded the nomination. Hearing no additional nominations, a vote was taken, and the nomination of Ricardo Ortiz as Roundtable Chairperson was CARRIED, unanimously.

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

ACTION: Janet Borgens **MOVED** to nominate Town of Portola Valley representative Ann Wengert for the position of Vice-Chairperson. Ann Schneider seconded the nomination. Hearing no additional nominations, a vote was taken, and the acceptance of Ann Wengert as Roundtable Vice-Chairperson was CARRIED, unanimously.

Chairperson Ortiz thanked Elizabeth Lewis for her service and presented her with a gift on behalf of the Roundtable.

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

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

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

A total of 12 members of the public spoke during public comments:

Carol Navarro – City of San Bruno  
Mark Shull -  
Doreen Gotelli – City of South San Francisco  
Charlie Wambeke – City of San Francisco  
Rebecca Ward – City of Palo Alto  
Ashley Hathaway – City of San Francisco  
Eric Filseth – Palo Alto City Council  
Marie-Jo Fremont – City of Palo Alto  
Darlene Yaplee – City of Palo Alto

Dr. Bruce Colville – City of San Francisco  
Miki Shinozuka – City of Foster City  
Steve Rudy – City of Millbrae

**6. Airport Director's Reports for October 2019 and 2019 Q3 Fly Quiet Report**  
**7. Action Minutes from December 4, 2019 Regular Meeting**

Ann Schneider briefly addressed public member Steve Rudy's comment that noise complaints filed due to GBN, because they are not due to an airplane in flight, cannot be matched to an airplane, and thus the report may be discounted. She asked if the Director's Reports could add a footnote to reflect that.

In response to public comment Bert Ganoung stated that stopjetnoise.net, a private entity, shares data they collect with the Airport Office of Noise Abatement, and the airport then includes it in Director's Report and does not discount any report. Reports would be discounted if they are incomplete and don't include name and address. Mr. Ganoung added that 99% of airport reporting is through this third party.

ACTION: Adam Rak **MOVED** approval. The motion was seconded and CARRIED, unanimously.

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

Item was presented after roll call, see above.

**9. SFO Updates**

Ivar Satero shared information regarding the Coronavirus and how SFO is ramping up operations with the federal Centers for Disease Control (CDC). CDC brought in additional people to do screenings at SFO. He shared information about a new presidential order that anyone who is non-US citizen or does not have permanent residency and has travelled to China in the last 14 days is not allowed entrance to the US. He mentioned that for citizens and residents they have screenings and health checks. Mr. Satero gave a status update on GBAS, he shared that SFO is still in negotiations with Honeywell. SFO is investing \$10 million on this GPS landing technology system but is waiting to hear back from Honeywell. He wanted to address that very few flights are going to China, there are typically 90 flights to China per week and it was dropped to 40 flights and continues to drop due to Coronavirus concerns. Mr. Satero gave an update on Replacement and Second Chance Noise Insulation programs. Mr. Satero addressed public comments from prior meeting, specifically around the length of time that people are having to wait for insulation. He also gave an update on noise monitoring in Palo Alto. Mr. Satero and Bert Ganoung addressed questions from Roundtable members and the public.

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

Chair Ortiz gave an update on what type of study the Roundtable wants to do moving forward. Roundtable HMMH consultant Justin Cook shared that 3 memos were discussed including vegetation noise effects, spectral data noise analysis and data request to conduct noise modeling. Ann Schneider made a comment and referred to spectral data analysis conducted by HMMH.



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

Justin Cook had no additional updates. Ivar Satero gave a brief background on what NIITE/HUSSH is. He shared that this is an effort with the FAA and Airlines to engage in the study of NIITE/HUSSH. He stated that all parties agree to move forward with the study, but it does not mean it is being implemented, it means everyone agrees that it should be studied further to see if there is noise shifting and further impact to communities. Chair Ortiz added that the idea of NIITE/HUSSH is to change the flight path procedure from flying straight over San Francisco to going a bit further out North and over the Golden Gate instead.

In response to public comment Justin shared that he is not being kept up to date on NIITE/HUSSH. Ivar shared that the first step is to get alignment amongst stakeholders: Airports, Airlines and FAA. He reiterated that as of 3 weeks ago everyone agrees to move forward.

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

Justin Cook had no additional updates related to PIRAT TWO.

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

ACTION: Elizabeth Lewis **MOVED** approval. The motion was seconded by Janet Borgens and **CARRIED**, unanimously.

## **14. Formal Coordination with other Bay Area Roundtable Status**

Vice-Chair Ann Wengert provided a brief update. Cecilia Taylor asked for procedures of adding cities to the Roundtable. Elizabeth Lewis shared that in the past the Roundtable voted against adding Palo Alto as they are not part of San Mateo County.

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

Technical Working Group – Schneider (chair), Borgens

Legislative and Policy – Borgens (chair), DiGiovanni, Schneider, Kathleen Wentworth from Jackie Speier's Office

Work Plan – Ortiz

Ops & Efficiencies - Ad Hoc

GBN – Schneider (chair), Royse

Noise Monitor Placement - O'Connell (chair), O'Neill, Royse, Taylor

ACTION: Terry O'Connell **MOVED** to add Noise Monitor Placement as Ad-Hoc subcommittee. The motion was seconded by Elizabeth Lewis and **CARRIED**, unanimously.

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

City of Belmont Councilmember, Davina Hurt, asked about orientation for new members. Bert Ganoung shared that he highly advises all members to be a part of a TRAcon tour. He also shared that he would be happy to host another Noise 101 session.

Ivar Satero- spoke about the new facility, the Sky Terrace that is opening February 14, 2020.

## **17. Adjourn**

**Regular Meeting Action Minutes / Meeting No. 323**

February 5, 2020

Page 5 of 5

Chairperson Ortiz adjourned the meeting at approximately 8:57 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.*



TO: Roundtable Members

FROM: Janet Borgens, Chair, Legislative Subcommittee

RE: Notice of Proposed Rulemaking (NPRM) – Noise Certification of Supersonic Airplanes

The FAA published a Notice of Proposed Rulemaking regarding Noise Certification of Supersonic Airplanes in the U.S. Federal Register on April 13, 2020. The NPRM process provides 90 days for public comment prior to the FAA finalizing a ruling.

The introduction of additional supersonic aircraft into the NorCal Metroplex could have a substantial noise impact on our community. Thus, it is important that the SFORT engage in the process of rulemaking on these aircraft.

Attached are two documents:

1. Draft letter to be sent on behalf of the SFORT that would recommend the following:
  - a. The FAA should follow its long-standing position of requiring new supersonic aircraft to meet the same noise certification levels as subsonic aircraft; and
  - b. Supersonic aircraft should meet or exceed Stage 5 requirements, which would remain consistent with subsonic aircraft and not create a new category that falls between Stage 4 and 5.
2. Powerpoint presentation prepared by Don Scata, FAA Noise Division Manager, for presentation to the Santa Cruz Santa Clara Roundtable, as background on this issue

I recommend the SFORT approve this letter.



May 26, 2020

Stephen Dickson, Administrator  
Federal Aviation Administration  
500 Independence Avenue, S.W.  
Washington, DC 20591

Re: Notice of Proposed Rulemaking (NPRM) – Noise Certification of Supersonic Airplanes  
Docket No.: FAA-2020-0316; Notice No. 20-06

Dear Mr. Dickson,

I am writing to you on behalf of the San Francisco International Airport/Community Roundtable, a coalition of more than 20 jurisdictions that advocate on behalf of the communities surrounding SFO, particularly as relates to aircraft noise and impacts.

As part of the 2018 reauthorization, the FAA was directed to take leadership of the creation of policies, regulations, and standards associated to the certification and safe/efficient operation of new supersonic aircraft by March 31, 2020. The FAA published the draft NPRM on its website to meet this legislative target and the official NPRM was posted on the U.S. Federal Register on April 13, 2020.

It is our understanding that the NPRM would:

1. Amend the applicability of part 36 to include new supersonic airplanes for which type certification is requested after a final rule takes effect;
2. Revise the definition of supersonic airplane to include newly certificated airplanes but exclude the Concorde;
3. Provide noise certification reference procedures to be used for all supersonic airplanes; and
4. Establish noise limits for takeoff and landing that would apply to Supersonic Level 1 (SSL1) airplanes, as defined in the proposed regulation. The proposed standards include noise limits that are quieter than the Stage 4 limits at which most of the current subsonic jet fleet operates, though louder than the current certification level of Stage 5 for the same aircraft weights.

The NPRM process provides 90 days for public comment prior to the FAA finalizing a ruling. Therefore, the SFO Airport/Community Roundtable submits the following two (2) recommendations regarding the proposed FAA rulemaking to establish noise certification standards for new supersonic aircraft.

1. The FAA should follow its long-standing position of requiring new supersonic aircraft to meet the same noise certification levels as subsonic aircraft; and

**Subject of Memo**

May 26, 2020

Page 2 of 2

2. Supersonic aircraft should meet or exceed Stage 5 requirements, which would remain consistent with subsonic aircraft and not create a new category that falls between Stage 4 and 5.

Regards,

Ricardo Ortiz, Chairperson, Ann Wengert, Vice Chairperson, Janet Borgens, Subcommittee Chair  
San Francisco International Airport/Community Roundtable

cc:

Members, SFO Roundtable

Congresswoman Jackie Speier

Congresswoman Anna Eshoo

Congressman Jimmy Panetta

Raquel Girvin, Regional Administrator – Western Pacific Region, Federal Aviation Administration

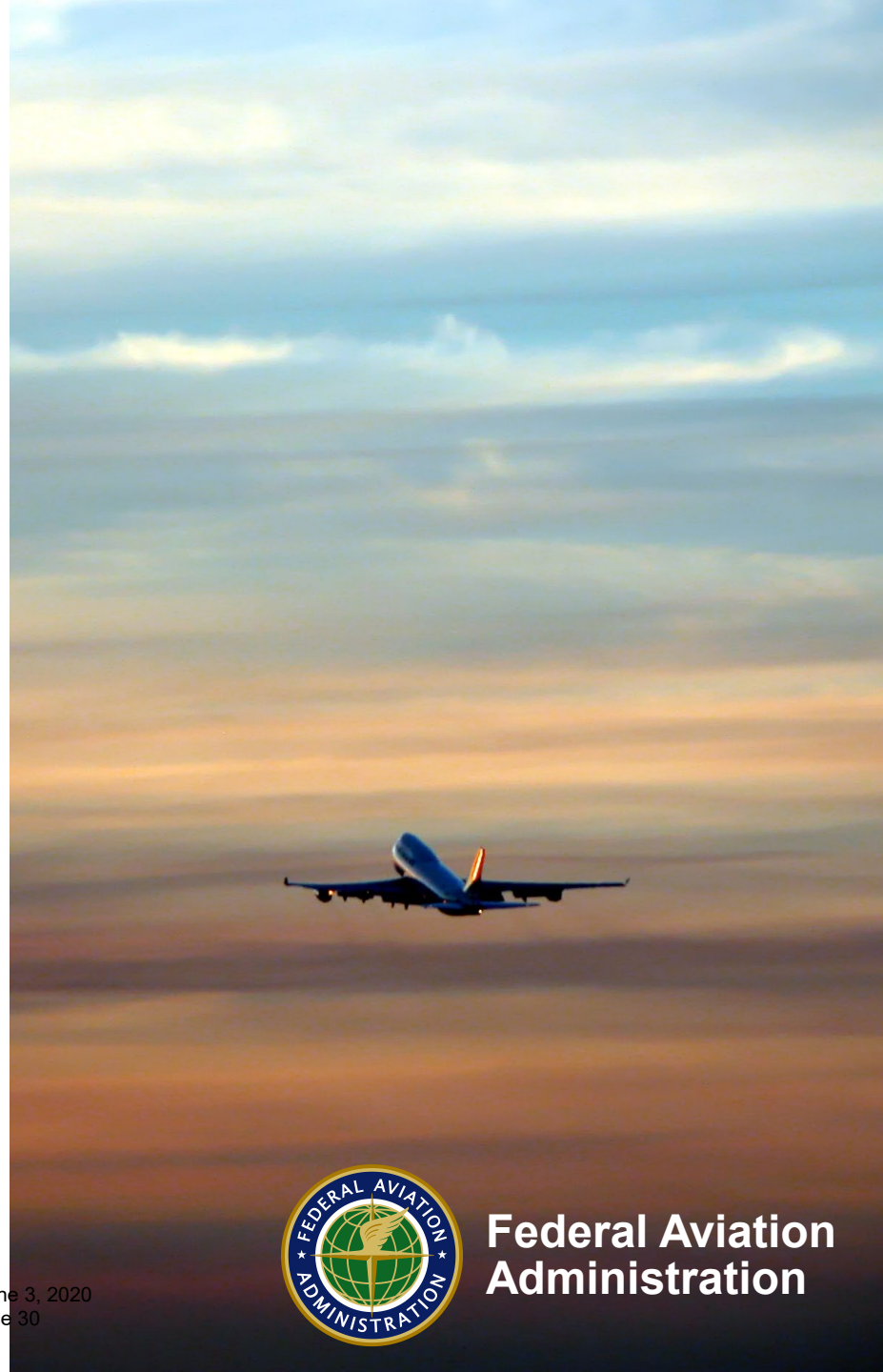
# Supersonic Landing and Takeoff Noise

## Overview of U.S. Notice of Proposed Rulemaking

Presented to:

By: Don Scata

Date: April 14, 2020



# U.S. Rulemaking Process

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- **What is the U.S. Rulemaking Process?**

- The U.S. Rulemaking Process is designed to allow the public & stakeholders (both domestic and international) an opportunity to review and comment on proposed legislation.
- The process consists of a proposed rule (what we call a Notice of Proposed Rulemaking – NPRM) followed by a comment period, and then a final rule.
- Typically, the final rule is published within 18 months after the end of the comment period, however each Agency has discretion on timing.

- **What are the process details of this NPRM?**

- While FAA published the draft NPRM on FAA.gov, we did so to meet our legislative target.
- The NPRM was [officially posted on the U.S. Federal Register](#) on April 13, 2020. The comment period for this rule will be 90 days.
- The comment period started at time of publication and will end on July 13, 2020.
- We welcome comments from all stakeholders – including our international colleagues in CAEP.

# Overview (1 of 2)

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- **What does this rule propose to do?**

- This rule would set U.S. noise certification standards for new supersonic airplanes.
- These noise certification standards would apply to noise levels during landing and takeoff (when the airplane is operated at subsonic speeds).
- The rule would not change the existing prohibition on supersonic flight (Mach 1 or greater) over land in the United States, or otherwise address sonic boom.

- **Why is it necessary?**

- Existing FAA noise certification standards do not cover supersonic airplanes other than the Concorde.
- A noise certification standard will allow manufacturers to receive FAA Type Certification for new supersonic airplanes that are currently under development.
- Setting a noise certification standard will provide the regulatory certainty needed make critical design decisions and make substantial investments in airframe and engine programs.



# Overview (2 of 2)

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- **Why are we doing this now?**

- Several U.S. aerospace manufacturers are developing the next generation of supersonic airplanes for entry-into-service in the mid to late 2020s.
- In the FAA Reauthorization Act of 2018, Congress directed FAA to develop and issue a Notice of Proposed Rulemaking to set a noise certification requirement for supersonic airplanes by March 31, 2020.

- **Key Takeaway**

- This rule will enable innovation in supersonic aviation by filling a gap in existing noise certification requirements, removing uncertainty, and providing a necessary requirement for certification of new supersonic aircraft.
  - NOTE: Noise certification is just one element of the FAA type certification. New supersonic aircraft will need to go through a thorough application process to receive type certification.
- The NPRM process is a chance to comment on the proposal and provide feedback prior to FAA finalizing a rule.

# Supersonic Noise & Certification Background (1 of 2)

- **Two types of noise** – There are two types of regulated noise from supersonic aircraft:
  - 1) landing and takeoff (LTO) noise; and
  - 2) sonic boom generated during cruise flight at supersonic speeds.
- **LTO noise**
  - During landing and takeoff, supersonic aircraft operate at subsonic speeds. FAA is required to regulate LTO noise by setting noise certification requirements.
  - There are two principal elements of a LTO noise certification standard:
    - 1) **Noise Level** – LTO noise certification standards set both individual noise levels for three measurement points (known as “lateral,” “flyover,” and “approach”) and a cumulative noise level for each aircraft type
    - 2) **Reference Procedures** – In addition to the noise levels, FAA requires that manufacturers follow a precise set of “reference procedures” (*i.e.*, specific requirements for how the plane is flown) when measuring noise. These reference procedures are indicative of how the plane will be flown in normal operations.

# Supersonic Noise & Certification Background (2 of 2)

- **Unique design characteristics of supersonic aircraft**
  - Supersonic aircraft have unique design characteristics, such as a low-drag dart-like aerodynamic shape and engine design, that are necessary for achieving efficient supersonic flight at cruise altitude, and have implications for subsonic landing and takeoff performance and noise.
  - These characteristics make supersonic aircraft sufficiently distinct from today's subsonic aircraft to merit an independent analysis and a unique cumulative noise level for LTO noise certification.
- **Sonic Boom**
  - At cruise altitude, supersonic aircraft generate a sonic boom when flying faster than Mach 1. Concerns regarding sonic boom from the Concorde led to a ban on supersonic flight over land in the United States.
  - **This rulemaking does not address sonic boom**, and it is anticipated that the first generation of new supersonic aircraft will only operate at supersonic speeds over water.

# Key Elements of Proposed Rule (1 of 2)

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- **Weight and speed**

- The proposed rule applies to new supersonic aircraft that have a maximum takeoff weight of 150,000 pounds [~68 Tonne] (or less) and a maximum operating cruise speed of Mach 1.8.

- **LTO Noise Level**

- The proposal sets a proposed cumulative LTO noise level for new supersonic aircraft (SSL1).
  - Noise level based on extensive collaboration with NASA and data collection from industry projects
  - SSL1 is a level that is economically reasonable, technologically practicable, and appropriate for the applicable aircraft, while reducing noise to the greatest extent possible while allowing the airplane to operate safely.
- This creates a new level and limit for supersonic aircraft, but uses the same ‘measuring stick’ as subsonic – EPNdB.

# Key Elements of Proposed Rule (2 of 2)

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- **Reference procedure changes –**
  - The proposal includes changes to some elements of the existing reference procedures used to measure aircraft LTO noise levels during certification
  - These changes taking into account operational characteristics of supersonic aircraft, as well as technology advances
  - Allows for flexibility in takeoff reference speeds, but requires FAA approval
  - Allows for the use of Variable Noise Reduction Systems (VNRS)
    - If used for certification, requires the use of VNRS during normal operation
    - Requires the applicant to provide a way for the flight crew to verify that the VNRS is operating correctly before takeoff
    - Requires the applicant to demonstrate that ending Programmed Lapse Rate (PLR) does not produce a noise impact on the ground that exceeds the level at the certification measurement points

# Regulatory Evaluation (1 of 2)

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- **Supersonic aircraft potentially qualifying for type certification**

Based on data by aircraft developers and likely producers,

- Two supersonic airplanes *could* qualify for type certification as a result of this proposal and potentially begin production by 2025 assuming these airplanes would meet all existing requirements for certification.
- A production of 25 airplanes per certificate for 50 total airplanes per year, a production period of ten years, and airplane life of 20 years *could* be realized (likely upper bound).
- Fifty percent or more of production would be sold to foreign operators based on current market indicators.
- Therefore, the potential life cycle of the first U.S. civil supersonic fleet results in deliveries to U.S. operators of 25 airplanes per year (*same to foreign operators*) until the U.S. operating fleet reaches a potential peak of 250 airplanes in 2034.

# Regulatory Evaluation (2 of 2)

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- **Incremental change of proposed LTO cycle noise limits**
  - The impact of the incremental change in the certificated noise level resulting from the proposed LTO cycle noise limits is low.
  - The FAA looked at the noise level of airplanes in the future subsonic fleet and the noise levels of the 2- and 3-engine supersonic airplanes that would be covered under this proposed rule using the potential peak of 250 airplanes in 2034 previously discussed.
  - The anticipated certification noise levels of the 2-engine supersonic airplane is in the 57th percentile of the subsonic fleet, and the anticipated certification noise level of the 3-engine supersonic airplane is in the 74th percentile of the subsonic fleet.
  - In addition, the number of supersonic airplanes expected to be certificated is small and would represent less than three percent of the combined subsonic and supersonic U.S. fleet in 2034.



May 26, 2020

TO: San Francisco International Airport (SFO) Aircraft Noise Abatement Office (ANAO)

FROM: Terry O'Connell, Chair, SFO Airport/Community Roundtable Ad-Hoc Subcommittee on Noise Monitor Placement

SUBJECT: Recommendations Regarding Portable Noise Monitoring Terminals (NMTs)

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The SFO ANAO maintains an aircraft noise monitoring system to keep track of noise levels in communities around SFO. The system was recently upgraded to all new state-of-the-art equipment and software; the equipment consisting of 28 permanent fixed Noise Monitoring Terminals (NMTs) and eight portable NMTs, representing four more portable NMTs more than their previous system.

The SFO Airport/Community Roundtable has expressed interest in being more involved in the decision making related to placement of the portable NMTs. It has created an Ad-Hoc Subcommittee on Noise Monitor Placement to assist the SFO ANAO in determining rotation systems and priority placements for the NMTs.

With the previous system, the SFO ANAO had historically utilized its portable NMTs in two ways:

1. Permanent Portable
2. Short-Term Portable

Permanent portable NMTs are utilized to measure noise levels on a reoccurring interval (such as quarterly) at the same rotating locations for a typical duration of 2 weeks each. Permanent portable NMTs currently being deployed quarterly in Brisbane, Portola Valley and Woodside.

Short-term portable NMTs are utilized to measure noise levels for a typical duration of 2 weeks as requested by members of the community. Unlike permanent portable NMTs, there is no reoccurring interval established. In 2019, short-term portable NMTs were deployed in San Francisco, Burlingame and Palo Alto.

The SFO Airport/Community Roundtable Ad-Hoc Subcommittee on Noise Monitor Placement recommends to the SFO ANAO to:

1. Maintain the allocation of four permanent portable NMTs
  - a. Current locations include Brisbane, Portola Valley, Woodside
  - b. Consider adding other locations
2. Utilize the remaining four portable NMTs in an expanded short-term noise monitoring program
  - a. Requests should be submitted to SFO ANAO as in the past
  - b. Should requests exceed the availability of NMTs, or should prioritization be required, SFO ANAO will submit requests to the SFO Airport/Community Roundtable Ad-Hoc Subcommittee on Noise Monitor Placement for review.



## **Recommendations Regarding Portable NMTs**

May 26, 2020

Page 2 of 2

- c. The SFORT Ad-Hoc Subcommittee on Noise Monitor Placement will prioritize its recommendations based on criteria such as geographic balance, socioeconomic status and perceived noise impact.
- d. The SFORT Ad-Hoc Subcommittee on Noise Monitor Placement will, where applicable, issue recommendations on community priorities, and report such to the full Roundtable as well as the SFO ANAO.



May 27, 2020

TO: SFO Community Roundtable Members

FROM: Ricardo Ortiz, Roundtable Chairperson and Ann Wengert, Roundtable Vice Chairperson

SUBJECT: Update Regarding Roundtable Technical Consultant, HMMH

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The SFO Community Roundtable (“the Roundtable”) conducts its work through two key agreements; (1) a Memorandum of Understanding between the County of San Mateo and the San Francisco International Airport for staffing and administrative support, and (2) a contract between the County of San Mateo and an outside technical consultant for technical support. The County manages these agreements on behalf of the Roundtable.

The most recent contract for technical services, signed between the County and HMMH in 2017, is due to expire at the end of June 2020. Given current events and Roundtable staff turnover, the County proposes to extend the HMMH contract for one (1) additional year through FY 2020-21 in order for the Roundtable to continue its regular business.

Under normal circumstances, the County, on behalf of the Roundtable, would issue a Request for Proposals (RFP) prior to the end of each contract, and engage in an open bid process. However, due to staff turnover and unfortunate COVID-19 events, the County will extend the contract with HMMH for 12 months, with the existing scope of work. We note that we have asked the County to begin the RFP process as soon as is possible within the limited staff resources to ensure a timely process for interviews and evaluation. At the appropriate time, the County will invite the Roundtable Chair and Vice Chair to collaborate on the RFP process.

In this light, the County of San Mateo’s Planning and Building Department (which provides administrative services for the Roundtable) is proceeding with the contracting process to have HMMH continue their services through the end of June 2021.