



Meeting Packet

Regular Meeting

Meeting No. 328
Wednesday, December 2, 2020 - 7:00 p.m.
BY VIDEO CONFERENCE ONLY
Please click the link below to join the webinar:
<https://smcgov.zoom.us/j/94363757267>
Or Dial in:
US: +1(669)900-6833 Webinar ID: 943 6375 7267

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, 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 7:00
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

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.

- | | | |
|--|------|--------|
| 1. Airport Director's Reports | 7:10 | pg. 7 |
| a. September and October 2020 | | |
| 2. Minutes from the October 7, 2020, Regular Meeting | | pg. 17 |
| 3. Roundtable Budget FY20-21 – Q1 Actuals | | pg. 24 |

PRESENTATIONS

Regular Meeting Packet

December 2, 2020 / Meeting No. 328

4. Chairman's Update 7:15
Ricardo Ortiz, Roundtable Chairperson
5. Honoring Outgoing Members 7:20 pg. 25
Ricardo Ortiz, Roundtable Chairperson
6. Update on San Francisco Airport Commission - Director Report 7:25
Ivar Satero, Airport Director, San Francisco International Airport
- a. Update on SFO Strategic Plan / Development Plan
 - b. Noise Action Plan Update
 - c. Sound Insulation Program Update
 - d. Web Trak App Reports Content Review
7. Update from N.O.I.S.E. on FAA's NextGen Advisory Committee (NAC) 7:55 pg. 27
Brad Pierce, N.O.I.S.E. President and Aurora City Council
8. Presentation from FAA 8:15
Sky Laron, Community Engagement Officer
- a. NIITE/HUSSH
 - b. Noise Complaint Initiative

REGULAR AGENDA

9. Ad-hoc Committee Recommendation on Strategic Plan / Work Program 8:35 pg. 31-117
Ricardo Ortiz, Roundtable Chairperson
- a. Adopt Roundtable Strategic Plan (2020-2024)
 - b. Adopt Annual Work Plan (2020-2021)
10. Ground-Based Noise Subcommittee - Update on GBN Study (November 6, 2020) 9:05
Ann Schneider, Subcommittee Chairperson
11. Technical Working Group Subcommittee - Update on GBAS (November 19, 2020) 9:15
Ricardo Ortiz, Roundtable Chairperson
12. Action to Nominate New Vice Chair to Roundtable Effective January 1, 2021 9:30 pg. 118
Ricardo Ortiz, Roundtable Chairperson

REPORTS

13. Member Communications / Announcements 9:40
Roundtable Members & Staff
14. Adjourn 9:50
Ricardo Ortiz, Roundtable Chairperson

Correspondence / Additional Reports

- 1. Airport Noise Report Vol. 32, Number 37 - November 20, 2020 pg. 119
- 2. FAA Instrument Flight Procedures (IFP) Information Gateway Review, HMMH pg. 123
- 3. Noise News, HMMH pg. 127

****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.
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 December 2, 2020 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/94363757267>. The meeting ID: 943 6375 7267. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 943 6375 7267, 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

November 2020

**CITY AND COUNTY OF SAN FRANCISCO
BOARD OF SUPERVISORS**
Ahsha Safai

**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

FEDERAL AVIATION ADMINISTRATION
Thann McLeod, NORCAL TRACON
Tony DiBernardo, FAA Sierra-Pacific District

ROUNDTABLE STAFF
Michele Rodriguez, Roundtable Coordinator
Linda Wolin, Senior Legislative Assistant
Angela Montes, Roundtable Administrative Assistant
Gene Reindel, Technical Consultant (HMMH)
Justin Cook, Technical Consultant (HMMH)
Adam Scholten, Technical Consultant (HMMH)

SFO AIRPORT NOISE OFFICE STAFF
Bert Ganoung, Noise Abatement Manager
David Ong, Noise Systems Manager
Anthony Carpeneti, Noise Abatement Specialist
Anneliese Taing, Noise Abatement Specialist



Welcome

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

- You may email your comments ahead of time to info@sforoundtable.org.
- To speak during the meeting you may use "raise-hand" feature through Zoom.
- The Roundtable Secretary will call your name; please state where you calling from to present your comments. Full instructions in agenda below.

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. Video file of meeting will posted to website once available. 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

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. **Beginning March 2020 all meetings will be held virtually via Zoom due to COVID-19.** 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.

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)).



Airport Director's Report

Presented at the December 2, 2020
Airport Community Roundtable
Meeting

Aircraft Noise Abatement Office
September 2020



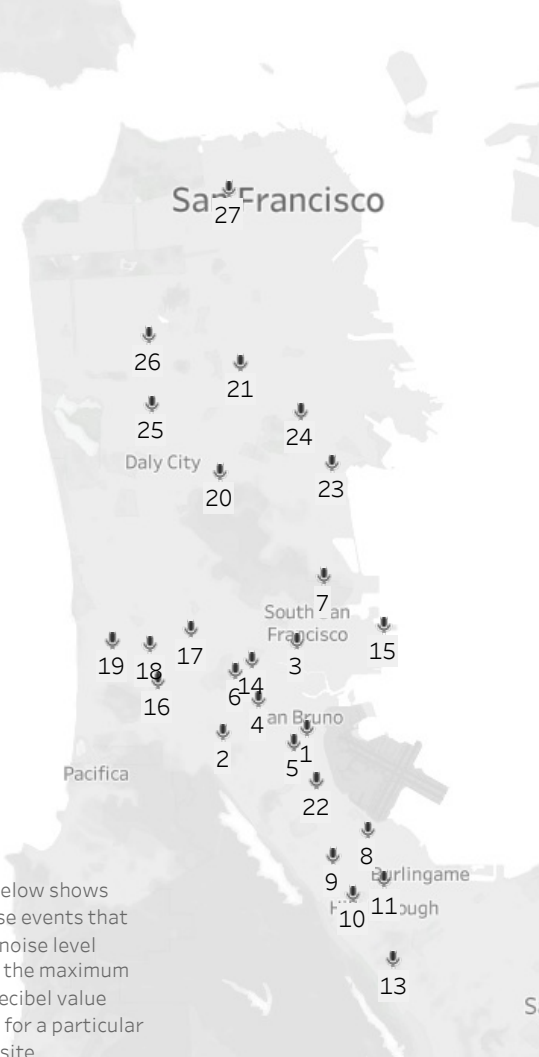
San Francisco
International
Airport

Aircraft Noise Levels

September 2020

The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

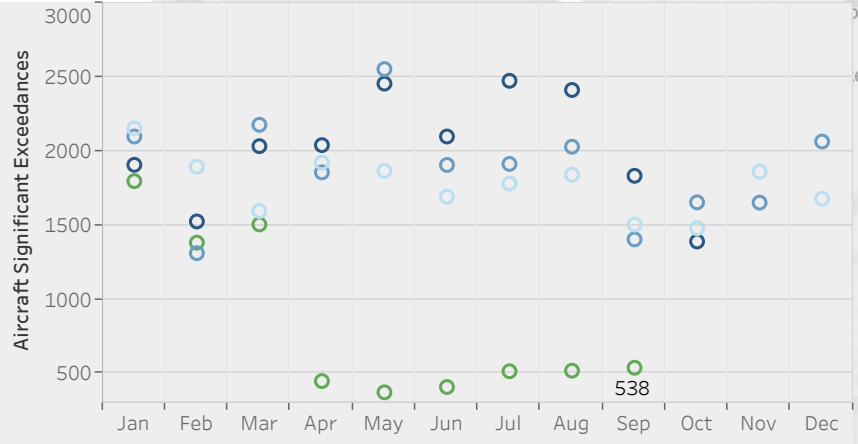
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	65	67	92	79	66
2	San Bruno	6	43	81	71	62
3	SSF	9	48	81	70	59
4	SSF	44	62	89	77	58
5	San Bruno	44	60	87	75	61
6	SSF	38	59	87	75	56
7	Brisbane	4	41	80	71	58
8	Millbrae	82	55	82	69	66
9	Millbrae	15	47	88	71	57
10	Burlingame	6	45	87	73	56
11	Burlingame	9	48	87	73	56
12	Foster City	151	57	81	71	57
13	Hillsborough	1	32	87	73	55
14	SSF	30	54	83	71	58
15	SSF	40	49	81	69	58
16	SSF	27	52	82	70	56
17	SSF	25	52	82	70	57
18	Daly City	35	58	86	74	57
19	Pacifica	26	54	83	72	55
20	Daly City	5	41	82	71	59
21	San Francisco	2	31	77	67	57
22	San Bruno	21	52	85	72	61
23	San Francisco	15	45	80	70	60
24	San Francisco	4	35	78	69	59
25	San Francisco	5	34	75	64	55
26	San Francisco	2	35	83	68	58
27	San Francisco	2	33	80	68	56
28	Redwood City	4	36	81	67	53
29	San Mateo	3	41	85	73	55



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

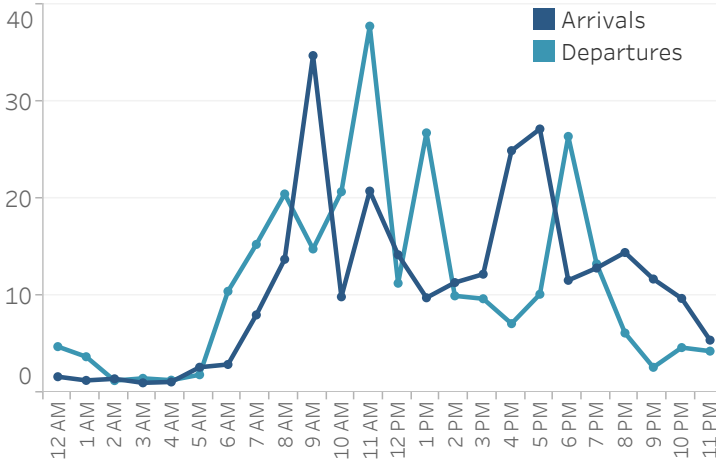
Operations

September 2020

Monthly Ops AVG Daily Ops 12 Month AVG YOY Growth

15,850	528	24,048	-118%
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September 2020 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



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

West Flow 100%

Top Destinations

LAX	SEA	LAS	SAN	DEN	ORD
9%	6%	4%	4%	4%	4%

Down the Bay vs Peninsula

1.1 BDEGA East	32%
1.2 BDEGA West	68%

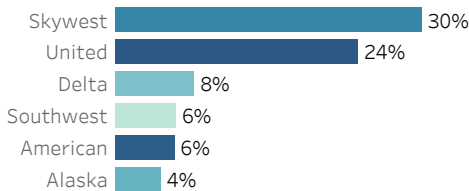
Arrival Route

1. BDEGA	28%
2. DYAMD	38%
3. SERFR	29%
4. PIRAT	4%

Departure Route

A. GAP	17%
B. SSTIK	31%
C. NIITE	7%
D. TRUKN RWY 01	43%
D. TRUKN RWY 28	3%

Airlines with the Most Operations



Non Airline

9%



Narrow Body

77%

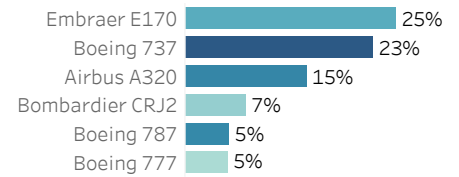


Wide Body

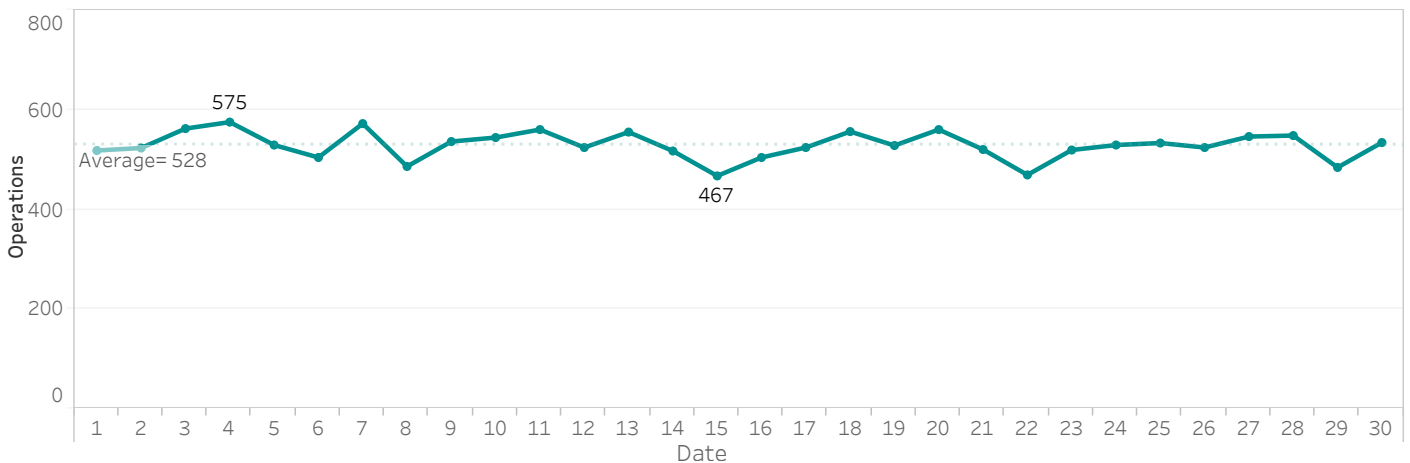
14%



Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.

Runway Utilization

	Arrivals	Departures
01 L/R		84% 6,175
10 L/R		0% 5
19 L/R	0% 2	
28 L/R	100% 7,273	16% 1,138

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

	Departures	
10 L/R	2%	5
01 L/R	27%	60
28 L/R	71%	156

Runway Utilization

Arrivals	
28L	28R
35%	65%
Night (10pm-7am)	
17%	83%

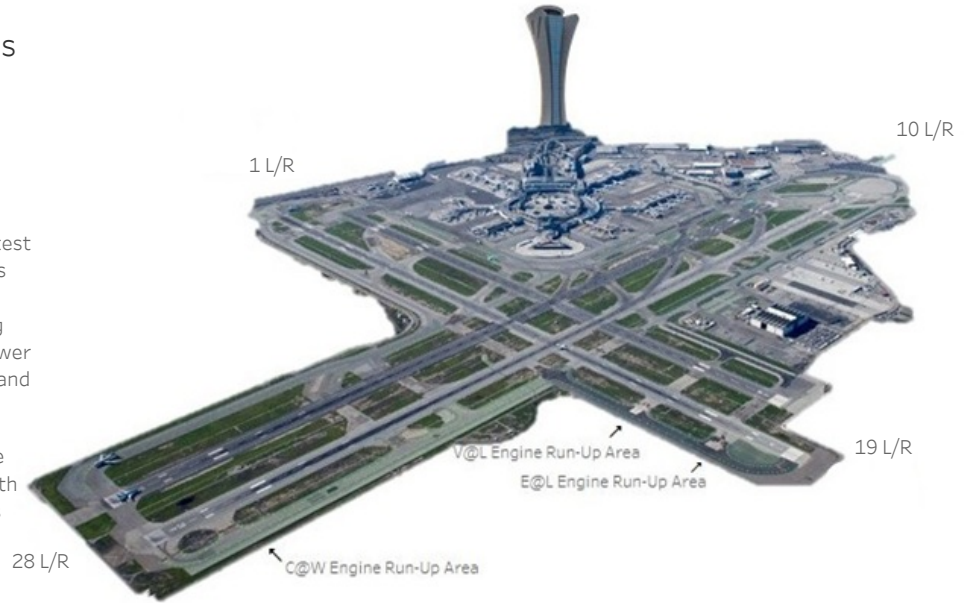
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	1
American Airlines	6
United Airlines	5

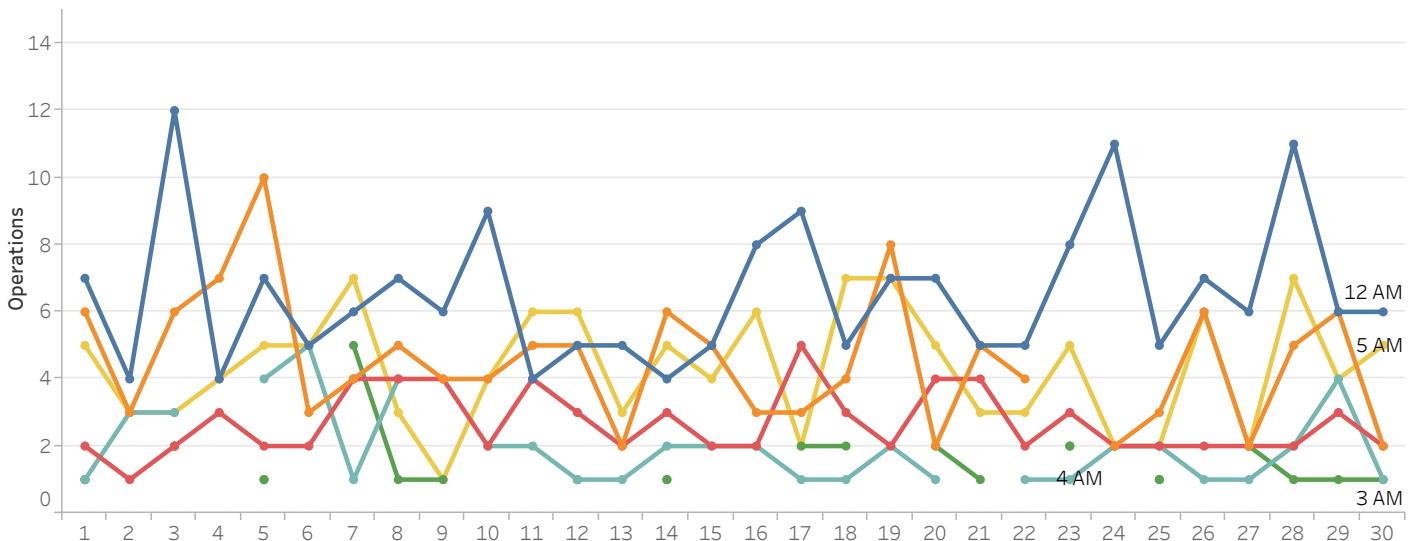
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

Designated Power Runup locations are depicted on the airfield map (right) with airlines nighttime power runup counts shown above.



Hourly Nighttime Operations

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



Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	3	599
Belmont	1	93
Brisbane	9	366
Burlingame	1	64
Daly City	6	747
El Granada	1	541
Foster City	3	14
Half Moon Bay	1	1
Hillsborough	1	1
Menlo Park	15	1,357
Millbrae	1	5
Montara	1	10
Pacifica	13	698
Portola Valley	23	10,484
Redwood City	6	1,977
San Bruno	5	70
San Carlos	2	132
San Francisco	20	2,919
San Mateo	7	537
South San Francisco	3	6
Woodside	5	1,071
Other		
Alameda	1	57
Aptos	3	12
Ben Lomond	2	2
Berkeley	6	837
Bonny Doon	1	4
Capitola	12	631
Carmel Valley	1	2
Castro Valley	1	3
Cupertino	1	16
East Palo Alto	3	209
Emerald Hills	8	2,518
Felton	6	107
Fremont	1	3
Hayward	1	72
La Honda	1	5
Lafayette	2	16
Los Altos	79	7,072
Los Altos Hills	22	1,762
Los Gatos	58	5,959
Moraga	5	300
Mountain View	14	1,561
Oakland	14	4,178
Orinda	1	15
Palo Alto	135	17,692
Richmond	4	2,156
Santa Clara	1	2
Santa Cruz	71	9,292
Saratoga	2	136
Scotts Valley	45	3,463
Soquel	43	4,779
Stanford	3	189
Sunnyvale	2	16
Watsonville	1	116
Grand Total	677	84,874

Reporters Annual AVG

865

Reports Annual AVG

125,487

New Reporters

8

New Reporters Top City

See below*

Furthest Report

88 Miles

Reports per SFO Operation

5

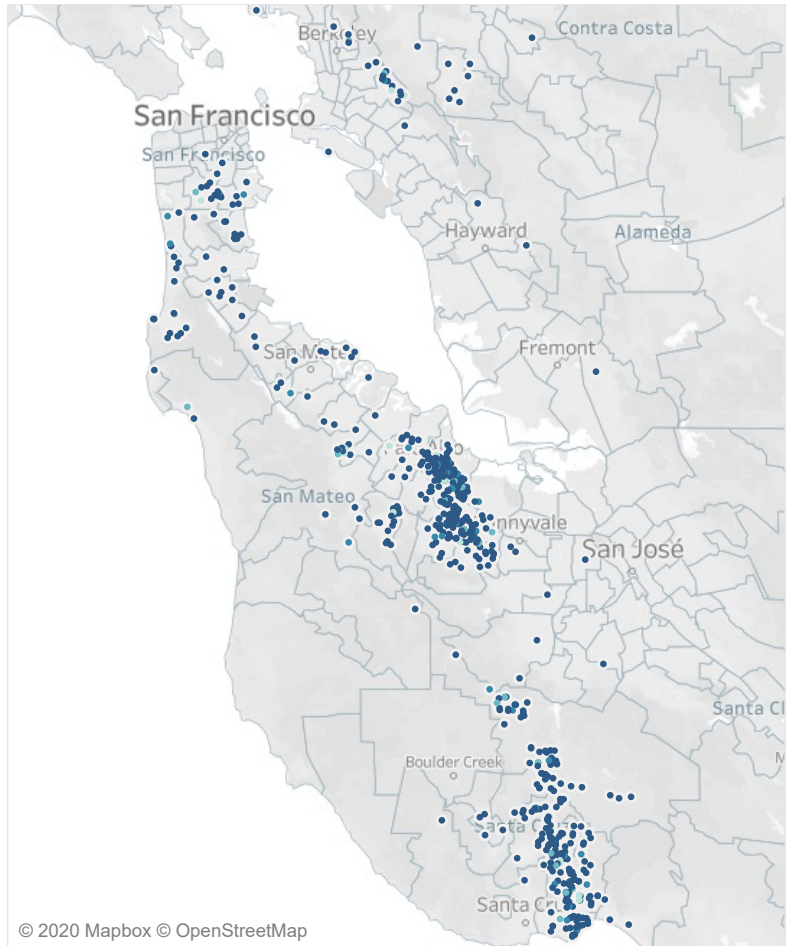
Top Aircraft Types

E75L
B737
A320

Top Flight Numbers

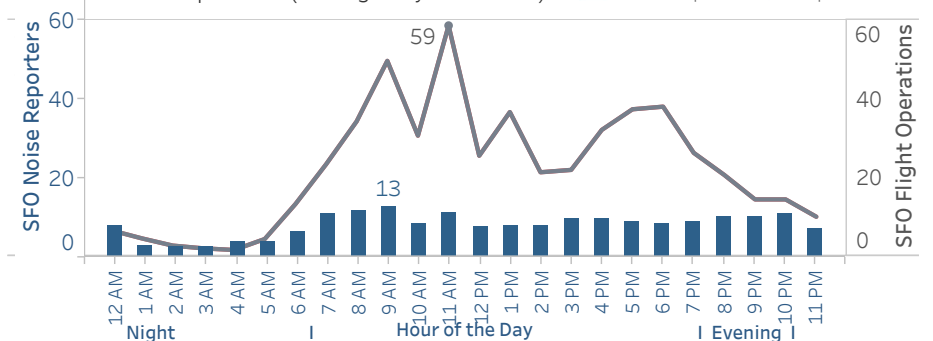
KAL214
AAR286
UAL820

Noise Reporters Location Map



*New Reporters Top City: Daly City, Foster City, Fremont, Hillsborough, Mountain View, San Francisco, South San Francisco, and Saratoga

Hourly Noise Reporters (Average Day in a Month)

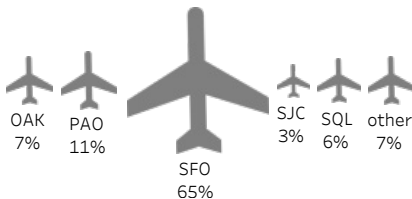


94% of noise reports correlate to a flight origin/destination airport.

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.

Airports





Airport Director's Report

Presented at the December 2, 2020
Airport Community Roundtable
Meeting

Aircraft Noise Abatement Office
October 2020



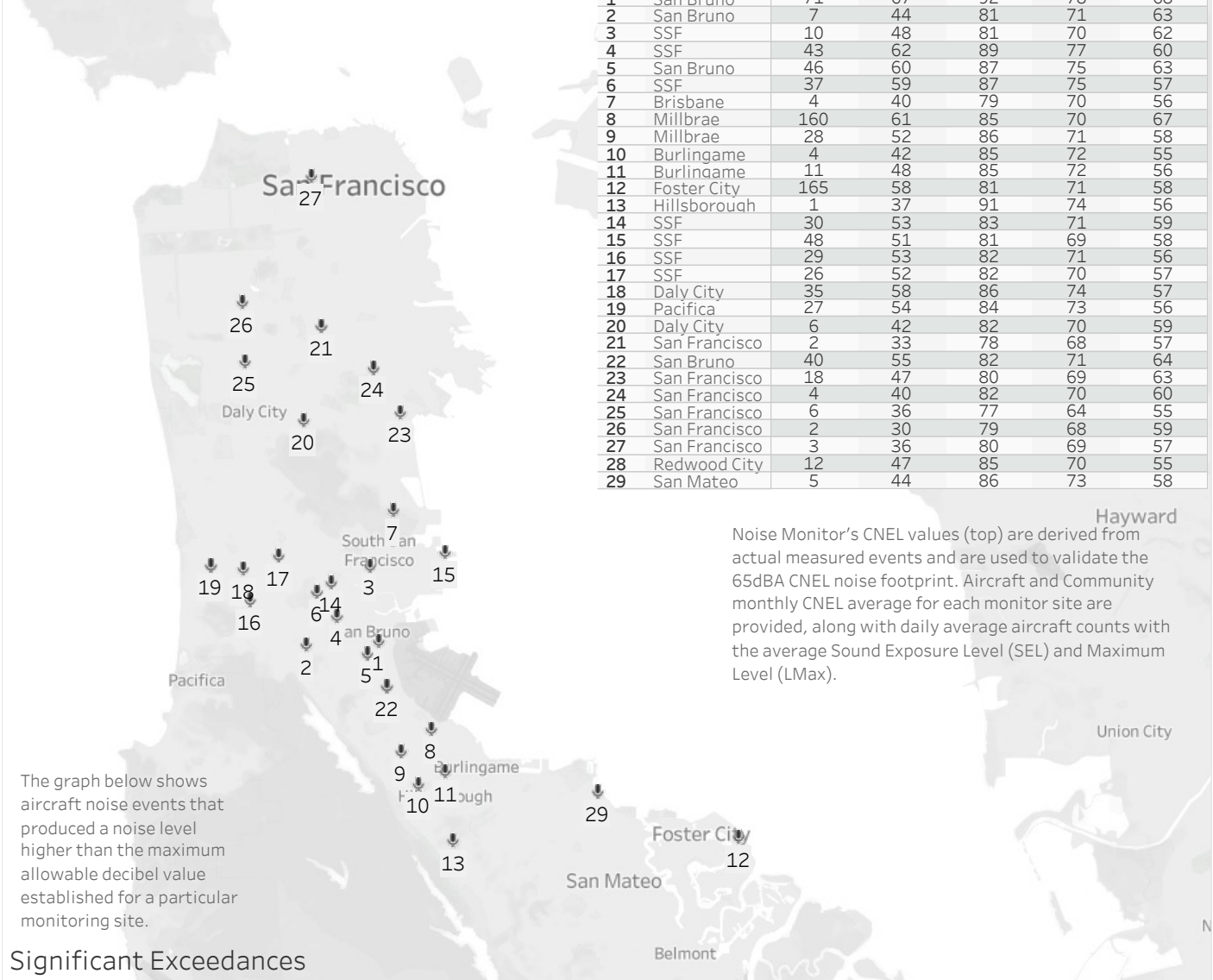
San Francisco
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Aircraft Noise Levels

October 2020

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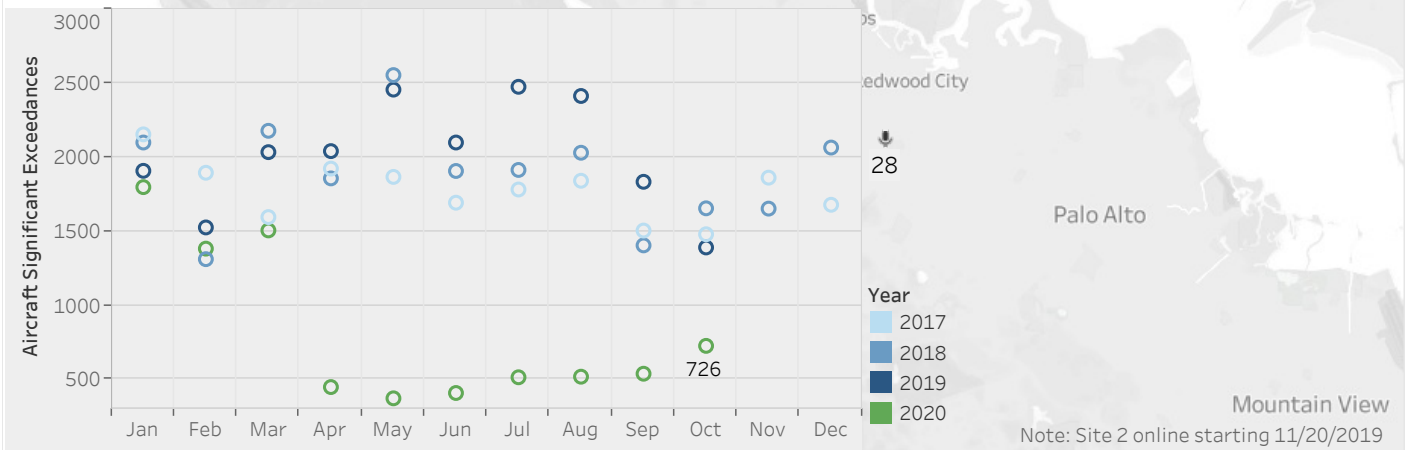
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Significant Exceedances



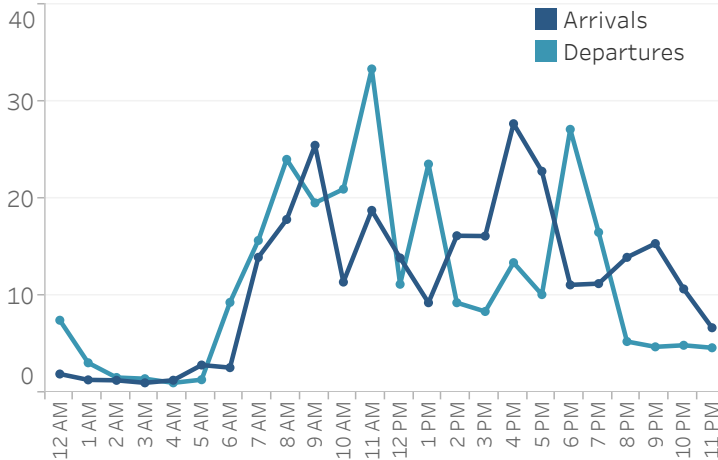
Operations

October 2020

Monthly Ops AVG Daily Ops 12 Month AVG YOY Growth

17,028	549	22,217	-129%
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October 2020 Average Day (Hourly)



Major Arrival and Departure Routes (West Flow)



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

West Flow 100%

Top Destinations

LAX	SEA	LAS	SAN
8%	5%	4%	4%

Down the Bay vs Peninsula

1.1 BDEGA East	31%
1.2 BDEGA West	69%

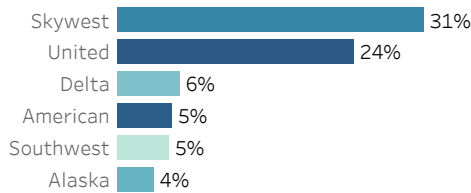
Arrival Route

1. BDEGA	29%
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3. SERFR	30%
4. PIRAT	4%

Departure Route

A. GAP	15%
B. SSTIK	34%
C. NIITE	6%
D. TRUKN RWY 01	42%
D. TRUKN RWY 28	2%

Airlines with the Most Operations



Non Airline

9%

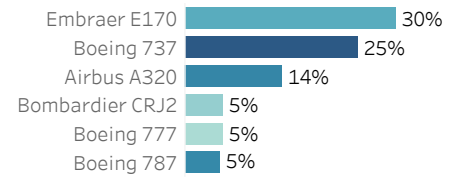
Narrow Body

77%

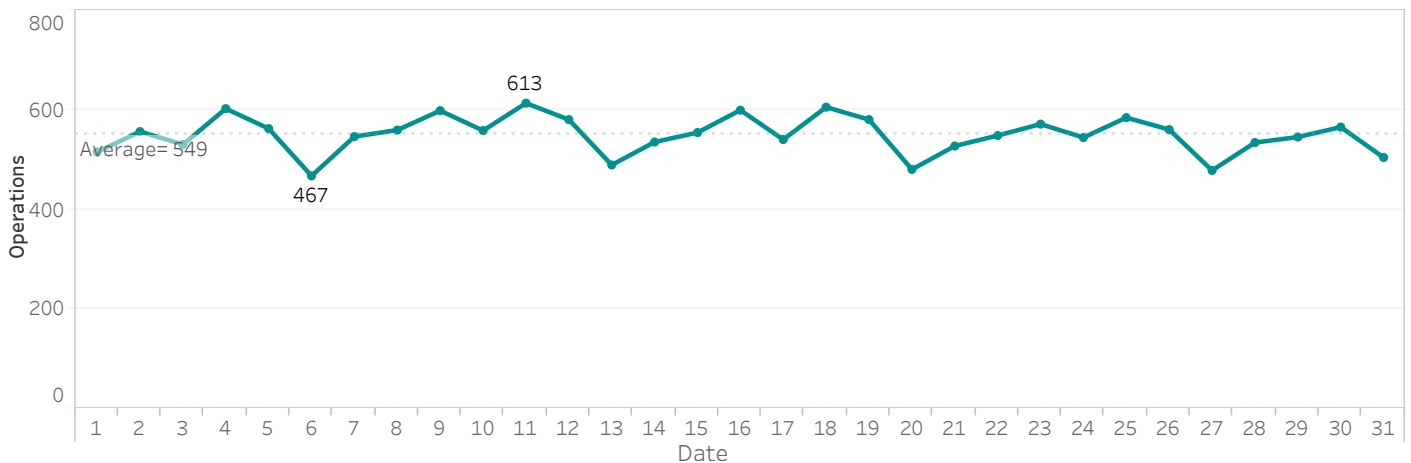
Wide Body

14%

Most Utilized Aircraft Types









Daily Aircraft Operations






Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.





Runway Utilization

	Arrivals		Departures	
01 L/R	 0%	1	 86%	6,799
10 L/R			 0%	12
19 L/R	 0%	1		
28 L/R	 100%	7,814	 14%	1,072

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

	Departures	
10 L/R	 5%	9
01 L/R	 36%	71
28 L/R	 60%	119

Runway Utilization

Arrivals	
28L	28R
 59%	 41%
Night (10pm-7am)	
 64%	 36%

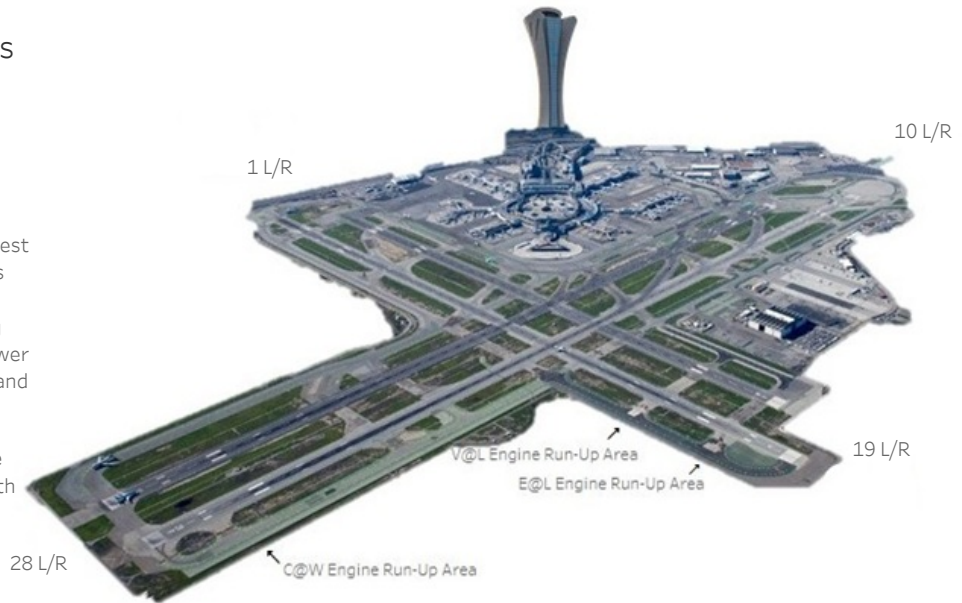
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	3
American Airlines	5
Delta Airlines	1
United Airlines	4

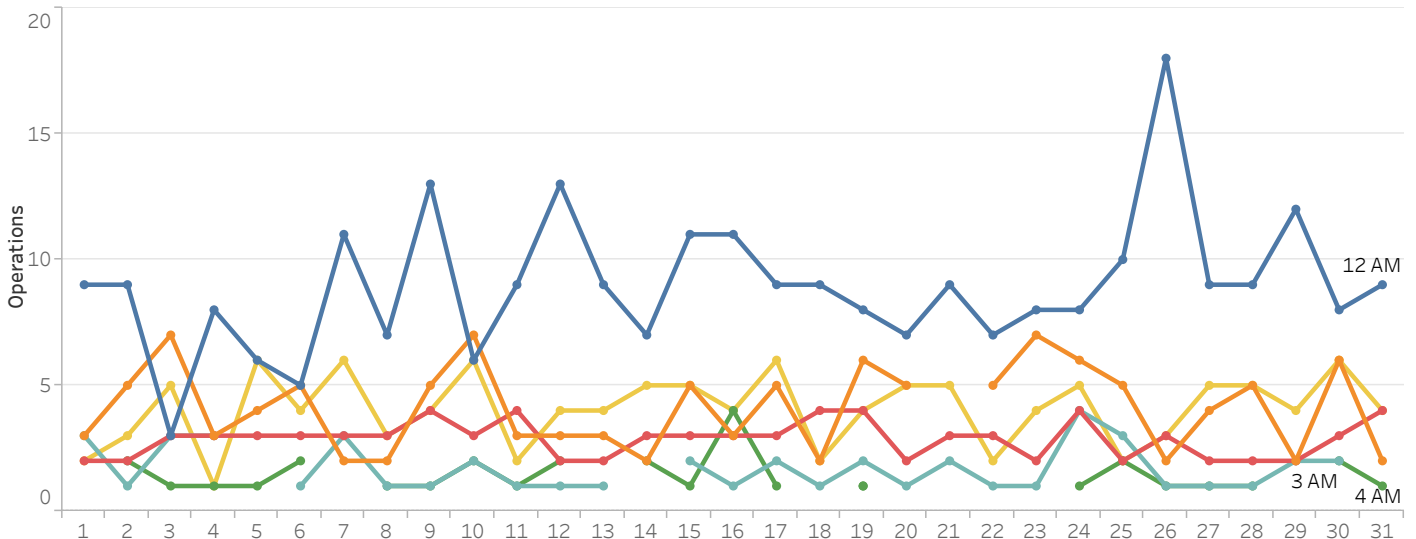
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

Designated Power Runup locations are depicted on the airfield map (right) with airlines nighttime power runup counts shown above.



Hourly Nighttime Operations

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



Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	4	309
Belmont	3	116
Brisbane	10	508
Burlingame	2	54
Daly City	5	922
El Granada	2	532
Foster City	8	45
Hillsborough	1	2
Menlo Park	15	1,171
Millbrae	14	71
Pacifica	14	711
Portola Valley	24	12,308
Redwood City	5	574
San Bruno	4	66
San Carlos	2	295
San Francisco	25	2,897
San Mateo	8	485
South San Francisco	1	1
Woodside	5	1,247
Alameda	1	35
Aptos	3	12
Ben Lomond	2	2
Benicia	2	19
Berkeley	5	556
Bonny Doon	1	5
Capitola	11	515
Carmel Valley	1	1
Castro Valley	1	1
Cupertino	1	22
East Palo Alto	4	112
Emerald Hills	7	2,981
Felton	6	110
Fremont	1	212
Hayward	2	83
La Honda	1	5
Lafayette	1	1
Los Altos	78	8,570
Los Altos Hills	20	1,577
Los Gatos	63	6,518
Moraga	5	286
Mountain View	18	1,936
Oakland	15	3,881
Orinda	3	30
Palo Alto	124	20,047
Richmond	4	1,983
Santa Cruz	73	9,906
Saratoga	1	124
Scotts Valley	45	3,903
Soquel	41	3,878
Stanford	3	432
Sunnyvale	2	8
Sunnyvale	1	95
Watsonville	1	95
Grand Total	698	90,160

Reporters Annual AVG

839

Reports Annual AVG

121,027

New Reporters

25

New Reporters Top City

Millbrae

Furthest Report

88 Miles

Reports per SFO Operation

5

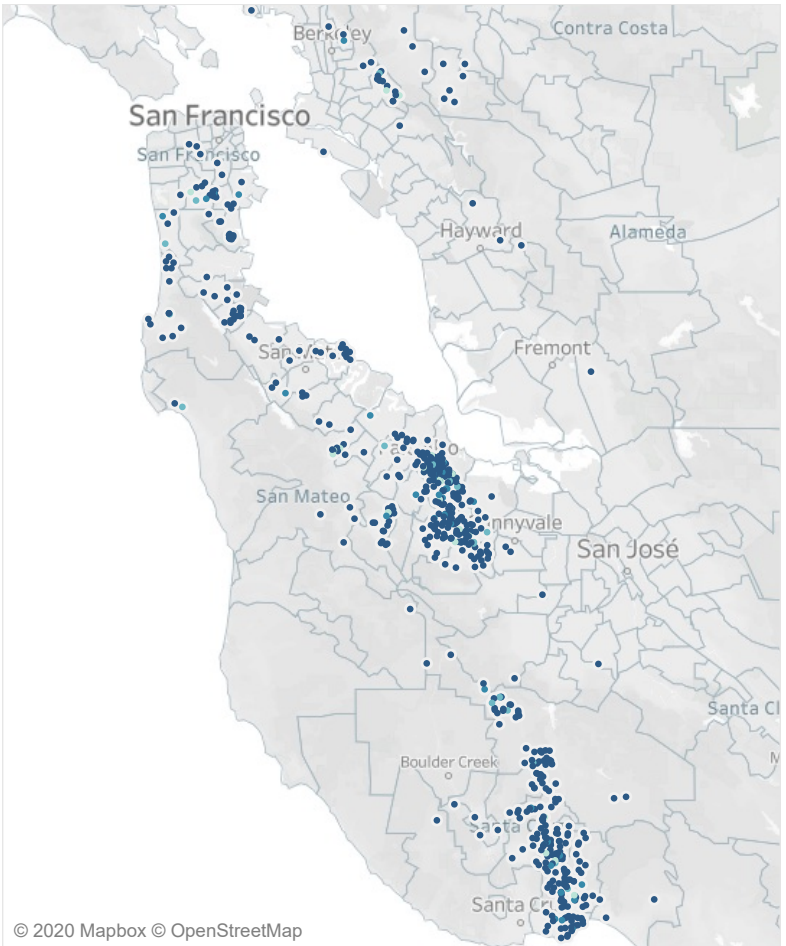
Top Aircraft Types

E75L
B737
A320

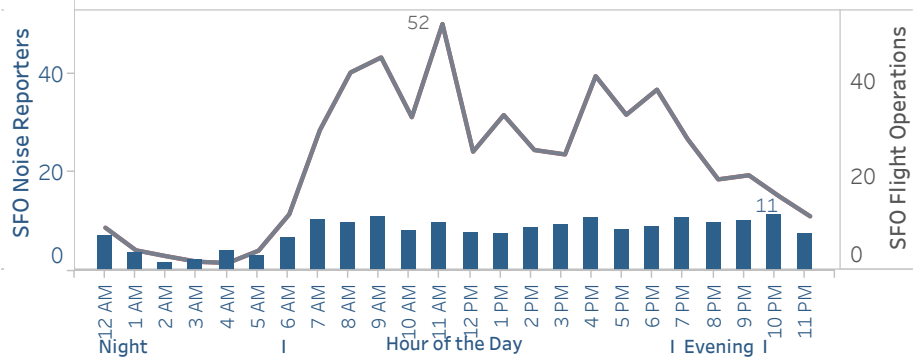
Top Flight Numbers

KAL214
ASA1279
AAR286

Noise Reporters Location Map



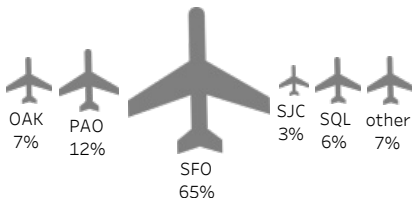
Hourly Noise Reporters (Average Day in a Month) ■ Noise Reporters ■ Operations



99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

Airports



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

SFO Airport/Community Roundtable

Meeting No. 327 Minutes
Wednesday, October 7, 2020

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

Roundtable Chairperson, Ricardo Ortiz, called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:00 p.m., via teleconference pursuant to the various orders issued by the San Mateo County Health Officer and the Governor's office, which discourage large public gatherings.

Michele Rodriguez, Roundtable Coordinator, 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
Carol Ford - C/CAG Airport Land Use Committee (ALUC)
Elizabeth Lewis – Town of Atherton
Davina Hurt – City of Belmont
Terry O'Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
Sam Hindi – City of Foster City
Al Royse – 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
Janet Borgens – City of Redwood City
Rico Medina – City of San Bruno
Adam Rak – City of San Carlos
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
City of Daly City
City of Half Moon Bay
City of San Mateo
City of South San Francisco

ROUNDTABLE STAFF

Michele Rodriguez, Roundtable Coordinator
Linda Wolin – Senior Legislative Aide to Supervisor Dave Pine
Angela Montes Cardenas – Roundtable Administrative Secretary
Janneth Lujan – County of San Mateo, Planning and Building Executive Secretary
Justin Cook – Roundtable Technical Consultant (HMMH)

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Office Manager
Doug Yakel, Public Information Officer
Rinaldi Wibowo, Project Manager, Planning Design and Construction
Paul Hannah, Consultant Airspace and Flight Operations Engineer

Public Comments for Items NOT on the Agenda

Mark Shull from Palo Alto

ACTION: Adam Rak **MOVED** to set agenda and approve item 1, Airport Director's Reports, item 2, Minutes from August 5, 2020 meeting and item 3, Establishing 2021 Regular Roundtable Dates. The motion was seconded by Janet Borgens and **CARRIED**, roll call vote passed.

4. Chairman's Report

Roundtable Chairman, Ricardo Ortiz, began his verbal report by welcoming Michele Rodriguez as Roundtable Coordinator. He thanked Linda Wolin and Supervisor Dave Pine for supporting the Roundtable in the last few months. Mr. Ortiz addressed public correspondence he has received in regard to noise monitor methodology. He stated that the SFO Noise Office is completing NMT Noise Monitoring Terminal Threshold Evaluation to be released to the RT and the Technical Working Group will have an opportunity to provide feedback. He also shared that questions have been raised regarding Title 21 noise reports and stated that this topic will be revisited on a future agenda. Chairman Ortiz shared registration for UC Davis Symposium. Finally, he stated that Janet Borgens has raised interest in membership expansion and will be brought forward at next meeting.

5. Presentation From FAA

a. Noise Portal

Faviola Garcia, introduced Durre Cowen who gave a verbal presentation (beginning on minutes 20:00) to the Roundtable on the FAA Noise Portal. Ms. Cowen began by stating that the goal for the Noise Portal is to open lines of communication among the FAA, airports and the public. The Noise Portal was created by pulling together resources from air traffic organizations, environmental and airports divisions and the Regional Administrators Office's to allow to draw from internal expertise to provide holistic responses to inquiries from the public. She shared that this is a two-part initiative, Part one which is where they are now, implement and improve response portal which is the Noise Portal, is to identify airports that FAA hopes to partner with such as SFO. Second part of initiative is to identify action that FAA might undertake to address underlying issues raised in many of the inquiries particularly Performance-Based procedures, she assured us that the FAA is not there yet and second phase is still under development. The FAA wants to identify how they can more efficiently and effectively respond to and address noise complaints in clear, consistent and repeatable manner that is responsive to the public and applies the best use of FAA resources. She provided information on the process of noise complaints.

Ms. Cowen gave Roundtable Members a brief overview of how the Noise Portal will work and what the process will look like. She shared that even with pandemic FAA only saw 2% reduction in noise complaints. She spoke on the partnership relationship between airports and FAA for the Noise Portal. Airports that are not in partnership cannot get any data on compliant such as address. She shared that the goal to partner with airports is to minimize duplication efforts, avoid contradictory inconsistent messaging, set up changes for communication and information sharing and lastly to strengthen relationships.

Ms. Cowen finalized her presentation by stating that the FAA agrees it has shared responsibility with the airports, airlines, state and local govern and the community as it regards to noise and they want to address concerns. The Noise Portal will be a mechanism that will open more lines of communication.

Ms. Cowen answered questions from members. She clarified that thought this might not fix everyone's noise issues, it is a step toward addressing those complaints.

Recommendations from Membership to FAA were: SFO Roundtable currently provides quarterly noise complaint reports this should continue; the FAA portal is creating two noise complaint entities including the local airport within a boundary and FAA outside that boundary minimize public confusion over whom to report noise complaints to; SFO monthly reports are currently from one vendor not accepted by FAA, the Roundtable should continue to receive one quarterly report on noise complaints, see SFO Airport Directors report for level of disaggregation.

Remaining unanswered questions from Roundtable: How will the existing SFO Noise Complaint Portal interface with the FAA Noise Portal? How will the municipal airports in the SFO Bay be addressed by FAA? What does it mean that the same individual making ongoing complaints will receive automatic responses? What disaggregated level of noise report data will the Roundtable receive from the FAA?

b. NIITE/HUSSH

FAA's Community Engagement officer for Western Region Sky Laron gave a brief update. He shared that increase utilization of NIITE/HUSSH procedures are still under environmental review, on procedure that already exists. Mr. Laron finalized by stating that once that review is completed next steps can be discussed. Remaining unanswered questions from Roundtable: The FAA made changes to the flight path what were they? What is the timeline of the environmental review and what are the impacts being analyzed? How is the original Roundtable recommendations integrated into the project?

Public Comment:

Marie-Jo Fremont from Palo Alto

Peter Grace from Brisbane

Liz Lopez from San Francisco

6. Report from San Francisco Airport Commission

Airport Director, Ivar Satero, gave a verbal report to the Roundtable. He began by sharing that SFO is 80% below in operations perspective compared to last year, flights are 42% below from 2019. Mr. Satero shared that a new airline is launching, Qatar airways. He continued to share timeframes for flights. He stated that SFO continues to maintain healthy environment for all staff and passengers. He shared that certain destinations require negative testing proof.

Mr. Satero gave an update on Noise Insulation Program. He shared that construction will begin on first 40 properties in the spring, following with 35, and another 55. He mentioned that the Replacement Initiative is reviewing 30 home-owners with construction to begin in January, 175 homes being reviewed for construction in the Spring.

Mr. Satero also gave a brief update on GBAS, he is hopeful that it will have community benefit, he ensured that Roundtable that if SFO finds a negative impact to communities, the procedure would not be pursued. He mentioned that East Palo Alto's noise monitor will be moved to Menlo Park.

Finally, he stated that even though SFO is struggling financially, it is committed to carrying out initiatives like GBAS and Home insulation program. SFO has suspended about \$2 Billion in capital investment programs.

Mr. Satero addressed questions and concerns from Roundtable members. Roundtable asked to receive notice of projects under the Long Range Development Plan.

7. Presentation from Noise Office

a. Ground-Based Augmentation System (GBAS) Update

Video presentation from Noise Office on GBAS begins at hour 1:11:05. Video shares goals of GBAS project; reduce noise impact to the community, create redundant ILS capabilities, enhance efficiency of operations and reduce delays. Site location work to begin first quarter of 2021. GBAS flight procedure constraints were also mentioned and statement was made that SFO wants to navigate through this with public input.

Commits to purchasing, commissioning and operation of airport-owned nav-aid in accordance with the FAA, clarifies that the FAA does not provide any funding for this development. If a proposed GLS approach exhibits negative community impact the airport will take steps to disable and or alter the approach.

A request to present at next TWG meeting to get updated in greater detail the status of overlay GLS approaches, status of innovative GLS approves for evaluation, noise evaluation of innovative GLS approaches, community flight procedure package content and request for TWG feed on CFPP and plan for community evaluation on innovative GLS approaches.

Member Davina Hurt asked if any Environmental Justice Analysis was conducted on GBAS. She also asked if there is talk within TWG subcommittee on disproportionate impact on communities of color/low-income. Doug Yakel clarified that only noise analysis was conducted. He clarified that GBAS will not offer benefit to departures. It is landing system only, that will offer benefit to areas where with fly-over community. Paul Hannah explained the analysis consist primarily on noise analysis. He mentioned this is an airport-led instrument procedure development in consideration phase before FAA begins its formal instrument development process.

Mr. Hannah continued to answer other questions from Roundtable members.

Public Comment:

Darlene Yaplee from Palo Alto
Mary-Jo Fremont from Palo Alto
Liz Lopez from San Francisco
Sue Diegre from Palo Alto

b. New Noise App

Noise Office Manager, Bert Ganoung, gave a verbal presentation on the new noise reporting options for submitting a noise report to SFO. Mr. Ganoung shared that stopjetnoise.net founder would cease operations if a suitable replacement was found. He shared that instructional tutorial videos will be created to guide reporters on how to submit complaints. He also shared a goal to replace current hotline with more efficient system to make reporting through phone easy and seamless for the reporter. He continued to give instructions on how hotline complaints should be

made.

Mr. Ganoung addressed questions and comments from Roundtable members and members of the public.

Chairman Ortiz questions how Noise App and Noise Portal will both work. Mr. Ganoung shared that SFO wants to be a part of initiative but questions about when SFO Noise Office responds versus FAA are still unclear. He confirmed that if they become partner SFO will share all data with FAA.

Public Comment:

Darlene Yaplee from Palo Alto

Liz Lopez from San Francisco

8. Roundtable Budget

a. Review Four Year Budget FY2019-2024

Roundtable Coordinator, Michele Rodriguez, gave a brief verbal presentation to the commission. Chairman Ortiz thank Linda Wolin and Angela Montes for their hard work on the budget and for Michele for coming in and finalizing it for the Roundtable. A discussion on fee reduction ensued and Chairman Ortiz stated that the Roundtable is not entertaining that and cities have not come forward to ask for forbearance.

ACTION: Janet Borgens **MOVED** to set agenda and approve item 8 Roundtable Four Year Budget (FY19-24) and Authorization of Ground-Based Noise Study. The motion was seconded by Ann Schneider and **CARRIED**, roll call vote passed.

b. Adopt Annual Budget FY2020-2021

c. Budget Authorization to Complete Ground-Based Noise Study

Public Comments:

Jennifer Landesmann from Palo Alto

Mark Shull from Palo Alto

Rebecca Ward from Palo Alto

Darlene Yaplee form Palo Alto

9. Appoint Strategic Plan Ad-Hoc Committee

a. Develop a Roundtable Strategic Plan (FY20-24) and Annual Work Plan (FY20-21)

Ms. Rodriguez gave a verbal presentation on the long range vision and goals to establish strategic plan and annual work plan. She shared that all are strategically aligned to the budget. She shared that a survey will be circulated to all members to get input on previous goals and new goals. She gave an outline of how the Ad-Hoc Subcommittee will meet and what will be discussed at each meeting.

Public Comment:

Darlene Yaplee from Palo Alto

Liz Lopez from San Francisco

Peter Grace from Brisbane

Mary-Jo Fremont from Palo Alto

ACTION: Janet Borgens **MOVED** to approve item 9a, Development of Roundtable Strategic Plan / Work Plan Ad-Hoc Subcommittee. The motion was seconded by Terry O'Connell and **CARRIED**, roll call vote passed.

The following members were appointed to the Subcommittee:
Janet Borgens, Ann Schneider, Cecilia Taylor, Terry O'Connell, Supervisor Dave Pine, Chairman Ortiz, and Mike O'Neill.

Public Comment:
Mark Shull from Palo Alto
Marie-Jo Fremont from Palo Alto

10. General Aviation Noise Issues Update

a. FAA Reauthorization Act of 2018, Section 188: Evaluating Alternative Noise Metrics

Mr. Ortiz gave a verbal update on FAA Re-Authorization Act and introduced Kathleen Wentworth, Senior Advisor to Congresswoman Jackie Speier, who gave a brief update on the letter dated September 23, 2020 submitted to FAA and signed by 29 Congressmembers. She shared that the FAA has yet to respond. Ms. Wentworth gave background information on the 2015 Noise Annoyance Survey. She shared that data should have been published in 2017, however the 2018 Re-Authorization took place and data was not published. As part of that the Bill include a mandate that the data be published On October 5th 2020. She finalized by stating the FAA responded to mandate today (Oct. 7, 2020), stating they expect to release soon but do not have set date.

b. HMMH

- i. IFP Gateway
- ii. Noise Newsletter

Technical Consultant, Justin Cook, gave an update to the Roundtable, including highlights from newsletter, responses received from FAA on NPRM Supersonic Certification Standards, 270 responses received more than 60 environmental organizations call for withdrawal of proposal. Newsletter also highlights GAO reports on the phase-out of stage 3 aircraft. Mr. Cook shared that HMMH is doing on-going research looking at trends and changes in operation, noise, and complaints for airports throughout the Country, preliminary results included in the newsletter. Lastly he shared that HMMH is conducting a 6-part Airport Noise Control Practices training course.

Mr. Cook addressed comments from Roundtable members.

11. Member Communications / Announcements

Chairman Ortiz and Michele Rodriguez clarified that Strategic/Work Plan Ad-Hoc Subcommittee does not meet the criteria that requires meetings to be public. Member Borgens, agrees limitation on meeting and suggest that we take comments ahead of them for subcommittee members to review. Terry O'Connell agreed that with limited time we want more of an overview than specific view. It was agreed a survey would be sent to the public ahead of the Subcommittee meeting for feedback for their consideration.

Regular Meeting Action Minutes / Meeting No. 327

October 7, 2020

Page 7 of 7

12. Adjourn

Chairperson Ortiz adjourned the meeting at approximately 10:07 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.

JULY 1, 2020 THROUGH JUNE 30, 2021 - Q1 ACTUALS

A SOURCES		
REVENUE	BUDGET	ACTUAL
San Francisco Airport Commission	\$220,000	
Roundtable Membership	\$40,500	\$ 24,000
<i>In Kind Contributions from Millbrae</i>		
Total Revenue	\$260,500	\$ 24,000
Fund Balance	\$210,971	
Total Sources	\$471,471	\$ 24,000

B EXPENSES		
	BUDGET	
County of San Mateo Coordination Services	\$139,534	
Roundtable Aviation Technical Consultant	\$90,000	\$ 11,503
	\$229,534	\$ 11,503

ADMINISTRATION / OPERATIONS		
	BUDGET	
Meeting Room - City of Millbrae (In-Kind)		
Postage / Printing	\$0	
Website	\$6,300	\$ 108
Data Storage & Conference Services	\$900	
Miscellaneous Office Expenses/Equipment	\$1,500	
Video Services	\$4,000	\$ 525
	\$12,700	\$ 633

PROJECTS, PROGRAMS, & OTHER		
	BUDGET	
Noise Conferences Attendance, Coordinator	\$200	
Noise Conferences Attendance, Members	\$200	
TRACON Field Trip(s)	\$0	
Airport Noise Report subscription	\$850	\$ 850
N.O.I.S.E. Membership	\$4,300	
Fly Quiet Awards	\$0	
Ground-Based Noise Study	\$50,000	\$ 6,425
	\$55,550	\$ 7,275

CONTINGENCY FUND		
	BUDGET	
Aviation Consultant Contingency	\$20,000	
General Contingency	\$20,000	
	\$40,000	\$ -

EXPENSES SUBTOTAL		
	BUDGET	
	\$337,784	\$ 19,411

UNCOMMITTED FUNDS / YEAR END BALANCE		
	PROJECTED	
	\$133,688	\$ 4,590



RESOLUTION No. 20-02

San Francisco International Airport/Community Roundtable Resolution to Express Sincere Thanks to

Janet Borgens

For Exceptional Service as a Member of the San Francisco International Airport/Community Roundtable

WHEREAS, the San Francisco International Airport/Community Roundtable (Roundtable) was established in 1981 to provide a forum for the public, local elected officials, airport management, Federal Aviation Administration, and airline representatives to address community noise issues related to aircraft operations at San Francisco International Airport (SFO), and

WHEREAS, **Janet Borgens** has been a member of the Redwood City Council since 2015; and

WHEREAS, **Janet Borgens** has represented the citizens of the City of Redwood City, the County of San Mateo, and the City and County of San Francisco on numerous key Roundtable subcommittees and has been instrumental in providing consistent and dependable leadership, opinion, and foresight during her tenure on the Roundtable; and

WHEREAS, **Janet Borgens** has ably served as Chair of the Legislative Subcommittee and as such has championed Roundtable advocacy on federal legislation; and

WHEREAS, **Janet Borgens** is recognized by her colleagues and constituents as an engaged community leader.

NOW, THEREFORE BE IT RESOLVED, that the members of the Roundtable do hereby express their sincere appreciation to **Janet Borgens** for her tireless efforts in working with airport officials, government officials, airlines and the community on successful aircraft noise mitigation policies in the greater San Francisco Bay Area. UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON DECEMBER 2, 2020

Ricardo Ortiz
Roundtable Chairperson



RESOLUTION No. 20-03

San Francisco International Airport/Community Roundtable Resolution to Express Sincere Thanks to

Ann Wengert

For Exceptional Service as a Member of the San Francisco International Airport/Community Roundtable

WHEREAS, the San Francisco International Airport/Community Roundtable (Roundtable) was established in 1981 to provide a forum for the public, local elected officials, airport management, Federal Aviation Administration, and airline representatives to address community noise issues related to aircraft operations at San Francisco International Airport (SFO), and

WHEREAS, **Ann Wengert** has been a member of the Portola Valley Town Council since 2007, and is retiring from public office after 17 years of public service; and

WHEREAS, **Ann Wengert** has been instrumental in providing consistent and dependable leadership, opinion, and foresight during her tenure on the Roundtable, including as Vice Chair since January 2019; and

WHEREAS, **Ann Wengert** has represented the citizens of the Town of Portola Valley, the County of San Mateo, and the City and County of San Francisco on numerous key Roundtable subcommittees including as liaison to the Santa Cruz/Santa Clara County Roundtable, and

WHEREAS, **Ann Wengert** ably served as a member of the congressionally mandated Select Committee on South Bay Arrivals and developed expertise in numerous flight procedures; and

WHEREAS, **Ann Wengert** is recognized by her colleagues and constituents as an engaged community leader.

NOW, THEREFORE BE IT RESOLVED, that the members of the Roundtable do hereby express their sincere appreciation to **Ann Wengert** for her tireless efforts in working with airport officials, government officials, airlines and the community on successful aircraft noise mitigation policies in the greater San Francisco Bay Area. UNANIMOUSLY PASSED, APPROVED, AND ADOPTED BY THE MEMBERS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE ON DECEMBER 2, 2020

Ricardo Ortiz
Roundtable Chairperson



NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT

"America's Community Voice on Aviation Noise Issues" • An Affiliate of the National League of Cities

N.O.I.S.E. ACTION HIGHLIGHTS

The Board and Officers of the N.O.I.S.E. Organization, as well as the professional staff, are engaged in a host of initiatives at the federal level that allow for our organization to have a “seat at the table” and stay abreast of all issues as aviation noise policies are developed and implemented. The following is a selection of recent actions that N.O.I.S.E. members and staff have taken that support the community perspective and ensure our collective voice is heard.

NextGen Advisory Committee (NAC): N.O.I.S.E. President, Brad Pierce (Aurora, CO) serves as the environmental representative to the NAC. The NAC is a 31-member federal advisory committee formed to provide advice on policy issues facing the aviation community in implementing NextGen. Its goal is to foster industry collaboration in an open and transparent manner. It includes executives from the airlines, airports, general aviation, pilots, air traffic controllers, the Department of Defense, environmental interests (N.O.I.S.E.), international interests, and providers of air traffic control technology. In response to tasks from the FAA, the NextGen Advisory Committee forges consensus recommendations on implementation-related issues facing the community as it works to implement NextGen.

DC Court of Appeals Hearing; MD v FAA: N.O.I.S.E. Communications Director Vince Spinner attended the D.C. Circuit Court of Appeals oral arguments on November 14, 2019 in the case of Maryland (MD) v. Federal Aviation Administration (FAA). Earlier this year Maryland took legal action, suing for damage and suffering caused by highly concentrated noise and emissions from airplane overflights into Ronald Reagan National Airport (DCA). The suit alleges that the FAA’s decision in 2015 to move and simultaneously consolidate multiple flight procedures for airplanes approaching DCA into a single flight path over Maryland’s citizens, without providing any public notice of its plan, performed no noise analysis, and did not evaluate the potential impacts to historic resources, parks, or recreational areas. N.O.I.S.E. staff will continue to monitor this case and keep members apprised of any new developments.

FAA Management Advisory Committee (MAC) Interview: The Federal Aviation Administration Management Advisory Council (MAC) is a 13-member committee that advises the FAA's senior management on policy, spending, long-range planning, and regulatory matters. In the 2018 FAA reauthorization bill, Congress included Section 572 which requires the MAC to conduct a study on FAA communications on policies and procedures impacting airports—specifically a study on stakeholder communications on noise.

The MAC conducted meetings and interviews with key stakeholders in the airport noise area-- including with N.O.I.S.E. Executive Director Emily Tranter. The interview was used to inform a formal report to the Federal Aviation Administration, Steve Dickson, which will then in turn be given to Congress. The MAC members who participated in this interview were: Donna McLean, former U.S. Department of Transportation Assistant Secretary for Budget and Programs and Chief Financial Officer, and Steve Alterman, President of the Cargo Airline Association.

Congressional Quiet Skies Caucus: N.O.I.S.E. staff are frequently called-upon to brief the Congressional Quiet Skies Caucus and have been working directly with the office of Co-Chair Grace Meng (N-NY) to collaborate on key issues.

Federal Aviation Leadership Briefing: The N.O.I.S.E. President and Executive Director were recently asked to meet with **Federal Aviation Administration Office of Environment and Energy, Federal Aviation Administration Air Traffic Organization-Mission Support and the Federal Aviation Administration Office of National Engagement and Regional Administration** to share perspectives on how the FAA could improve upon community engagement both with formal policy and best practices.

Government Accountability Office Congressional Study Input: Congress directed the Government Accountability Office (GAO) to conduct a study analyzing the costs and benefits of a mandatory phase-out of Stage-3 Aircraft in the United States. The GAO interviewed N.O.I.S.E. Executive Director Emily Tranter regarding airport-adjacent community input on this issue. In addition, in January, 2020 N.O.I.S.E. staff participated in an interview with the Government Accountability Office (GAO) to discuss the FAA's efforts to date regarding community engagement with NextGEN implementation nation-wide. This process was in reaction to a letter sent by members of congress asking for the GAO to do a study. The interview was very productive and GAO staff indicated that it gave them a good base-line for who else to reach out to on this issues.

EXCOM: N.O.I.S.E. Second Vice-President and College Park, GA City Council Member Ambrose Clay is the Assistant Chair of Noise Certification Aeronautical Technical Subject Area on the United States Department of Transportation/Federal Aviation Administration (USDOT/FAA) Rulemaking Advisory Committee. The Aviation Rulemaking Advisory Committee provides advice and recommendations to the FAA Administrator concerning a range of the FAA's rule making activities, including air carrier operations, airman certification, aircraft certification, airports, and noise. Councilman Clay participated in the September ARAC meeting in Washington, D.C.



COMMUNITY ENGAGEMENT WORKSHOP

4:30-5:30 PM EST-Virtual

➤ **WELCOME AND OPENING REMARKS**

Brad Pierce, N.O.I.S.E. President, CACNR
Emily Tranter, N.O.I.S.E. Executive Director

➤ **WHAT IS N.O.I.S.E.?**

Board and Staff will discuss how to join N.O.I.S.E., what policy bodies and stakeholder groups we interact with and 2021 agenda and planning.

➤ **NEXTGEN ADVISORY COMMITTEE (NAC) UPDATE**

President Brad Pierce will update the group on recent NAC meetings and N.O.I.S.E. engagement on policy recommendations with the FAA and NAC Leadership

➤ **ROUND ROBIN QUESTIONS/DISCUSSION**



NextGen Advisory Committee (NAC) Meeting

AGENDA

DATE: November 17, 2020

TIME: 1:00 – 4:00 PM ET

LOCATION: Virtual Only

Item	Time	Topic	Facilitator
1	1:00 – 1:10 PM 10 Minutes	Opening of Meeting <ul style="list-style-type: none"> Establish Quorum Housekeeping Notes Public Statements 	NAC Chairman Chip Childs, SkyWest Airlines
2	1:10 – 1:20 10 Minutes	Chairman’s Report <ul style="list-style-type: none"> Former Meeting Minutes Approval Review August 6 NAC Outcomes 	NAC Chairman
3	1:20 – 1:50 30 Minutes	FAA Report <ul style="list-style-type: none"> Dan Elwell will provide information on FAA important issues 	Dan Elwell, FAA, Deputy Administrator
4	1:50 – 2:20 30 Minutes	Chairman’s Roundtable <ul style="list-style-type: none"> Industry Discussion NAC Task 19-2 / 20-3: Section 547 	NAC Chairman
5	2:20 – 3:45 85 Minutes	NAC Subcommittee (SC) Chairman’s Report NAC Taskings Status <ul style="list-style-type: none"> NAC Tasks 18-4 & 18-5: Focus Area Risks / Mitigations <ul style="list-style-type: none"> Multiple Runway Operations (MRO), Surface & Data Sharing, Performance Based Navigation (PBN), Data Communications, and Northeast Corridor (NEC) NAC Task 19-1 / 20-4: Minimum Capabilities List (MCL) NAC Task 19-4 / 20-5: PBN Clarification NAC Task 20-1: ADS-B In NAC Task 20-2: Vertical Navigation (VNAV) 	NAC SC Chairman Craig Drew, Southwest Airlines
6	3:45 – 3:55 10 Minutes	Action Item Review / Other Business	FAA
7	3:55 – 4:00 5 Minutes	Closing Comments and Adjourn	NAC Chairman



December 2, 2020

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Strategic Plan (2020-2024) & Work Plan (2020-2021)

EXECUTIVE SUMMARY: As required by the Roundtable Memorandum of Understanding, Objective 4: Develop and implement an annual Roundtable Work Program to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies, regarding implementation of effective noise mitigation actions.

RECOMMENDATION: Review the Ad-Hoc Committee Strategic Plan and Work Plan, make any necessary changes, and approve the Plans for implementation

BACKGROUND

At the October 7, 2020 regular meeting of the Roundtable a Strategic Plan / Work Plan Ad-Hoc Committee was appointed of the following members for the purpose of developing, and recommending to the Membership a four-year Strategic Plan, and one-year Work Plan:

- Ricardo Ortiz, Roundtable Chairman and Council Member, City of Burlingame
- Dave Pine, Supervisor, County of San Mateo
- Cecilia Taylor, Mayor, City of Menlo Park
- Ann Schneider, Vice Mayor, City of Millbrae
- Janet Borgens, Council Member, City of Redwood City
- Mike O'Neill, Council Member, City of Pacifica
- Terry O'Connell, Mayor, City of Brisbane

Prior to the initial meeting, a Membership survey and public survey were distributed¹. The purpose of the surveys was to obtain feedback on Roundtable accomplishments, value, improvements, and priorities for the Ad-Hoc Committee to consider in developing the Strategic Plan and Work Plan. The following is a summary of those survey results; the responses are attached to this packet.

¹ Sent Membership Survey to 23 members, 15 members responded (65%); Interested public survey distributed via Mail Chimp to 238 subscribers, 22 public members responded (9%).

Roundtable Accomplishments

The Members were asked “What did the Roundtable accomplish during the last four years? What are you most proud of?” The responses were as follows:

Ground Based Noise Committee formation, and Study.	The meeting held by the Roundtable are public meetings and are transparent.
Advocacy for Congressional Action on Federation Aviation Administration (FAA) policy changes.	Good working relationship with San Francisco International Airport (SFO).
Annual presentation of the Noise 101 course.	Continue to press on FAA on greater transparency, consistent methodologies, and adoption of noise abating procedures.
Significantly improved noise complaint portal.	August 2020 budget audit, budget projection, and budget adoption.
Subcommittees formed to more directly and thoroughly address concerns.	This Strategic Plan effort.
SFO holding 30 airlines accountable for running of their auxiliary power unit.	Advocacy on behalf of affected communities.
SFO Noise Monitors.	On-line data collection of noise concerns.
Facilitate communications between citizen and FAA, citizens and SFO and cities.	

Roundtable Value

The Members were asked “What is the Roundtable value to communities you serve?”

Value	Concerns
Leverages Congressional representative.	Action needed.
Concentrated advocacy on noise abatement.	No measurable change at the community level.
Provides a regional appointed body to address local concerns.	Provide some relief where possible.
Provides access and inclusion for all people.	Discussions too high level, need actual noise decreases.
Outreach, community engagement and Communication.	
Information and education.	
Forum to share information, and air grievances	

Roundtable Service Improvements for Communities

The Members were asked “What can the Roundtable change to better serve our Membership communities?”

Develop annual priorities, establish subcommittee, report back on accomplishments.	Onboarding packet for new members.
Prioritize efforts based on community annoyance.	Clear definition of equity.
More benchmarking.	Obtain Transit Occupancy Tax from hotel and give to local communities impacted by noise.
Clear and measurable goals.	FAA: get action

Strategic Plan & Work Program

December 2, 2020

Page 3 of 5

The following is a summary of the Ad-Hoc Committee meetings and actions to complete the attached draft Strategic Plan, and Work Plan (2020-2021).

October 22, 2020

- Reviewed summary of responses from the Membership and Public Surveys.
- Completed revisions to the Mission Statement to make it more succinct and clearer.
- Completed revisions to existing goals, and actions, and added a new goal and action.
- Overall more active language.

November 2, 2020

- Reviewed and affirmed changes from the previous meeting on Mission Statement, Goals, and Actions.
- Discussion and initial recommendations on Work Plan.

November 9, 2020

- Final discussion, and recommendation to the Membership of the Strategic Plan, and Work Plan for next 7-months (December 2020 – June 2021).

The public responses to the survey are summarized as follows, and attached for detailed reference:

Public Response – Summary	Included in Strategic Plan	Included in Work Plan
Noise monitoring methodology	<i>Goal 5</i>	<i>Yes</i>
Noise data reporting (consolidation of reports)	No	No
Be more pro-active in legislative advocacy	<i>Goal 3</i>	<i>Yes</i>
Research/Advocacy on specific flight tracks (BDEGA, SERFR, PIRAT, etc) and/or focus on arrivals and departures	<i>Goal 1</i>	<i>Yes</i>
More education/discussion/understanding of GBAS	<i>Goal 1</i>	<i>Yes</i>
Ground based noise	<i>Goal 2</i>	<i>Yes</i>

Member Survey Recommendations – Work Plan

The following work plan tasks received the highest number of votes and were on the highest priority scale.

Member Survey Priorities	Included in Strategic Plan	Included in Work Plan
Focus on Departure Procedures	Goal 1	<i>Yes</i>
Health Impacts of Noise	No	No
Tracking Select Committee recommendations.	Goal 3	No
Evaluate Effectiveness of Sound Insulation Program.	Goal 2	No
Review methodology for noise duration threshold requirements	Goal 5	<i>Yes</i>

Strategic Plan & Work Program

December 2, 2020

Page 4 of 5

Items not included in the Strategic Plan did not align with the Membership MOU role and responsibilities. Certain items not included the FY20-21 Work Plan did not meet a 7-month priority focus and will be tabled for consideration in the budget – work plan discussion for FY 2021-2022.

Ad-hoc Committee Work Plan Recommendations

The final Work Plan recommended tasks for December 2020 – June 2021 included the following. The Members should identify which activities they want to participate in shaping:

Work Plan Tasks	Who is Responsible
The Roundtable Technical Working Group will continue to receive updates and evaluate the Federal Aviation Administration (FAA) proposal to modify the NIITE/HUSSH Departure procedure for nighttime noise abatement including analysis of location, level of flight paths, night time hours, and environmental review process. The Roundtable Technical Working Group will recommend next steps to the full Roundtable, as appropriate.	TWG ² / 3
Working with the technical consultant, the Roundtable will evaluate options for the SERFR and PIRAT STAR arrival procedures.	TWG/Congresswoman Speier/RT Technical Consultant ⁴
Working with the technical consultant, the Roundtable will evaluate options for nighttime arrivals on Runways 28R and 28L.	RT Technical Consultant
Review and provide feedback on the SFO Strategic Plan, Development Plan, and Noise Action Plan. Include Environmental Justice in the feedback.	SFO Airport Staff / RT Coordinator
The Roundtable Ground Based Noise Subcommittee will complete the Ground Based Noise Study and make a recommendation to the Membership on next steps.	RT Technical Consultant/GBN ⁵
The Roundtable Technical Working Group will actively monitor the progress of the Ground Based Augmentation System and provide feedback to SFO on the system, including GLS (global navigation satellite landing) approach, the associated noise evaluation, and the Community Flight Procedure Package (CFPP) and plan for community evaluation of innovative GLS approaches.	TWG/RT Technical Consultant
Receive regular reports from N.O.I.S.E., a national organization to insure a sound controlled environment, regarding federal legislation and action.	N.O.I.S.E./RT Coordinator
Lobby/advocate on federal, state and local legislation and policy as needed.	Legislative Subcommittee
Actively monitor activities from the congressional Quiet Skies Caucus.	RT Technical Consultant
Work with Congressional delegation to help develop and pass noise-related legislation.	Legislative Subcommittee/ N.O.I.S.E./

² TWG: Technical Working Group, Subcommittee of Roundtable Membership.

⁴ Budget approved August 2020.

⁵ GBN: Ground Based Noise Subcommittee of the Roundtable Membership.

Strategic Plan & Work Program

December 2, 2020

Page 5 of 5

	Congresswomen Jackie Speier
Revamp the Roundtable website to include accessible meeting information, useful documents, and archived history so that it can be used as an education tool for the community. The website can also be used to communicate Roundtable successes. Create ad-hoc subcommittee to identify needs, select new firm, roll-out changes.	Ad-hoc Subcommittee / RT Coordinator
Conduct an Annual Report of Accomplishments and celebrate the Roundtable 40 th Anniversary.	RT Coordinator
Analyze noise monitor methodology and make recommendations at the local, state, and federal levels.	TWG/RT Technical Consultant
Conduct Noise 101 Training	SFO Airport Staff
Create a member packet for onboarding and supporting new member including mentorship.	RT Staff

Please review the draft Roundtable Strategic Plan, and Work Plan and make changes as needed, and approve both documents. The 2021-2022 Work Plan will be developed and brought back to the Membership in conjunction with the FY2021-2022 Budget in Q2 of 2021. The Membership will have an opportunity to modify the FY20-21 Work Plan at that time.

ATTACHMENTS:

- Memorandum of Understanding approved April 6, 2005
- Membership Survey Questions and Results
- Membership Survey Question #7 Detail
- Community Survey Questions and Results.
- Public letters:
 - Peter Grace received 10/19/20 (3-pages)
 - Darlene Yaplee received 10/21/20 (3-pages)
 - Marie-Jo Fremont received 10/21/20 (3-pages)
- Draft Roundtable Strategic Plan
- Draft Roundtable Work Plan
- October 22, 2020 Meeting #1: Presentation
- November 2, 2020 Meeting #2: Presentation
- SFO Airport/Community Roundtable Standing Subcommittees



**SAN FRANCISCO
INTERNATIONAL
AIRPORT/COMMUNITY
ROUNDTABLE**

**MEMORANDUM OF
UNDERSTANDING
(MOU)**

**PROVIDING FOR THE CONTINUING OPERATION OF
THE
SAN FRANCISCO INTERNATIONAL
AIRPORT/COMMUNITY ROUNDTABLE**

Working together for quieter skies 

Approved by the Roundtable: April 6, 2005
Effective Date: October 5, 2005

MEMORANDUM OF UNDERSTANDING (MOU)

Approved by the Roundtable on April 6, 2005
Effective Date: October 5, 2005

CONTENTS

Preamble

Article I Statement of Purpose and Objectives

Article II Agreement

Article III Roundtable Membership

Article IV Roundtable Operations and Support

Article V Amending This Memorandum of Understanding (MOU)

Article VI Status of Prior Memorandums of Understanding (MOUs) and Related Amendments

Article VII Memorandum of Understanding (MOU) Adoption and Effective Date

Attachment: Signature Page for Memorandum of Understanding (MOU) Signatory Agency

MEMORANDUM OF UNDERSTANDING (MOU)

PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Preamble

San Francisco International Airport is owned and operated by the City and County of San Francisco but is located entirely within neighboring San Mateo County. Because of the shared impacts that result from airport operations, the two counties entered into a Joint Powers Agreement (JPA) in 1978 to quantify the impacts and to identify possible mitigation actions. The implementation of the mitigations noted by the Joint Powers Board, in its *Joint Action Plan*, called for the formation of a formal structure and process to oversee the implementation of the numerous mitigation actions outlined in the *Plan*.

In May 1981, the County of San Mateo, the County Airport Land Use Committee (ALUC), and the governing bodies of 11 cities/towns located in San Mateo County near the Airport¹ entered into a Memorandum of Understanding (MOU) with the City and County of San Francisco to create a public body known as the San Francisco International Airport/Community Roundtable (Roundtable). Under this agreement, the Roundtable became a committee formed to work cooperatively to oversee the implementation of the recommendations contained in the *Joint Action Plan* adopted by the Joint Powers Board in 1980. Those recommendations addressed various community impacts from the operation of San Francisco International Airport, including aircraft noise, vehicular ground access, and air quality. Since its first meeting on June 3, 1981, the Roundtable has focused its efforts on reducing aircraft noise impacts in affected neighborhoods and communities. Vehicular airport ground access and airport-related air quality issues have been and continue to be addressed by other Bay Area public agencies.

In October 1992, the original MOU was amended for the first time, in response to the Airport Commission's adoption and implementation of a San Francisco International Airport Master Plan. The Master Plan provided for the expansion, consolidation, and remodeling of airport landside facilities, through the year 2006. MOU Amendment No.1 also provided for the development of a Roundtable Joint Work Plan, for which the Airport Commission agreed to provide funding to the Roundtable, in the amount of \$100,000 per year, from 1993 through 2000. Under that amendment, the Airport Commission also agreed to spend up to \$120 million to fund aircraft noise insulation projects in eligible cities.

¹ The original 1981 Roundtable MOU signatory cities/towns within San Mateo County included the following: City of Brisbane, City of Burlingame, Town of Colma, City of Daly City, City of Foster City, Town of Hillsborough, City of Millbrae, City of Pacifica, City of San Bruno, City of San Mateo, and the City of South San Francisco. The Town of Colma and the City of San Mateo withdrew their membership shortly after the Roundtable began meeting in 1981. Nine cities in San Mateo County remained members until additional cities joined in 1997.

MEMORANDUM OF UNDERSTANDING (MOU) PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Page 2 of 7

Preamble - continued

In June 1997, the 1981 MOU, as amended, was amended a second time, to allow non-member cities and towns in San Mateo County to join the Roundtable. MOU Amendment No. 2 specified the procedures for joining the Roundtable and established an annual financial contribution requirement for new member jurisdictions. As a result of that amendment, the Roundtable membership increased from 13 to 23 members.

In 2004, the Roundtable Chairperson appointed a Roundtable subcommittee to review the 1981 MOU, as amended, and update the document to provide for improved operation and efficiency of the Roundtable as a public body. The following language is a consolidation of the previous MOU and Amendments Nos.1 and 2, in a more organized and comprehensive format. Also included is additional language to reflect the continuing status of the Roundtable and to provide for more efficient operation of the organization, as a whole.

ARTICLE I: Statement of Purpose and Objectives

1. Purpose

As a result of more than twenty-four years of cooperation between the San Francisco Airport Commission, noise-impacted communities, the federal government, and the airlines operating at San Francisco International Airport, the Roundtable has facilitated numerous aircraft noise mitigation achievements to improve the quality of life in communities near the Airport. The overall purpose of the Roundtable is to continue to foster and enhance this cooperative relationship to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise in neighborhoods and communities in San Francisco and San Mateo Counties.

2. Objectives

- Objective 1: Continue to organize, administer, and operate the San Francisco International Airport/Community Roundtable as a public forum for discussion, study, analysis, and evaluation of policies, procedures and mitigation actions that will minimize aircraft noise impacts to help improve the quality of life of residents in San Mateo and San Francisco Counties.
- Objective 2: Provide a framework of understanding as to the history and operation of the San Francisco International Airport/Community Roundtable.
- Objective 3: Maintain the San Francisco International Airport/Community Roundtable as a focal point of information and discussion between local, state, and federal legislators and policy makers, as it applies to noise impacts from airport/aircraft operations in local communities.

MEMORANDUM OF UNDERSTANDING (MOU) PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Page 3 of 7

Objectives – continued

- Objective 4: Develop and implement an annual Roundtable Work Program to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies, regarding implementation of effective noise mitigation actions.
- Objective 5: Maintain communication and cooperation between Airport management and local governments, regarding: (1) local agency land use and zoning decisions within noise-sensitive and/or overflight areas, while recognizing local government autonomy to make those decisions and (2) decisions/actions that affect current and future on-airport development, while recognizing the Airport Commission's autonomy to make those decisions.

ARTICLE II: Agreement

Signatory agencies/bodies to this Memorandum of Understanding (MOU) agree as follows:

1. Accept in concept and spirit the continuing operation of the San Francisco International Airport/Community Roundtable as described in the "Statement of Purpose and Objectives," as stated in Article I.
2. Work cooperatively to reduce the impacts of noise, from aircraft operations at San Francisco International Airport, in affected neighborhoods and communities.
3. Provide the necessary means (i.e., funding, staff support, supplies, etc.) to enable the Roundtable to achieve a reduction and mitigation of aircraft noise impacts, as addressed in this agreement.
4. Represent and inform the respective constituencies of the San Francisco International Airport/Community Roundtable members of the Roundtable's activities and actions to reduce aircraft noise impacts.
5. Support and abide by Roundtable Resolution No. 93-01, which states, in part, that the Roundtable members, as a group, will not take any action(s) that would result in the "shifting" of noise from one community to another, related to aircraft operations at San Francisco International Airport.

MEMORANDUM OF UNDERSTANDING (MOU) PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Page 4 of 7

ARTICLE III: Roundtable Membership

1. Existing voting membership – The existing Roundtable voting membership (March 2005) consists of one designated Representative and one designated Alternate from the following agencies/bodies:

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor's Office
City and County of San Francisco Airport Commission
County of San Mateo Board of Supervisors
City/County Association of Governments of San Mateo County (CCAG)
 Airport Land Use Committee (ALUC)
Town of Atherton
City of Belmont
City of Brisbane
City of Burlingame
City of Daly City
City of Foster City
City of Half Moon Bay
Town of Hillsborough
City of Menlo Park
City of Millbrae
City of Pacifica
Town of Portola Valley
City of Redwood City
City of San Bruno
City of San Carlos
City of San Mateo
City of South San Francisco
Town of Woodside

2. Elected/Appointed Membership - All Representatives and Alternates who serve on the Roundtable shall be elected officials (i.e., Council Members, Supervisors, etc.) from the agencies/bodies they represent and serve at the pleasure of their appointing agency/body, except Representatives and Alternates from the following, who shall be appointed by and serve at the pleasure of their appointing entity:

City and County of San Francisco Mayor's Office
City and County of San Francisco Airport Commission
C/CAG Airport Land Use Committee (ALUC)

MEMORANDUM OF UNDERSTANDING (MOU) PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Page 5 of 7

ARTICLE III: Roundtable Membership - continued

3. Non-Voting Membership - Roundtable non-voting membership shall consist of Advisory Members who represent the following:
 - a. Chief Pilots from airlines operating at San Francisco International Airport
 - b. Federal Aviation Administration (FAA) staff

4. Additional Voting Membership - Other incorporated towns and/or cities located within San Mateo County may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution:
 - a. Authorizing two members of the city/town council (a Representative and Alternate) to represent the city/town on the Roundtable.
 - b. Agreeing to comply with this Memorandum of Understanding (MOU) and all related amendments and any bylaws approved in accordance with this MOU.
 - c. Agreeing to contribute annual funding to the Roundtable in the same amount as current city/town members contribute, at the time of the membership request, or such annual funding as approved by the Roundtable for new members.

5. Withdrawal of a Voting Member - Any voting member may withdraw from the Roundtable by filing a written *Notice of Intent to Withdraw from the Roundtable*, with the Roundtable Chairperson, at least thirty (30) days in advance of the effective date of the withdrawal.

ARTICLE IV: Roundtable Operations and Support

1. Roundtable operations shall be guided by a set of comprehensive bylaws that govern the operation, administration, funding, and management of the Roundtable and its activities.

2. Roundtable staff support shall be provided by the San Francisco Airport Commission and the County of San Mateo. Additional technical staff support may be provided by consultant(s), as needed, in accordance with the relevant provisions in the adopted Roundtable Bylaws.

MEMORANDUM OF UNDERSTANDING (MOU) PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Page 6 of 7

ARTICLE V: Amending This Memorandum of Understanding (MOU)

1. This Memorandum of Understanding (MOU) may be amended as follows:

Step 1: *Roundtable consideration of a proposed MOU amendment*

Any voting member of the Roundtable may propose an amendment to this MOU. The proposal shall be made at a Roundtable Regular Meeting. Once proposed and seconded by another voting member, at least two-thirds of the voting membership must approve the proposed amendment. If the proposed amendment receives at least the necessary two-thirds votes for approval, the amendment shall then be forwarded to the respective councils/boards of the Roundtable membership agencies/bodies for consideration/action.

Step 2: *Roundtable member agency/body consideration of a proposed MOU amendment*

The proposed MOU amendment must be approved by at least two-thirds of the respective councils/boards of the Roundtable member agencies/bodies by a majority vote of each of those bodies. If at least two-thirds of the member agencies/bodies approve the proposed amendment, the amendment becomes effective. If less than two-thirds of the member agencies/bodies approve the proposed MOU amendment, the proposal fails.

2. This MOU may not be amended more than once in a calendar year.

ARTICLE VI: Status of Prior Memorandums of Understanding (MOU) and Related Amendments

Adoption of this Memorandum of Understanding (MOU) shall supercede and replace all prior MOU agreements and related amendments.

ARTICLE VII: Memorandum of Understanding (MOU) Adoption and Effective Date

1. This Memorandum of Understanding (MOU) shall be deemed adopted and effective upon adoption by at least two thirds of the jurisdictions listed in Article III.
2. The effective date of this Memorandum of Understanding (MOU) shall be the date of approval by at least two-thirds of the member agencies/bodies.

MEMORANDUM OF UNDERSTANDING (MOU) PROVIDING FOR THE CONTINUING OPERATION OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

Page 7 of 7

ARTICLE VII: Memorandum of Understanding (MOU) Adoption and Effective Date - continued

3. This MOU shall remain in effect so long as all of the voting following membership conditions are met: (1) at least five of the following cities – Brisbane, Burlingame, Daly City, Foster City, Hillsborough, Millbrae, Pacifica, San Bruno, and South San Francisco – remain members of the Roundtable, (2) the City and County of San Francisco remains a member of the Roundtable, and (3) the County of San Mateo remains a member of the Roundtable.

 4. This Memorandum of Understanding (MOU) and any subsequent amendments to this document shall remain in effect indefinitely, (1) as long as the membership conditions of Item No. 3 of this Article are met, (2) until it is replaced or superceded by another Memorandum of Understanding (MOU), or (3) until the Roundtable is disbanded.
-



ROUNDTABLE STRATEGIC PLAN

July 1, 2020 – December 31, 2024

Adopted by the Roundtable on December 2, 2020

ORGANIZATION OF THIS STRATEGIC PLAN

This Strategic Plan is organized as follows:

- Introduction
- Background/History
- Opportunistic Strategy
- Guiding Principles
- Mission Statement
- Goals, and Action Items
- Strategic Plan Amendment Process
- Appendices: Roundtable Bylaws and Memorandum of Understanding

INTRODUCTION

As a part of its ongoing mission to serve the residents living in the Roundtable communities (County of San Mateo and the City and County of San Francisco) affected by noise from aircraft operating to and from San Francisco International Airport (SFO), the Roundtable embarked on a strategic planning process in early 2010 with a goal of developing a Strategic Plan that would guide the Roundtable actions over the next three years. The Roundtable appointed a Strategic Planning Subcommittee to carry out the strategic planning process and to bring a recommended Strategic Plan back to the full Roundtable for its consideration and adoption. In 2010, the Roundtable adopted its first Strategic Plan to better serve its Members and establish long-term goals and vision. The plan was updated in 2020.

This 2020-2024 Strategic Plan represents the work product of the Subcommittee and was approved by the full Roundtable at its December 2, 2020 Regular Roundtable meeting. This Strategic Plan will guide the Roundtable's actions for the next three years.

Recognizing that the Roundtable needs to respond to changing conditions over time, there are provisions within the Strategic Plan that allow for its ongoing revision. In fact, the Strategic Plan update process will begin a year in advance of the expiration of the Plan or sooner if needed. Until that time, the Roundtable will rely on the guidance provided by the Strategic Plan to develop its annual Work Program, prioritize its activities, and guide its efforts to work with SFO, the Federal Aviation Administration, and the airlines to respond to community concerns and to minimize the impact of aircraft noise on Roundtable member communities.

BACKGROUND/HISTORY

The Airport/Community Roundtable was established in 1981 as a voluntary committee of elected officials to address community noise impacts from aircraft operations at SFO. The Roundtable monitors a performance-based noise mitigation program implemented by airport staff, interprets community concerns and attempts to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the Federal Aviation Administration (FAA), SFO management and local government.

The authority to control aircraft in flight and on the ground is vested exclusively in the FAA. The FAA, however, cannot control the number of flights or the time of day aircraft operate. Federal law preempts any local government agency from implementing any action that is intended to control the routes of aircraft in flight. Neither the Roundtable, local elected officials nor airport management can control the routes of aircraft in flight or on the ground.

GUIDING PRINCIPLES

The following guiding principles define the manner in which the Roundtable will conduct business over the next three-year period:

1. The Roundtable is the preeminent forum for addressing and resolving community concerns related to noise from aircraft operating to and from San Francisco International Airport.
2. The Roundtable fosters and enhances cooperation between the San Francisco International Airport, noise-impacted communities, the federal government, and the airlines with the purpose of developing, evaluating, and implementing reasonable and feasible policies, procedures, and mitigation actions that will further reduce aircraft noise exposure in neighborhoods and communities in San Francisco and San Mateo Counties.
3. The 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.

MISSION STATEMENT

The San Francisco International Airport Community Roundtable is a forum of elected officials from San Mateo, and San Francisco Counties assembled to address community noise impacts due to operations at San Francisco International Airport by advocating for legislation, policies, and programs that result in a quiet, healthy community, and by serving as the liaison and resource for community members, local governments, the Federal Aviation Administration (FAA), San Francisco International Airport, and airline operators.

GOALS, AND ACTION ITEMS

The following goals are not listed in priority order:

Goal 1: Review and Comment on Aircraft Procedures: Focus on all aircraft procedures including arrival, departure, and ground based procedures.

Roundtable Strategic Plan 2020-2024

Page 4 of 5

Action item: The Roundtable will focus, advocate, and respond on procedural changes that limit the noise impacts on our communities.

Goal 2: Address Airport Operation Noise: Abate noise impacts to surrounding communities from airport and airline operations.

Action item: The Roundtable will identify noise impacts and provide recommendations to SFO Airport Noise Abatement Office for outreach to airlines and FAA as well as to the Airport Director to address in the Airport Development and Noise Action Plans.

Goal 3: Lobby for Aircraft Noise Reduction. Lobby for aircraft noise reduction by sponsoring legislation and research.

Action item: Actively monitor, review, and oppose or support legislation, research, and/or aircraft noise reduction programs to achieve measurable noise reduction in our communities.

Goal 4: Airline Award Program: The Roundtable will partner with SFO to modify the *Fly Quiet Program* to obtain compliance and measurable improvement year over year.

Action item: The Roundtable will report to its community's *Fly Quiet Program* compliance and measurable improvement in compliance year over year.

Goal 5: Address Community Concerns: Focusing on San Mateo, and San Francisco Counties continue to actively respond to community concerns regarding aircraft and airport noise issues.

Action item: Provide the forum for communities to voice their concerns and give their input. Educate community members about FAA, SFO International Airport, Airlines, and SFO Roundtable roles and responsibilities and authority.

Goal 6: Improve Roundtable Effectiveness: Increase Roundtable effectiveness with inward focused Member education, support and mentorship.

Action item: The Roundtable will make an ongoing effort at strengthening our membership, by developing a mentorship program, creating a new member packet, and translating technical jargon.

STRATEGIC PLAN AMENDMENT PROCESS

This Strategic Plan is a long-term plan that is intended to guide the Roundtable over a three-year period. Among other things, the Strategic Plan shall be used to guide the

Roundtable Strategic Plan 2020-2024

Page 5 of 5

development of the Roundtable's annual Work Program. The Work Program can be tailored to respond to short-term needs, while remaining responsive to the Roundtable's long-term goals.

There may be circumstances, however, during which conditions change to a point that require an update of the Strategic Plan. In those instances, the Strategic Planning Subcommittee shall be convened to discuss the required changes to Strategic Plan and, when appropriate, shall make recommendations to the full Roundtable regarding the required updates to the Strategic Plan. If the full Roundtable adopts the Subcommittee's recommendations, the Strategic Plan will be amended to incorporate those recommendations.

The foregoing notwithstanding, the Strategic Plan shall be updated no less than every three years. The strategic planning process shall commence no less than one year prior to the expiration plan. The Strategic Planning Subcommittee shall be convened to conduct the strategic planning process and present a recommended Strategic Plan to the full Roundtable for consideration and adoption.



ROUNDTABLE ANNUAL WORK PLAN

July 1, 2020 through June 30, 2021

Adopted by the Membership on December 2, 2020

Organization of the Work Program

The Work Program is organized as follows: Strategic Plan goal and action, and work plan task to be accomplished this fiscal year 2020-2021.

Introduction

The Work Program is part of the Roundtable's overall approach to planning efforts; it is guided by the Roundtable's Strategic Plan. The Strategic Plan has a three-year planning horizon and the Work Program has a one-year planning horizon. The Work Program items are distilled from the overall Strategic Plan goals; each of the Work Program items are associated with a Strategic Plan goal.

While the Work Program is a one-year document, many items will be rolled over through multiple planning cycles. This is due to the longer-term nature of some items, including standing updates and future technologies. These longer-term items remain on the Work Program in order for the Roundtable to maintain their understanding of the issue. The Roundtable appointed a Work Program Subcommittee to carry out the work program planning process and to bring a recommended Work Program back to the full Roundtable for its consideration and adoption.

The following are the approved Strategic Plan (2020-2024) Goals, and Action Items, along with the Work Plan tasks to be accomplished during the fiscal year 2020-2021:

Goal 1: Review and Comment on Aircraft Procedures: Focus on all aircraft procedures including arrival, departure, and ground based procedures.

Action item: The Roundtable will focus, advocate, and respond on procedural changes that limit the noise impacts on our communities.

Work Plan Item(s):

- The Roundtable Technical Working Group will evaluate the FAA NIITE and HUSSH Departures modified proposal for nighttime noise abatement regarding location, level of flight paths, night time hours, and environmental review process. The Roundtable Technical Working Group will recommend next steps to the full Roundtable, as appropriate.
- Working with the technical consultant, the Roundtable will evaluate options for nighttime arrivals on Runways 28R and 28L.
- Working with the technical consultant, the Roundtable will evaluate options for Redirect Southern Arrivals (SERFR) and PIRAT STAR Airspace arrival procedures.

Goal 2: Address Airport Operation Noise: Abate noise impacts to surrounding communities from airport and airline operations.

Action item: The Roundtable will identify noise impacts and provide recommendations to SFO Airport Noise Abatement Office for outreach to airlines and FAA as well as to the Airport Director to address in the Airport Development and Noise Action Plans.

Work Plan Item(s):

- Review and provide feedback on the SFO Strategic Plan, Development Plan, and Noise Action Plan. Include Environmental Justice in the feedback.

-The Roundtable Technical Working Group will actively work with SFO on Ground Based Augmentation System to provide feedback on the GLS (global navigation satellite landing) approach, the associated noise evaluation, and the Community Flight Procedure Package (CFPP) and plan for community evaluation of innovative GLS approaches.

-The Roundtable Ground Based Noise Subcommittee will complete the Ground Based Noise Study and make a recommendation to the Membership on next steps.

Plan Goal 3: Lobby for Aircraft Noise Reduction. Lobby for aircraft noise reduction by sponsoring legislation and research.

Action item: Actively monitor, review, and oppose or support legislation, research, and/or aircraft noise reduction programs to achieve measurable noise reduction in our communities.

Work Plan Task(s):

- Receive regular reports from N.O.I.S.E., a national organization to insure a sound controlled environment, regarding federal legislation and action.
- Actively monitor activities from the congressional Quiet Skies Caucus.
- Lobby/advocate as needed.
- Work with Congressional delegation to help develop and pass noise-related legislation.

Goal 4: Airline Award Program: The Roundtable will partner with SFO to modify the *Fly Quiet Program* to obtain compliance and measurable improvement year over year.

Action item: The Roundtable will report to its community's *Fly Quiet Program* compliance and measurable improvement in compliance year over year.

Work Plan Task(s):

- Receive Noise Office presentation on new plan, provide feedback, and recommend needed revisions.

Goal 5: Address Community Concerns: Focusing on San Mateo, and San Francisco Counties continue to actively respond to community concerns regarding aircraft and airport noise issues.

Action item: Provide the forum for communities to voice their concerns and give their input. Educate community members about FAA, SFO International Airport, Airlines, and SFORT roles and responsibilities and authority.

Work Plan Task(s):

- Revamp the Roundtable website to include accessible meeting information, useful documents, and archived history so that it can be used as an education tool for the community. The website can also be used to communicate

Roundtable successes.

- Conduct an Annual Report of Accomplishments and celebrate the Roundtable 40th Anniversary.
- Analyze noise monitor methodology and make recommendations at the local, state, and federal levels.

Goal 6: Improve Roundtable Effectiveness: Increase Roundtable effectiveness with inward focused Member education, support and mentorship.

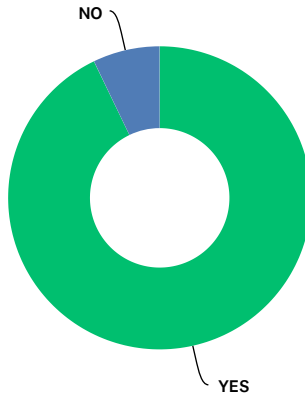
Action item: The Roundtable will make an ongoing effort at strengthening our membership, by developing a mentorship program, creating a new member packet, and translating technical jargon.

Work Plan Task(s):

- Conduct Noise 101 training.
- Create a member packet for onboarding and supporting new members including mentorship.

Q1 Goal 1 – Aircraft Procedures. Focus on aircraft arrival and departure procedures to monitor and develop noise abatement procedures and work with FAA and airlines to advance noise reduction. Action: RT will monitor aircraft adherence to procedures and provide support to the SFO ANAO for outreach to airlines and FAA. Should this goal be maintained?

Answered: 14 Skipped: 0



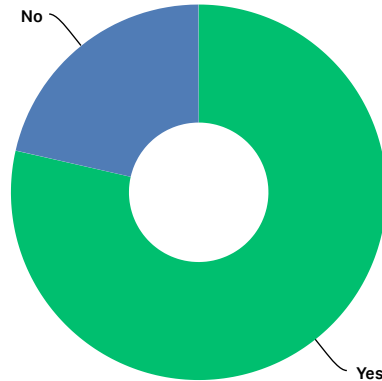
ANSWER CHOICES	RESPONSES	
YES	92.86%	13
NO	7.14%	1
TOTAL		14

SFO Roundtable Strategic Plan and Work Plan survey

#	WAS THIS ACTION COMPLETED? WHY OR WHY NOT? (PLEASE SPECIFY)	DATE
1	With limited resources, the Roundtable should identify fewer procedures for the TWG. These should be prioritized based on the potential impact on reduced annoyance. This is why NIITE HUSH is the perfect example of what we should focus on: low flying aircraft over highly populated areas.	10/20/2020 7:09 AM
2	This action has been a primary focus of the SFO RT since it's inception. The need for this to remain a top priority is reinforced by the continuing challenges of working with the FAA. The FAA's introduction of Next Gen procedures without sufficient noise analyses resulted in unprecedented numbers of noise complaints in Bay Area locations that had not previously experienced the level of noise generated by the newly implemented procedures. Santa Cruz and Palo Alto (both non-members of the SFO RT) experienced significant increases in noise events within their respective communities. These issues were addressed by the 2017 congressionally appointed Select Committee, whose well documented hearings and deliberations resulted in a significant number of recommended changes. The FAA's response was initially positive, but little change has occurred in the past three years. The unprecedented decline in SFO air traffic as a result of Covid has resulted in many fewer complaints, but the FAA has not addressed a number of the most impactful recommendations from the Select Committee and has moved forward with continuing route consolidation strategies without sufficient analysis of noise impacts or input from the RT or directly effected communities. Continuing efforts relative to the 2017 recommendations should remain a top priority of the SFO RT	10/19/2020 9:15 PM
3	Progress achieved but goal not fully achieved. With respect to action, I agree that this has received significantly greater attention and the subcommittees have been helpful in moving this forward. Would like to see more focus on gathering information and research with respect to 'best practices' of other airports and communities. I don't think our efforts with the FAA have been successful but at least they seem to now be at the table (and was greatly encouraged by their comments at the last Roundtable meeting). Can't say this has been successful until there are actual programs that meaningfully reduce the noise and the FAA is more actively engaged with us. I am hopeful that the GBAS initiative will be a meaningful step forward in noise reduction and i do think RT has played a role in SF Airport developing and piloting this.	10/19/2020 7:08 PM
4	Sort of. Some procedures are "monitored" regularly, but the SFORT hasn't really been as involved in "noise abatement procedures" as much. And we haven't had much to do with the airlines	10/19/2020 6:18 PM
5	As a newer member to the SFO Roundtable, it appears to be partially met. It appears we have a mechanism in place to collect, record and "monitor" the arrival and departures noise assessment. However, it is unclear whether this support through data ever makes a difference to the airlines and FAA for change of behavior to advance noise reduction. At the last meeting, I was impressed with the "website and app" enhancements to collect, but this information goes into the "black box" and there is no accountability and transparency on what happens thereafter. Unlike a "ticket" made in the coding of many tech companies, there is not a follow up. Moving forward the roundtable should develop noise abatement procedures in conjunction with SFO,FAA, and Airlines for change of behavior. We should make the health and economic cases around this topic. Noise abatement compliance is not clear.	10/19/2020 3:14 PM
6	This needs to be continuous. What metrics are in place to monitor progress?	10/19/2020 9:17 AM
7	FAA does not cooperate or try to mitigate the problem	10/15/2020 1:50 PM
8	Would like to see accountability for airlines/pilots that do not follow the procedures without a good reason (safety/weather)	10/15/2020 12:42 PM
9	I agree to separate committees to work on arrivals and departures. But they also need to use a lens of low frequency noise. Runway 1L/R accounts for 77% of departures + the 15% of arrivals on 1 during alternate flow or storm days, + R 19 departures. The constant hammering of Millbrae, and the 65 decibel contour as it does not include Millbrae needs to be analyzed. And account for all types of noise and vibration.	10/8/2020 6:46 PM

Q2 Goal 2 – Airline Outreach. Conduct airline outreach and education on aircraft noise abatement program through Fly Quiet Program.Action: Continue to communicate with airlines regarding noise sensitive issues in and around the community.Should this goal be maintained?

Answered: 14 Skipped: 0

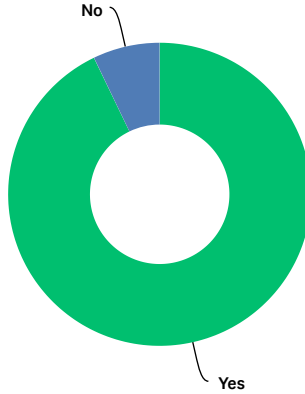


ANSWER CHOICES	RESPONSES	
Yes	78.57%	11
No	21.43%	3
TOTAL		14

#	WAS THIS ACTION COMPLETED? WHY OR WHY NOT (PLEASE SPECIFY)	DATE
1	See prior response	10/20/2020 8:19 AM
2	This is important because it highlights and publicizes poorly behaving actors. This is not a time/staff consuming activity but it provides good public relations by the presentations.	10/20/2020 7:09 AM
3	Significant positive progress has been made by Bert Ganong and his team in reaching out to the airlines to enlist their participation in the Fly quiet efforts. Every effort should be made to continue and increase the level of participation by the airlines.	10/19/2020 9:15 PM
4	i do not believe this goal was achieved or the action was completed. I do not think airlines have been sufficiently involved in the process and while i think airlines have made, or are in process of making, technological changes to lessen noise, I do not know if they are adequately aware of flight path decisions they make and the impact on certain communities. I frankly don't see them at the table. Fly Quiet program doesn't seem to have as much 'traction' as i would like but i do support its objectives.	10/19/2020 7:08 PM
5	The SFORT doesn't have much to do with the airlines, and SFO ANAO runs the Fly Quiet program. To discuss: should we still give out the awards?	10/19/2020 6:18 PM
6	Yes AND... We should continue to communicate and collect data regarding aircraft noise abatement. However, is time to elevate the conversation to environmental stewardship and open more two way communications with the airlines to hear what their plans are for new technology and noise/emission abatement. We should determine how increased RHNA numbers will play into land planning in or around SFO.	10/19/2020 3:14 PM
7	Given the current finances of the industry changes will probably not happen however we should continue the effort.	10/15/2020 1:50 PM
8	This is an action SFO Noise office does. It is a good thing to do but now sure how it becomes a roundtable issue, EXCEPT to report out the successes or failures perhaps twice a year or quarterly. Can't we have a third option, of It depends?	10/8/2020 6:46 PM

Q3 Goal 3 – Support Aircraft Noise Reduction Legislation and Research.
 [Maintain this goal yes/no)Action: Actively review, monitor, and support, legislation, research, aircraft noise reduction programs. Should this goal be maintained?

Answered: 14 Skipped: 0

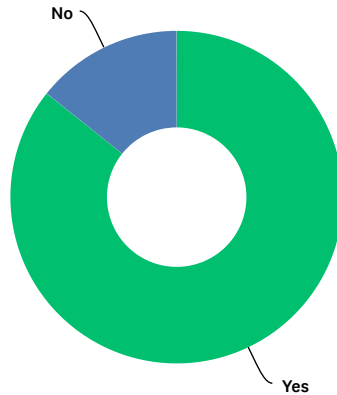


ANSWER CHOICES	RESPONSES	
Yes	92.86%	13
No	7.14%	1
TOTAL		14

#	WAS THIS ACTION COMPLETED? WHY OR WHY NOT? (PLEASE SPECIFY)	DATE
1	See prior response	10/20/2020 8:19 AM
2	Yes. Our issues often get escalated to our congressional representatives where we often get more attention from government representatives (FAA, SFO). Our advocacy function is very important because we provide one of the few forums to discuss ideas that are specific to SFO.	10/20/2020 7:09 AM
3	Rep. Jackie Speier recently introduced eight bills to address noise and FAA accountability, demonstrating the mounting frustration among her constituents and communities resulting from the continuing inaction on the part of the FAA. Congressional support and legislative solutions are key to the RT's ability to effectively engage with the FAA. I strongly support this goal as a top priority for the RT.	10/19/2020 9:15 PM
4	Strongly support this goal. I think Congresswomen Speier's 8 pieces of legislation is exactly the right approach, and the legislation is spot on. I applaud our support (and the press conference and our visible attendance and support). I do think we need to be significantly more active in our support . But I do think that the legislation- at our urging- was introduced is a 'win'. We are active in sponsoring research and i think we are achieving that goal. Very pleased with the funding for the ground noise study. Re noise reduction programs, I think there is more we need to do. Not sure we either have specific actionable plans nor have we adequately publicize if we do.	10/19/2020 7:08 PM
5	We have been good at monitoring, but query whether we should do more advocacy and what that would look like	10/19/2020 6:18 PM
6	Due to my short time on the roundtable, it is not clear to me that this action has been completed. It definitely should be ongoing. But, this should also be pursued with organizations pursuing emissions reductions by aircrafts to be a stronger and more fortified voice. Silo thinking should be expanded for a greater impact and understanding of the grave nature of change.	10/19/2020 3:14 PM
7	This is our only solution to the problem	10/15/2020 1:50 PM
8	Absolutely. Prior to COVID SFO was at hmm my memory from 51 million passengers per year to 57.x passengers and on path to 71 million passengers. Great local econ development. ABSOLUTE HELL for the people in Millbrae and other city neighborhoods. Curfew is our only answer. That and forcing engine manufacturers to truly solve all noise issues.	10/8/2020 6:46 PM
9	I heard the request for SERFR arrivals at night and PIRAT Arrivals and Nighttime /daytime BDEGA and Nighttime and daytime GBAS , should we add this to the mix.	10/8/2020 4:31 PM

Q4 Goal 4 – Address Community Concerns. Remain the forum for addressing community concerns regarding noise from aircraft to and from SFO affecting its membership. Remain focused on its memberships, including the cities within San Mateo County & City and County of San Francisco. While the Roundtable operates to serve those within its membership, it continues to be sensitive and inclusive of noise concerns from operations at SFO beyond its members to the Bay Area region. Action: Actively respond to community concerns and provide education opportunity for the bay area and membership to learn about airport operations, aircraft noise, and air traffic procedures. Should this goal be maintained?

Answered: 14 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	85.71%	12
No	14.29%	2
TOTAL		14

SFO Roundtable Strategic Plan and Work Plan survey

#	WAS THIS ACTION COMPLETED? WHY OR WHY NOT? (PLEASE SPECIFY)	DATE
1	See prior response	10/20/2020 8:19 AM
2	This is our primary function. We provide a forum for citizens to share their concerns.	10/20/2020 7:09 AM
3	Members of communities that are not represented on the RT have taken over an increasing amount of public speaking time in RT meetings. I believe it is imperative for the SFO RT to address the impact of its operations on all communities affected by SFO arrivals and departures. The issue of expanding the RT's membership to include other effected cities/towns should be addressed.	10/19/2020 9:15 PM
4	I think we are achieving this goal, within the boundaries of our charter and our authority. We are never going to fully address all the concerns, but i do think we have made significant progress in this. Over past few years, I think we have definitely made progress but , bottom line, we haven't 'solved' the issues (by "solve", I would look to Congresswomen Speier bills as solutions we need to aim for, and for greater involvement by more parties- i.e. FAA and airlines in particular). But significant credit for fact that: We do now have the Noise 101 'courses', we have updated and significantly improved the 'noise complaint' portal , we have formed subcommittees to more directly and thoroughly address concerns re flights, our meetings are very transparent and open, and dialogue and comments and ideas are encouraged, we are working better with the Airport and most recently, even with the FAA (although much work with FAA still needs to be done), and while we haven't expanded our 'voting' membership to include neighboring counties or cities, we have welcomed their comments. I do think we could do more with respect to publicing both what is available and again, what our scope of actual authority is and is not.	10/19/2020 7:08 PM
5	Sort of. We are and should be "the forum" for addressing these concerns, and provide education on the topics. The Strat Plan committee should discuss the verbiage re "membership" concerns vs regional concerns	10/19/2020 6:18 PM
6	As I am a newer member, it is not clear whether we have addressed community concerns. We are definitely a sounding board and a place to deposit information. The roundtable asks the tough questions. We should go a step forward in hearing community concerns by also surveying other successful noise action plans around the states to make sure we are receiving equal or more treatment.	10/19/2020 3:14 PM
7	The issue that I see is that the Roundtable gives citizens the opportunity to vent however two items become keenly clear. 1) The Roundtable is ineffective 2) The FAA has designed the "rules"" to be ineffective 3) The FAA and by proxy SFO are non responsive.	10/15/2020 1:50 PM
8	Honestly we spent five years working on the noise that bothers Palo Alto and adjacent cities. And after 3 years created a ground based noise committee that is finally about to do some research on historical data. With the exception of getting airplanes to only run APU Auxillary Power Units for 30 minutes while parked at the gate, there has been no help for low frequency noise. Only COVID has helped the people of Millbrae get some sleep.	10/8/2020 6:46 PM

SFO Roundtable Strategic Plan and Work Plan survey

Q5 Are there any Strategic Plan goals, and actions you would like to add, what are they? Strategic Plan (2020-2024) Goals (3-year planning horizon vision statements), Actions (outcomes from goals expected, these are not deliverables, but statements adding more specificity to the goals)

Answered: 14 Skipped: 0

ANSWER CHOICES	RESPONSES	
1.	100.00%	14
2.	57.14%	8
3.	21.43%	3

#	1.	DATE
1	See prior response	10/20/2020 8:19 AM
2	Explore mitigations to ground based noise	10/20/2020 7:09 AM
3	To work with the FAA to achieve substantive and demonstrable changes in noise related to existing or proposed flight procedures.	10/19/2020 9:15 PM
4	Goal should be to pass Congresswomen Speier's 8 bills and action should be more visible and active support	10/19/2020 7:08 PM
5	Enhanced focus on Ground Based Noise	10/19/2020 6:18 PM
6	School Sound insulation	10/19/2020 3:14 PM
7	Short and Longterm Noise Monitoring	10/19/2020 9:17 AM
8	To obtain community noise threshold agreement and noise health issue tie ins	10/18/2020 8:24 PM
9	More formal outreach to other Roundtable entities nationwide	10/15/2020 1:50 PM
10	n/a	10/15/2020 12:42 PM
11	no	10/8/2020 7:44 PM
12	Require SFO to come up with a mitigation plan for GBN including airplanes, ground and facility operations.	10/8/2020 6:46 PM
13	Review methodology for noise monitoring.	10/8/2020 4:31 PM
14	0	10/8/2020 2:31 PM

#	2.	DATE
1	To collaborate with other Bay Area public noise forums in an effort to increase pressure on the FAA for recommended procedural changes	10/19/2020 9:15 PM
2	Goal should be to specifically include ground base noise as a major area to address and actions should be to recommend specific ground base noise reduction policies and actions	10/19/2020 7:08 PM
3	Noise monitoring - methodology and reporting	10/19/2020 6:18 PM
4	Creation of Guidelines, Best Practices & Future Policy Planning Adoption to Advocate for deeper noise abatement and mitigation for improved human health	10/19/2020 3:14 PM
5	Implementing Climate Justice and SB 1000	10/19/2020 9:17 AM
6	n/a	10/15/2020 12:42 PM
7	Night curfew	10/8/2020 6:46 PM
8	Use supplemental Metrics and review / improve noise reports.	10/8/2020 4:31 PM

#	3.	DATE
1	Require environmental justice review in our own review	10/19/2020 3:14 PM
2	n/a	10/15/2020 12:42 PM
3	Impact of cargo plans on sleep	10/8/2020 6:46 PM

Q6 Focusing on the successes of the Roundtable, what did the Roundtable accomplish during the last four years? What are you most proud of?

Answered: 10 Skipped: 4

ANSWER CHOICES	RESPONSES
1.	100.00% 10
2.	60.00% 6
3.	40.00% 4

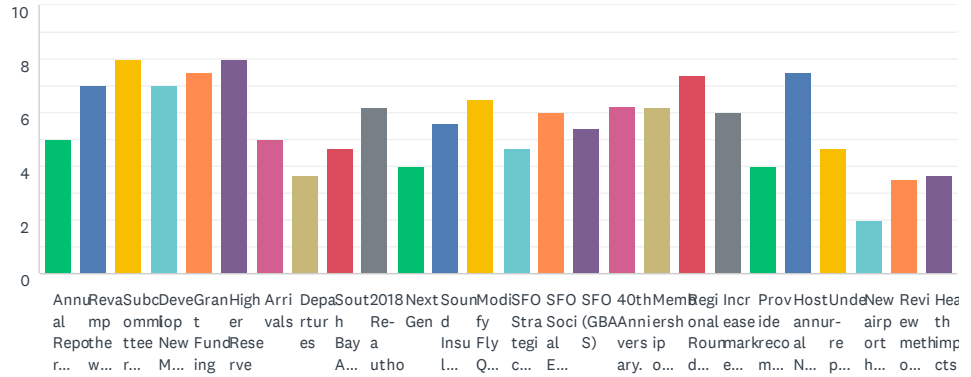
#	1.	DATE
1	Facilitating communications between disgruntled residents and FAA	10/20/2020 8:32 AM
2	Provided a forum for citizens to air their grievances	10/20/2020 7:18 AM
3	GBN Committee and launching the study	10/19/2020 6:28 PM
4	online data collection of noise concerns	10/19/2020 3:44 PM
5	NA	10/19/2020 11:52 AM
6	Noise Monitors	10/19/2020 9:27 AM
7	Ground based noise subcommittee getting differing noise on the airports radar	10/18/2020 8:42 PM
8	I have been on the roundtable for 2 years.	10/15/2020 1:56 PM
9	Creation of Ground Based Noise Committee	10/8/2020 6:59 PM
10	Working with our state representative on legislation.	10/8/2020 4:51 PM

#	2.	DATE
1	Advocating on behalf of all affected communities, not just SFO RT members	10/20/2020 8:32 AM
2	Worked with both FAA and SFO to effect change	10/20/2020 7:18 AM
3	sorting out the budget	10/19/2020 6:28 PM
4	Advocacy for Congressional Action on policy changes with FAA	10/19/2020 9:27 AM
5	Please state the succeeded of the ROundtable to the public	10/15/2020 1:56 PM
6	SFO holding airlines accountable to 30 Running of APUs	10/8/2020 6:59 PM

#	3.	DATE
1	Challenging the FAA to be held accountable for greater transparency, consistent methodologies and adoption of noise abating procedures	10/20/2020 8:32 AM
2	Worked with congressional leaders to lobby for change	10/20/2020 7:18 AM
3	beginning to engage with other roundtables	10/19/2020 6:28 PM
4	Gratitude	10/19/2020 9:27 AM

Q7 As we look forward to developing the Work Plan for FY20-21 (already underway), we would like to prioritize which deliverables to focus on. Please consider the following list, and choose your top 10 deliverables, 1 being your highest priority; 10 being your lowest priority. Please note that after compiling responses, staff may only be able to focus on 3-5 deliverables in year 1, others may be moved to future years as resources permit.

Answered: 10 Skipped: 4



SFO Roundtable Strategic Plan and Work Plan survey

	PRIORITY 1	PRIORITY 2	PRIORITY 3	PRIORITY 4	PRIORITY 5	PRIORITY 6	PRIORITY 7	PRIORITY 8	PRIORITY 9	PRIORITY 10
Annual Report of accomplishments	25% 1	0% 0	0% 0	25% 1	0% 0	25% 1	0% 0	0% 0	25% 1	0% 0
Revamp the website.	33% 1	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	67% 2
Subcommittee role, purpose and meeting dates.	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	50% 2	0% 0	50% 2	0% 0
Develop New Member packets	0% 0	0% 0	25% 1	0% 0	25% 1	0% 0	0% 0	0% 0	0% 0	50% 2
Grant Funding	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	50% 1	50% 1	0% 0	0% 0
Higher Reserve	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	100% 1	0% 0	0% 0
Arrivals	0% 0	50% 2	0% 0	0% 0	0% 0	0% 0	25% 1	0% 0	25% 1	0% 0
Departures	33% 2	17% 1	17% 1	0% 0	0% 0	0% 0	17% 1	17% 1	0% 0	0% 0
South Bay Arrivals	0% 0	33% 2	17% 1	0% 0	0% 0	17% 1	17% 1	17% 1	0% 0	0% 0
2018 Re-authorization Act.	0% 0	0% 0	0% 0	0% 0	20% 1	60% 3	0% 0	20% 1	0% 0	0% 0
NextGen	25% 1	0% 0	0% 0	0% 0	75% 3	0% 0	0% 0	0% 0	0% 0	0% 0
Sound Insulation Program.	20% 1	0% 0	20% 1	0% 0	0% 0	0% 0	20% 1	20% 1	20% 1	0% 0
Modify Fly Quiet	0% 0	0% 0	0% 0	25% 1	0% 0	25% 1	25% 1	0% 0	25% 1	0% 0
SFO Strategic Plan	0% 0	0% 0	0% 0	33% 1	67% 2	0% 0	0% 0	0% 0	0% 0	0% 0
SFO Social Equity Plan.	25% 1	0% 0	0% 0	0% 0	0% 0	25% 1	25% 1	0% 0	0% 0	25% 1
SFO (GBAS)	0% 0	0% 0	20% 1	20% 1	40% 2	0% 0	0% 0	0% 0	0% 0	20% 1
40th Anniversary.	0% 0	0% 0	25% 1	25% 1	0% 0	0% 0	0% 0	25% 1	0% 0	25% 1
Membership of other Counties and Cities.	0% 0	20% 1	0% 0	20% 1	0% 0	20% 1	0% 0	0% 0	20% 1	20% 1
Regional Roundtable.	0% 0	0% 0	20% 1	0% 0	20% 1	0% 0	0% 0	0% 0	20% 1	40% 2
Increase marketing of Roundtable	33% 1	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	33% 1	33% 1	0% 0
Provide recommendations to cities	0% 0	33% 1	33% 1	0% 0	0% 0	0% 0	33% 1	0% 0	0% 0	0% 0
Host annual Noise 101	0% 0	0% 0	0% 0	0% 0	0% 0	50% 1	0% 0	0% 0	50% 1	0% 0
Under-represented communities.	0% 0	33% 1	0% 0	33% 1	0% 0	0% 0	0% 0	33% 1	0% 0	0% 0
New airport hotel	0% 0	100% 1	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0
Review methodology	0% 0	0% 0	50% 2	50% 2	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0
Health impacts	33% 2	17% 1	0% 0	17% 1	0% 0	17% 1	0% 0	17% 1	0% 0	0% 0

Q8 Are there any items not listed above you would like considered for completion in the next 9-months of the 2020-2021 FY?

Answered: 10 Skipped: 4

ANSWER CHOICES	RESPONSES
1.	100.00% 10
2.	20.00% 2
3.	10.00% 1

#	1.	DATE
1	None	10/20/2020 8:32 AM
2	NO	10/20/2020 7:18 AM
3	Ground based noise study and recommendation that may come from that	10/19/2020 6:28 PM
4	Above Number of Items is Sufficient	10/19/2020 3:44 PM
5	Increase marketing of Roundtable purpose and achievements.	10/19/2020 11:52 AM
6	Diversity And Cultural Sensitivity Training	10/19/2020 9:27 AM
7	No	10/18/2020 8:42 PM
8	No	10/15/2020 1:56 PM
9	OMG, above ,not one mention of low frequency noise, yet another county program that shows no interest in Millbrae	10/8/2020 6:59 PM
10	no	10/8/2020 4:51 PM

#	2.	DATE
1	consider recommendations from Noise Initiative response, compare to SCSBA recommendations, and prioritize	10/19/2020 6:28 PM
2	Mitigate low frequency noise, redraw the contours to reflect the real noise situation. Then we could qualify for insulation programs.	10/8/2020 6:59 PM

#	3.	DATE
1	Electrify SFO to reduce noise and air pollution	10/8/2020 6:59 PM

Q9 What is the Roundtable's value to the communities you serve?

Answered: 10 Skipped: 4

ANSWER CHOICES	RESPONSES	
1.	100.00%	10
2.	60.00%	6
3.	20.00%	2

#	1.	DATE
1	Provides a regionally appointed body to address local concerns	10/20/2020 8:32 AM
2	Forum to share information	10/20/2020 7:18 AM
3	Forum to air grievances	10/19/2020 6:28 PM
4	concentrated advocacy of noise abatement	10/19/2020 3:44 PM
5	Gives residents a place to alert electeds of local aviation issues.	10/19/2020 11:52 AM
6	Access and Inclusion	10/19/2020 9:27 AM
7	Gives a voice to our community and a path to interaction with FAA and airport	10/18/2020 8:42 PM
8	Give citizens a place to vent	10/15/2020 1:56 PM
9	I fully support the roundtable but it has done exactly ZERO to make my community better	10/8/2020 6:59 PM
10	Airplane noise awareness	10/8/2020 4:51 PM

#	2.	DATE
1	Leverages input to congressional representatives	10/20/2020 8:32 AM
2	move the needle at the margins, provide some relief where possible	10/19/2020 6:28 PM
3	Communication	10/19/2020 3:44 PM
4	Information and Education	10/19/2020 9:27 AM
5	Five years of people talking about noise from 5000 feet and we feel noise from hundreds of feet.	10/8/2020 6:59 PM
6	Action needed	10/8/2020 4:51 PM

#	3.	DATE
1	foster good neighbor relationship with SFO	10/19/2020 6:28 PM
2	Outreach and Community Engagement	10/19/2020 9:27 AM

Q10 What can the Roundtable change to better serve our Membership communities?

Answered: 10 Skipped: 4

ANSWER CHOICES		RESPONSES
1.		100.00% 10
2.		30.00% 3
3.		20.00% 2

#	1.	DATE
1	Develop annual priorities, appoint subcommittees to address, Report back to RT	10/20/2020 8:32 AM
2	Prioritize based on community annoyance	10/20/2020 7:18 AM
3	more user friendly website (searchable)	10/19/2020 6:28 PM
4	More Benchmarking	10/19/2020 3:44 PM
5	?	10/19/2020 11:52 AM
6	Clear and Measurable Goals	10/19/2020 9:27 AM
7	Find a better way to get information from FAA about proposed changes	10/18/2020 8:42 PM
8	Get action from the FAA	10/15/2020 1:56 PM
9	Stop pandering to the FAA. Stop limiting a topic to one aspect. Environmental solutions are not single items, noise, air pollution and health are all affected by SFO.	10/8/2020 6:59 PM
10	regular report out in layman terms	10/8/2020 4:51 PM

#	2.	DATE
1	Additional communication pieces directly to members	10/19/2020 3:44 PM
2	On boarding Packet for new members	10/19/2020 9:27 AM
3	Tired of pandering to FAA, tired of limited conversation.	10/8/2020 6:59 PM

#	3.	DATE
1	Clear Definition of Equity	10/19/2020 9:27 AM
2	The TOT from the hotel should go to the local cities most damaged by SFO, Millbrae, then San Bruno. It would be nice if the county recognized the nonproportional burden Millbrae takes on for the good of the county. Millbrae predates SFO and certainly predates huge heavy jet airplanes.	10/8/2020 6:59 PM

Q11 Is there anything else you would like to add?

Answered: 6 Skipped: 8

#	RESPONSES	DATE
1	No. It has been a pleasure to serve on the SFO RT	10/20/2020 8:32 AM
2	There should be clearer targets and performance measures tracked	10/19/2020 3:44 PM
3	no	10/19/2020 11:52 AM
4	Thank you for your time and commitment	10/19/2020 9:27 AM
5	Clearly you can tell I am extremely frustrated. Tell me why low frequency noise isn't even listed in the 10 items to set as goals. This is really bad. Clearly my No. 1 is stop and mitigate low frequency noise. Yet this survey ignores it entirely.	10/8/2020 6:59 PM
6	I think it would be helpful to provide a brief synopsis of meeting outcomes. Members can report out at their council meetings.	10/8/2020 4:51 PM

Q12 Name and Jurisdiction

Answered: 10 Skipped: 4

#	RESPONSES	DATE
1	Ann Wengert, Town of Portola Valley	10/20/2020 8:32 AM
2	Ricardo Ortiz, Burlingame	10/20/2020 7:18 AM
3	LW on behalf of Dave Pine, SMC	10/19/2020 6:28 PM
4	Davina Hurt and City of Belmont	10/19/2020 3:44 PM
5	Carol Ford	10/19/2020 11:52 AM
6	Cecilia Taylor, Mayor, City of Menlo Park	10/19/2020 9:27 AM
7	Terry O'Connell, brisbane	10/18/2020 8:42 PM
8	Mike O'Neill City of Pacifica	10/15/2020 1:56 PM
9	Ann Schneider, City of Millbrae	10/8/2020 6:59 PM
10	Janet Borgens Redwood City	10/8/2020 4:51 PM

QUESTION 7- SUMMARY

Tracking Select Committee on South Bay Arrivals recommendations.(6)	Focus on Departure procedures.(6)	Health impacts of noise. (6)		
Priority 2	Priority 1	Priority 1		
Priority 2	Priority 1	Priority 1		
Priority 3	Priority 2	Priority 2		
Priority 6	Priority 3	Priority 4		
Priority 7	Priority 7	Priority 6		
Priority 8	Priority 8	Priority 8		

Evaluate effectiveness of Sound Insulation Program.(5)	Provide feedback to SFO on Ground-based Augmentation System (GBAS) (5)	Focus on implementation of the 2018 Re-authorization Act. (5)	Establish a regional Roundtable. (5)	Discuss MOU to allow membership of other Counties and Cities. (5)
Priority 1	Priority 3	Priority 5	Priority 3	Priority 2
Priority 3	Priority 4	Priority 6	Priority 5	Priority 4
Priority 7	Priority 5	Priority 6	Priority 9	Priority 6
Priority 8	Priority 5	Priority 6	Priority 10	Priority 9
Priority 9	Priority 10	Priority 8	Priority 10	Priority 10

Provide feedback to SFO on its Social Equity Plan. (4)	Develop New Member packets: welcome letter, Noise 101, MOU, Bylaws, meeting dates.(4)	Review methodology for noise duration threshold requirements for portable and permanent noise sources. (4)	Focus on NextGen prioritization in Nor Cal. (4)	Focus on Arrival procedures. (4)
Priority 1	Priority 3	Priority 3	Priority 1	Priority 2
Priority 6	Priority 5	Priority 3	Priority 5	Priority 2
Priority 7	Priority 10	Priority 4	Priority 5	Priority 7
Priority 10	Priority 10	Priority 4	Priority 5	Priority 9

Modify Fly Quiet program to better fit current interests. (4)	Complete an Annual Report of accomplishments(4)	Celebrate in 2021 the Roundtable 40th Anniversary. (4)	Complete subcommittee role, purpose and meeting dates. (4)	
Priority 4	Priority 1	Priority 3	Priority 7	
Priority 6	Priority 4	Priority 4	Priority 7	
Priority 7	Priority 6	Priority 8	Priority 9	
Priority 9	Priority 9	Priority 10	Priority 9	

Provide feedback to SFO on its proposed Strategic Plan Update.(3)	Increase marketing of Roundtable purpose and achievements. (3)	Fully revamp the website.(3)	Focus actions on traditionally under-represented communities.(3)	Provide recommendations to cities on aviation and noise policy and projects. (3)
Priority 4	Priority 1	Priority 1	Priority 2	Priority 2
Priority 5	Priority 8	Priority 10	Priority 4	Priority 3
Priority 5	Priority 9	Priority 10	Priority 8	Priority 7

Obtain grant funding for special studies (2)	Host annual Noise 101 presentations.(2)			
Priority 7	Priority 6			
Priority 8	Priority 9			

New airport hotel: actual noise increase and mitigation measures installation. (1)	Set-aside a higher budget reserve (1)			
Priority 2	Priority 8			

Input to SFO RT Ad Hoc Committee Strategic Plan and Work Plan

Strategic Plan

- The Roundtable should be inclusive and address major impacts from SFO Airport regardless of which county a City or community resides in.
- The Roundtable and been in place pre and post NextGen. It is important that NextGen impacts are explicitly considered and mitigated e.g. legacy Directors reports should be revised to truly reflect NextGen impacts.
- The investment for monitoring and related reporting is sizable and should align with work plan tasks to deliver the full benefits to the community e.g. refine monitor methodology and noise monitor reports.

Work Plan

- GBAS (both overlay and innovative approaches)
 - SFO has stated it will not implement GBAS changes if it negatively impacts communities. We must get timely and accurate impact information and provide feedback so that the GBAS overlay will not shift noise or increase noise over some communities. SFO needs to perform some noise assessment to ensure this.
 - Innovative approaches could be an opportunity for quieter arrivals for many cities. For instance, a GBAS BDEGA-east approach may allow more traffic to use that leg, therefore reducing the number of flights using the BDEGA-west leg that flies over miles of residential communities over the Peninsula.
 - WHO: could affect many cities under SFO arrival paths depending on its implementation.
 - (Mentioned in the proposed 2018-2019 Work Plan).
- BDEGA (how to increase usage of the east leg)
 - Explore with the FAA the congestion constraints and options e.g. GBAS-approach could increase the usage of BDEGA-east to return to historical levels.
 - WHO: BDEGA is a major SFO arrival route, which is also used in early morning hours. The BDEGA-west leg overflies many residential communities for miles (such as South San Francisco, Millbrae, Burlingame, San Mateo, Redwood City, Menlo Park) before doing a U-turn near Stanford. In contrast, the BDEGA-east leg uses the Bay and does not fly below 10,000 ft over San Francisco.
 - Pre-Covid, the split was typically 70/30 between BDEGA-west and BDEGA-east. In past updates and comments at RT meetings, the FAA said that congestion prevented a higher usage of BDEGA-east (conflict with DYAMD arrivals).
 - During Covid, the split improved to about 60/40 for a couple of months but should be better and sustained.
 - (Mentioned in 7 recommendations by the SFO RT to the FAA, In the [SFO RT recommendations of 2016](#), BDEGA-east (B1, B2, B3, B7) and 3 on BDEGA-west (B4, B5, B6)).
- PIRAT OPD (it increased noise, and shifted noise)
 - Review noise impact of PIRAT OPD (in particular in Woodside and Portola Valley) and explore with the FAA noise abatement strategies to reduce noise over communities all the way to the airport.

- After PIRAT was implemented, noise complaints went up for both Woodside and Portola Valley (compare Jan 2019 and Jan 2020 noise complaints from Airport Director Reports). Woodside complaints pretty much tripled; Portola Valley complaints went up by about 10% but then more than doubled in January 2020. It is unclear if increasing altitudes over Woodside produced the intended result, which was to reduce noise.
- WHO: PIRAT increased, concentrated, and shifted noise and typically affects Woodside, Portola Valley, Menlo Park, East Palo Alto, and Palo Alto.
- (Mentioned in 2018-2019 Work Plan draft as Woodside OPD --it should have said TA not OPD).
- SERFR Arrivals at night on the east side of the Bay
 - Explore with the FAA the development of a procedure for SERFR Night arrivals (10 pm - 7 am) to arrive from the east side of the Bay.
 - The lack of congestion at night could allow SERFR arrivals to arrive at much higher altitudes from the east side of the Bay and descend over the Bay to land on runway 28R.
 - WHO: Foster City, Menlo Park, East Palo Alto, Palo Alto, Los Altos, and other cities further south.
 - This item was listed in the 2018-2019 Work Plan draft included in the October 2018 packet. The draft reflected extensive discussions and priorities by the TWG.
 - (The item was described in the [SFO RT recommendations from November 2016](#) --see recommendation #9 on page 8 of the document.)
- Legislation (be proactive - pursue/promote new legislation to reduce noise)
 - Work with elected representatives to sponsor and support legislative solutions to mitigate aircraft noise impact.
 - It is going to take legislation to get real change in the FAA's actions. New legislation is needed in multiple areas, including but not limited to the Environmental Review Process, use of the single DNL metric and 65 DNL standard, and the impact of aircraft noise and emissions on Public Health and Welfare.
 - WHO: All
- Noise Monitoring Methodology (threshold and duration)
 - Today, aircraft **noise events are likely undercounted** for many locations because of the current threshold and duration methodology used in identifying aircraft noise events.
 - Review noise monitor methodology to ensure that the noise monitor data accurately reflect the aircraft noise experienced by residents living close to the airport or away from the airport.
 - Reviewing the current methodology does not affect the monitors that are used or the locations of the monitors.
 - WHO: All
- Noise Monitoring Reporting
 - Create an ad hoc committee to look into improving the reporting of the noise monitoring data to better characterize NextGen impacts and **inform the Roundtable to enable members to determine potential actions to take.**
 - WHO: All
 - There are two sets of different reports on noise data: the Airport's Director Reports and the temporary noise monitor reports. The reporting should be integrated and improved to better understand the NextGen noise impact of SFO operations and inform the SFO RT in considering future actions.
Here are some examples of suggested improvements for consideration:

- Display noise data from all monitors (permanent and temporary) for both flight noise and ground-based noise (once available) in **one report**.
- Include **additional metrics** like N-Above to supplement CNEL data for a true representation of NextGen concentration.
- Show **year-to-year** (or quarterly) **comparisons** to understand if things are getting better or worse.
- **Post the detailed data** from the reports on the SFO Noise Office website to allow residents to access the data for future analysis (in Excel format).
- Ground based noise information.

Reference Documents

2015-2018 Strategic Plan https://sforoundtable.org/wp-content/uploads/2013/07/20150928_Strategic-Plan-2015-2018-vF.pdf

2016 SFO RT Recommendations http://sforoundtable.org/wp-content/uploads/2016/11/20161117_FAA-Initiative-Response.pdf

Strategic Plan

1. Refocus the Round Table to reflect better the concerns of the community. The community is wider than San Mateo and San Francisco Counties.
2. Reach out to other Round Tables to work together
 - a. The Bayview part of San Francisco is pounded by Oakland Departures. It is one of the poorest parts of San Francisco. East Palo Alto is also affected disproportionately by SFO arrivals
3. Round Table Members:
 - a. Train the new Round Table members so they understand the issues. The current training, if done, is arranged by the SFO Noise Office and citizens have not been invited to participate. Commission training videos with all views presented
 - b. Hold accountable for not turning up. Publish an annual attendance report.
4. Push against the power and influence of the SFO Noise Office. Please see Peter Grace letter to Director Satero dated October 18, 2020 where the Noise Office is called out on incorrect claims. No one in the October RT meeting chose to dispute the misinformation presented.
 - a. Develop analytical skills within the RT support. Consider using citizens' analytical skills.
5. Really understand the effect of NEXTGEN and the implications of the railroads in the sky
6. Develop a set of Principles to guide discussions with the airline industry and the FAA etc.
 - a. Use the Bay to dissipate Noise
 - b. Departures:
 - Use the Bay to gain altitude before coming over land
 - In the period 2010-2019, the SSTIK flights were lower crossing highway 101 in 2019 than 2010 even after controlling for airline, destination and type of plane. Why? One contributing factor was that SWA flights were significantly lower.
 - c. Arrivals:
 - Use the Bay to descend rather than over land
 - d. Push against the FAA's metric that a plane such as on the SSTIK procedure, turn 1 mile from the SSTIK waypoint and be considered within compliance. This is truly a bogus metric. Would a similar arrival metric of a plane landing in the Bay 1 mile from the end of the Runway, be considered within compliance?
7. Make data more freely available and turn repetitive requests viewed as exceptions into easily available and downloadable
 - a. Data of where flights are flying through SFO Noise Office Gates helps determine where flights are flying year to year and their altitude
 - b. Post all Noise monitor data and correlation ID to flights
 - c. Post ground Based noise information
8. Work with the SFO Noise Office to develop an agreed method to show flight tacks.
 - a. Currently the area is cut up into rectangles/square and the number of flights through the shape is counted. Without an agreed method and shape size, one can change the metric to show very few flights to one that shows a huge concentration using the very same data.
9. Compare the flight patterns during this time of very low flights to before the collapse in the number of flights, to ask whether any procedures have reached their safety capacity

- a. Test whether SSTIK and CNDEL have reached their capacity at a level between current and before the collapse in the number of flights
 - i. Constant vectoring is an indication that the safe capacity has been reached as the controllers are not allowing the flights to follow the procedures as designed

Work Plan

1. Create Departures sub-committee to review what can be done to decrease noise using Guiding Principles developed above
 - a. SSTIK
 - b. 28L&R
 - c. NIITE
2. Review arrival procedures and compare against guiding Principles
3. Noise Monitors
 - a. Noise Monitor methodology
 - i. Currently the Noise Monitor reports do not reflect the experience of citizens on the Ground.
 - ii. It is likely that Noise events are undercounted even using the same threshold due to the requirement that an event has to last 8 seconds to be counted.
 - iii. There are other ways to count noise than the current method and which better reflect the ability to marry flight tracks and Noise events and also get rid of the 8 second requirement.
 - b. There are two sets of Noise Monitors
 - i. Used to define the 65CNEL Contour (FAA land use requirement) for which SFO has received exemptions from CalTrans Department of Aeronautics to set the threshold to 64/65
 - ii. The monitors outside the 65CNEL Contour which have received no exemption to change the threshold from the State of California threshold of 55. These monitors have had their thresholds set to 64/65 with no public discussion or accountability. The thresholds should be returned to the State standard.
 - c. Do the Noise Monitor locations reflect the current flight patterns? Remember that their locations have not been reviewed since NEXTGEN was implemented
4. Revise the Director's Report so that its metrics becomes a central plank in each RT meeting.
 - a. Incorporate the Temporary Noise Monitor Reports into the Director's Report
 - b. Review Director's Report at each meeting to ask whether noise is getting better or worse compared to last month and the prior year. Currently the Noise Reports have been moved to the Consent Agenda and not discussed.
 - c. Many of the graphics cannot be read if printed on a black and white laser printer.
 - i. Change all colored lines to ones that are broken or similarly distinguishable
5. Review the SFO Noise Office reporting app and make sure it offers the same functionality or better when compared to the stop.jetnoise app.

- a. Consider recommending that SFO support stop.jetnoise and improve its graphical functionality rather than putting money into an app that offers less functionality. Stop.jetnoise already supplies 98% of the complaints. Why waste money reinventing the wheel that the citizens are familiar with and obviously like to use and which can be improved?
6. Bring Title 21 reports to current

STRATEGIC PLAN

- Create a Strategic Plan that reflects NextGen because 1) NextGen has deeply affected many communities, including communities beyond the current SFO RT member communities. The SFO RT was created to address the impacts of all SFO operations; and 2) NextGen has concentrated traffic in rail corridors over residential communities. Furthermore, NextGen procedures and changes were designed without any noise abatement strategies.
- Ensure that language in the strategic plan reflects a proactive approach to pursue actions that could reduce noise (for instance, “propose and support” legislative changes instead of “support” legislative changes).
- Promote transparency and inclusiveness.
- Continue to be opportunistic in your approach as new things come up.

WORK PLAN

- 4 procedure-related items (all 4 items were previously listed either in the 2018-2019 draft of the Work Plan or the [SFO RT recommendations of 2016](#))
 - **Procedure - GBAS** (was in the 2018-2019 Work Plan draft under AO-8 MENLO).

Recommendation: Review and monitor the GBAS development and implementation, both for the ILS Overlay and the innovative approaches, to ensure that GBAS is used to provide noise relief to communities and not used to promote efficiency that could increase the negative impact on communities.

Context: The RT needs timely and accurate impact information to provide feedback so that the GBAS overlay does not shift noise or increase noise over some communities. GBAS should not be used for efficiency purposes (which it can, even with just an overlay) --GBAS should be used for noise relief purposes. Depending on how they are implemented, innovative approaches could be an opportunity to have quieter arrivals over many cities. For instance, a GBAS BDEGA-east approach may allow more traffic to use that leg, therefore reducing the number of flights using the BDEGA-west leg that flies over miles of residential communities over the Peninsula.

- **Procedure - SERFR Night Arrivals** (was in the 2018-2019 Work Plan draft; see AO-7. Nighttime Flight Procedures, which included “South Arrivals Route to Terminate East of Bay to Runway 28R”).

Recommendation: Explore with the FAA the development of a procedure for SERFR Night arrivals (10 pm - 7 am) to arrive from the east side of the Bay.

Context: The lack of congestion at night could allow SERFR arrivals to arrive at much higher altitudes from the east side of the Bay and descend over the Bay to land on runway 28R. This item was listed in the 2018-2019 Work Plan draft (included in the October 2018 packet), which reflected extensive discussions and priorities by the TWG. The item was first described in the [SFO RT recommendations from November 2016](#) --see recommendation #9 on page 8 of the document.

- **Procedure - PIRAT OPD** (see AO-2. Woodside Optimized Profile Descents Item in the 2018-2019 Work Plan draft).

Recommendation: Review the noise impact of PIRAT OPD (including in Woodside and Portola Valley) and explore with the FAA noise abatement strategies to reduce noise over communities all the way to the airport.

Context: After PIRAT started, noise complaints went up for both Woodside and Portola Valley (compare Jan 2019 and Jan 2020 noise complaints from Airport Director Reports). Woodside

complaints pretty much tripled; Portola Valley complaints went up by about 10% but then more than doubled in January 2020. Did increasing altitudes over Woodside produce the intended result? Downstream from ARGGG, PIRAT increased, concentrated, and shifted noise: PIRAT is a new rail in the sky with a steeper descent on a different track. After ARGGG, planes are now on a rail to SIDBY in Palo Alto; before PIRAT, planes were vectored from Woodside towards MENLO and they were not always on a rail.

- **Procedure-BDEGA.**

Recommendation: Explore with the FAA what specific congestion problems limit the use of BDEGA-east (is it DYAMD arrivals? is it OAK departures? is it something else?) and whether an RNP or GBAS-approach could increase the usage of BDEGA-east to return to historical levels. Context: In 2016, the SFO RT made 4 recommendations on BDEGA-east (B1, B2, B3, B7) and 3 recommendations on BDEGA-west (B4, B5, B6). Pre-Covid, the split was typically 70/30 between BDEGA-west and BDEGA-east. During Covid, the split improved to about 60/40 for a couple of months (60% BDEGA-west/40% BDEGA-east). However, in May 2005, when the traffic was almost 3 times as high as COVID traffic, the split was at least 43/57 (BDEGA-east was used more than BDEGA-west). Why was BDEGA-east in May 2020 used only 40% of the time when the SFO traffic was 1/3 of what it was in May 2005 when BDEGA-east was used 57% of the time?

- 1 legislation-related item

- **Legislation: Pursue Potential Legislative Solutions**

Recommendation: Work with elected representatives to support and propose legislative solutions to mitigate aircraft noise impact.

Context: A critical legislative item listed in the 2018-2019 Work Plan draft was “LI-3. Pursue Potential Legislative Solutions Item”. New legislation is needed in multiple areas, including but not limited to the Environmental Review Process (which should include community engagement), the use of the single DNL metric and 65 DNL standard, and the impact of aircraft noise and emissions on Public Health and Welfare. The Legislative Subcommittee needs to explore new legislation or amendments to existing legislation, and present recommendations to the Roundtable.

- 2 noise data-related items.

- **Noise Monitoring Methodology.**

Recommendation: Review noise monitor methodology to ensure that the noise monitor data accurately reflect the aircraft noise experienced by residents living close to the airport or away from the airport.

Context: Today, aircraft noise events are likely undercounted for many locations because of the current threshold and duration methodology used to identify SFO aircraft noise events.

Reviewing the current methodology does not affect the monitors that are used or the locations of the monitors.

- **Noise Monitoring Reporting.**

Recommendation: Create an ad hoc committee to look into improving the reporting of noise monitoring data to better characterize NextGen impacts and better inform the Roundtable to enable members to determine potential actions to take.

Context: The current noise reporting could be improved to better understand the NextGen noise impact of SFO operations and inform the SFO RT in considering future actions. Right now, different reports are used: permanent monitor data are in the Airport's Director Reports; temporary noise monitor data are in separate reports; Ground-Based noise data may have their

own report. The data reported are also quite limited (no additional metrics like N-Above to supplement CNEL data, no year-to-year comparisons are made to detect trends).

Final Notes:

- The SFO RT does not need to spend time on the new SFO noise complaint reporting application. Residents want to keep using stopjetnoise because it is superior and easier.
- Useful links:
 - Previous SFO RT Strategic Plan https://sforoundtable.org/wp-content/uploads/2013/07/20150928_Strategic-Plan-2015-2018-vF.pdf
 - SFO RT 2018-2019 Work Plan Draft --pages 63-86 of SFO RT Meeting Packet Oct 3, 2018 (pages 61-62 are the TWG priorities) https://sforoundtable.org/wp-content/uploads/2018/09/20181003_Packet.pdf
 - 2016 SFO RT Recommendations http://sforoundtable.org/wp-content/uploads/2016/11/20161117_FAA-Initiative-Response.pdf

SFO Roundtable Strategic Plan / Work Plan - Interested Parties

Q1. Do you recommend Strategic Plan goals or actions?

Respondents	Responses
1	Yes Stop the nextgen flights. Been five years without ANY progress. We are being discriminated against because of where we live. Not a partisan issue. Nextgen started under Obama. The SOF roundtable has been useless to us on the ground with pollutants and noise being spewed upon for five years now. Covid-19 was a blessing to our eardrums and our lungs. Now the stupid public is flying, many for now reason than they are bored and have no where else to spend their money than flying hither and fro. I curse them all and I curse the politicians, SFO Roundtable included for not pushing back, for inviting the a-hole FAA bumbs to meetings and kissing their asses; asking instead of demanding. Strategic plan? Curse the FAA. Curse Nextgen. Curse the flying public in this time of spreading virus. Wake up! We are being shit upon. Someone with higher influence than we in SF and SF peninsula have pulled strings to screw us. FIGHT BACK - HARD!
2	Yes, the city of Palo Alto will recommend goals and actions as this process proceeds. As an initial principle, recognizing that the county border is an artificial boundary for sustained engagement.
3	•The Roundtable must address all major SFO Airport impacts, regardless of City or County. •NextGen impacts must be accounted for in all Roundtable products. If impacts are not accounted for, they will not be mitigated. For example, update legacy Director reports. •Align monitoring and reporting investments with workplan tasks, for example noise measuring methodology and reports.
4	I recommend that the Roundtable strategic plan includes addressing NextGen. With reduced traffic into SFO there is an opportunity for the Roundtable to work with the FAA to make the needed
5	changes to severe concentration.
6	Yes
7	I recommend FAA take citizen complaints more seriously. They are quick to enable flight paths for new airline/new flight paths to fly in and out of SFO but ignorant of the complaints from citizens. Structural reform to scale up to being able address the diverse issues that major international airport creates, by better organization of sub-groups to address discrete problem sets, and by recognizing (as the Roundtable has in the past) that only relying on elected members to participate in sub-committees is unable to provide the depth and breadth of coverage commensurate with issues at an airport SFO's scale. Increased transparency across all parties involved in air traffic shaping at SFO. The establishment of meaningful community "Integrative Groups" to provide organized and substantive input into Roundtable decisions, as called or the original SFO
8	Roundtable MOU
9	Yes
10	Yes.
11	Yes, as defined by action plan and within scope of budget allocations.
12	Is this a yes/no question? Or are you asking for recommendations?
13	no
14	yes - addressing ground based noise As a body that is comprised of elected officials, the SFORT needs to develop greater oversight
15	responsibility and enforcement capability regard excessive noise caused by SFO operations.
16	Ok
17	Strategic plan goals. There are very little actions available to SFORT

Q2. Do you recommend any Work Program tasks to be completed in next 9-months?

Respondents	Responses
1	Yes Organize picketing of the Airport. Make the flying public aware they are ruining our lives. Pray that
2	every pox infests the FAA, nextgen, and the flying public.

3 Yes, the City of Palo Alto will offer recommendations as this process proceeds. An initial priority is a specific and ongoing program to inform and engage communities beyond the county border. Thank you.

4 Know and mediate the impacts of GBAS implementation •Get timely, accurate feedback to SFO to ensure GBAS overlay doesn't shift or increase noise over (particularly) highly impacted communities. Ensure SFO performs noise assessment. •Consider a GBAS BDEGA-east approach to reduce flights on the BDEGA-west leg. Increase the use of BDEGA East •Explore whether a RNP or GBAS-approach could mitigate congestion constraints and increase BDEGA-east use to (70 west/30 east) historical levels. oThe BDEGA-west leg overflies South San Francisco, Millbrae, Burlingame, San Mateo, Redwood City, Menlo Park before doing a U-turn near Stanford. In contrast, the BDEGA-east leg uses the Bay and does not fly below 10,000 ft over San Francisco. oPre-Covid, the split was ~ 70/30 between BDEGA-west and BDEGA-east. The FAA has said that congestion with DYAMD arrivals prevents more use of BDEGA-east. However, during Covid, the split improved to about 60/40 for a couple of months. This split should be increased and sustained. PIRAT OPD •Review noise impact of PIRAT OPD and explore, with FAA, noise abatement strategies. oPost PIRAT implementation, Woodside (~3x) and Portola Valley (~2x) noise complaints increased. Did increasing altitudes over Woodside reduce noise? PIRAT increased, concentrated, and shifted noise over Woodside, Portola Valley, Menlo Park, East Palo Alto, and Palo Alto. SERFR Night Arrivals - east side of the Bay •With the FAA develop a SERFR Night arrivals procedure that arrives from the east side of the Bay. Low night congestion could allow SERFR arrivals to arrive at much higher altitudes from the east Bay and descend over the Bay to land on runway 28R. This would help Foster City, Menlo Park, East Palo Alto, Palo Alto, Los Altos, and other cities further south. Noise Monitoring Methodology (threshold and duration) and Reporting •Review noise monitor methodology to ensure noise monitor data accurately reflects the aircraft noise people experience. A review of methodology does not impact the use or location of current monitors. •Form an ad hoc committee to look into improving noise reporting monitoring data, to better characterize NextGen impacts. •Integrate and improve the two sets of noise data, The Airport's Director Reports and the temporary noise monitor reports, to better understand NextGen noise impacts and inform Roundtable actions. For example: Display noise data (flight noise and ground-based noise) from all monitors (permanent and temporary) in one report. Include additional metrics like N-Above to supplement CNEL data to truly represent NextGen concentration. Show year-to-year (or quarterly) comparisons to understand if things are getting better or worse.

4 Post the detailed data from the reports on the SFO Noise Office website to allow residents to

1. A legislative committee to focus on changes necessary to reduce concentration and change the 65 dB DNL standard for noise.
2. The SERFR route is being redesigned. The Roundtable should be included in that redesign. The RT communities of the Willows and Belle Haven in Menlo Park are severely impacted by SERFR including by 747 Cargo planes in the middle of the night. The Roundtable previously requested the East side of the Bay be used at night, that should be pursued and is possible with the reduced volume into SFO and surrounding airports projected for the next several years. DYAMD uses the entire Bay and enters it much higher and over compatible land.
3. GBAS, a working group with the airport to use GBAS to take better advantage of the Bay and reinstate BGDEA East as a standard procedure and explore other ways the technology can be used to remove traffic from the peninsula including better use of DYAMD.
4. Implementation of BDGEA East as a standard arrival procedure should be possible with reduced traffic into SFO.
5. PIRAT2 OPD review. The PIRAT2 review. The implementation made the concentration and noise worse. In Portola Valley a highway of Oceanic traffic now exists over homes where before it was disbursed. This concentration continues over communities all the way to the Bay. The FAA also opened the route to OAK as a standard procedure which did not exist before. The Roundtable should ask the FAA to provide the tracks of PIRAT2 for year 2020 and compare that to year 2018. The

5 concentration will be evident.

6 Yes

- Haven't seen any improvements in my area for "airplane noise" we have been discussing this topic since 2014/2015 when NextGen went live. Month after month year after year. Nothing has changed. FAA shouldnt take that long to make changes from the roundtable. If changes have been
- 7 made then I am not seeing it in my area. The road to nowhere.
 Sub-committees -- minimum: Departures, Arrivals, Ground impacts, Health/Environment/Legislative, and Governance. Work Plan Items (assigned to groups): 1) Departures Procedures (SSTIKK, NIITE, etc.) -- improving departure profiles and routing, 2) Arrival Procedures -- (SERFR/BSR, PIRAT, BEDGA) -- getting a handle on these rapidly changing procedures, including significant effects of GBAS Landing System, 3) Measuring and reducing ground noise and vibration, 4) Near airport mitigation -- re-examining insulation and other programs that are now extremely dated, 5) NextGEN -- surfacing and responding to existing, ongoing and future impacts, 6) Legislative advocacy, 7) Noise and traffic monitoring, analysis and reporting, 8) Congressional advocacy to push for big changes, that would have big impacts, such as reduction/elimination of offshore military airspace (as bases that used them are closed) and having the FAA operate adjacent airports logically as one (so most of the bay is not wasted as unused airport separation
- 8 space.
- 9 Yes
- 10 Yes, study airline noise over San Francisco / McLaren Park and make recommendations.
- 11 If budgetary constraints permit adoption, then yes.
- 12 Is this a yes/no question? Or are you asking for recommendations?
- 14 no
- 15 FINISHING the work started on ground based noise!
 Develop an independent, usable and accountable noise reporting and follow-up system. The new
- 16 SFO app is woefully inadequate and unaccountable; the "fox is watching the hen house."
- 17 Continue the push for quieter planes and flight paths that avoid schools



SFO

**COMMUNITY
ROUNDTABLE**

Strategic Plan
(2020-2024)

Work Program
(2020-2021)

Agenda - Meeting #1

Summarize all survey findings

Mission Statement review

Strategic Plan Goals

Strategic Plan Actions

Next Meeting: Work Plan

SFO Community Roundtable Mission Statement

To foster and enhance the cooperative relationship to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise in neighborhoods and communities in San Francisco and San Mateo Counties.

MOU Statement of Purpose, Approved 2005

To continue to address and resolve community concerns related to SFO aircraft noise, to monitor aircraft operations and conduct airline outreach, to monitor SFO's aircraft noise abatement programs, to respond to and support aircraft noise related legislation and programs, and to support research that reduces aircraft noise exposure and promotes compatible land use planning for those communities within the members' jurisdictions

Existing Strategic Plan 2015-2018.

Revised Mission Statement – For Consideration

- The Roundtable is a voluntary group of elected officials dedicated to representing the citizens of San Francisco and San Mateo County to achieve noise mitigation through a cooperative sharing of authority among the aviation industry, the Federal Aviation Administration (FAA), SFO management and local government. (website)
- The mission of the San Francisco Community Roundtable is to be a platform for the municipal governments in San Mateo, and San Francisco Counties to participate and contribute on FAA, San Francisco International Airport, and Airlines aircraft noise policies, and programs to create quiet, safe and healthy communities for all.

In three words describe the mission of SFORT

Go to: www.menti.com

Enter code: 6914000

Survey Details

Membership

- Sent to Membership (23 members)
- Membership Response (15 members completed – 65%)

Interested Public

- Sent to 238 people subscription list.
- Response (22 public - 9%).

Roundtable Accomplishments

- Ground Based Noise Committee formation, and Study.
- Advocacy for Congressional Action on FAA policy changes.
- Noise 101 course.
- Significantly improved noise complaint portal.
- Subcommittees formed to more directly and thoroughly address concerns.
- SFO holding airlines accountable for 30 running of APUs
- SFO Noise Monitors
- Facilitate communications between citizen and FAA, citizens and SFO and cities.
- Public meetings transparent.
- Good working relationship with SFO.
- FAA challenges on greater transparency, consistent methodologies, and adoption of noise abating procedures.
- Recent budget adoption, and four year overview.
- This Strategic Plan effort.
- Advocacy on behalf of affected communities.
- On-line data collection of noise concerns.

What is the RT Value to Communities you Serve?

VALUE

- Leverages Congressional representative.
- Concentrated advocacy on noise abatement.
- Provides a regional appointed body to address local concerns.
- Provides access and inclusion for all people.
- Outreach, community engagement and Communication.
- Information and education.
- Forum to share information, and air grievances

CONCERNS

- Action needed.
- No measurable change at the community level.
- Provide some relief where possible.
- Discussions too high level, need actual noise decreases.

What can the RT change to better serve our Membership Communities?

- Develop annual priorities, establish subcommittee, report back on accomplishments.
- Prioritize efforts based on community annoyance.
- More benchmarking.
- Clear and measurable goals.
- FAA: get action; stop pandering
- Onboarding packet for new members.
- Clear definition of equity.
- TOT from hotel to local communities impacted by noise.

Should the existing goals be maintained?

Goal 1: *Aircraft Procedures*: focus on aircraft arrival and departure procedures to monitor and develop noise abatement procedures and work with FAA and airlines to advance noise reduction.

YES (93%) – 14 responses

NO (7%) – 1 response

Goal 2: *Airline Outreach*: Conduct airline outreach and education on aircraft noise abatement program through *Fly Quiet Program*.

YES (80%) – 12 responses

NO (21%) – 3 responses

Should the existing goals be maintained?

(Continued)

Goal 3: Support aircraft noise reduction legislation and research.

YES (93%) – 14 responses

NO (7%) – 1 response

Goal 4: Address community concerns.

YES (87%) – 13 responses

NO (13%) – 2 responses

Public responses - Summarized

- Noise monitoring methodology
- Noise data reporting (consolidation of reports)
- Be more pro-active in legislative advocacy
- Research/Advocacy on specific flight tracks (BDEGA, SERFR, PIRAT, etc) and/or focus on arrivals and departures
- More education/discussion/understanding of GBAS
- Ground based noise

Was Action Completed, Why/Why Not?

Goal 1: Aircraft Procedures: focus on aircraft arrival and departure procedures to monitor and develop noise abatement procedures and work with FAA and airlines to advance noise reduction.

ACTION: RT will monitor aircraft adherence to procedures and provide support to the SFO ANAO for outreach to airlines and FAA.

YES

- Remain a primary focus of the RT.
- Progress made.
- Partially met.
- Subcommittees helpful in moving goal forward.

NO

- Re-establish “Departures” and “Arrivals” subcommittees to focus.
- Identify fewer procedures for TWG.
- FAA needs change of purpose from goods movement to people impacts; Select Committee recommendations ignored; Next Gen procedures without sufficient noise analysis.

Was Action Completed, Why/Why Not?

Goal 2: Airline Outreach: Conduct airline outreach and education on aircraft noise abatement program through Fly Quiet Program.

ACTION: Continue to communicate with airlines regarding noise sensitive issues in and around the community.

YES

- SFO Noise Office doing the best they can.
- SFO Noise Office made significant positive progress.
- Collection of data and communication of that data.

NO

- Rethink approach to airlines, incentives, and publicity.
- Increase level of participation by airlines.
- Airlines not sufficiently involved in process.
- Should we continue to give out awards? Not a RT issue.

Was Action Completed, Why/Why Not?

Goal 3: Support aircraft noise reduction *legislation and research*. **ACTION:** *Actively review, monitor, and support legislation, research, aircraft noise reduction programs.*

YES

- Targeted letters to Congress were effective.
- Issues were escalated from Congress, to FAA, and SFO.
- Rep. Speier eight bills on noise and mounting public frustration.
- Press conference on key issues.
- GBN Study funding.

NO

- Need strong leadership, and more active participation from Members.
- Need actionable plans.

Goal 4 – Address Community Concerns

Address Community Concerns. Remain the forum for addressing community concerns regarding noise from aircraft to and from SFO affecting its membership. Remain focused on its memberships, including the cities within San Mateo County & City and County of San Francisco. While the Roundtable operates to serve those within its membership, it continues to be sensitive and inclusive of noise concerns from operations at SFO beyond its members to the Bay Area region.

Was Action Completed, Why/Why Not?

Goal 4: *Address community concerns.* **ACTION:** Actively respond to community concerns and provide education and opportunity for the bay area and membership to learn about airport operations, aircraft noise, and air traffic procedures.

YES

- This is our primary purpose.
- We provide a forum for citizens via their representatives to provide their concerns.
- Achieved within boundaries of our charter and our authority.
- Significant progress made.
- Subcommittees focused on key public issues.
- GBN Study a step in right direction.

NO

- Listen to individual and collective issues.
- More education and outreach.
- Non-represented communities have taken over public speaking time at meetings.
- Clearer communication on achievements.
- Be clearer about our authority.

Adding New Goals

Existing Goals

Goal 1: *Aircraft Procedures:* focus on aircraft arrival and departure procedures to monitor and develop noise abatement procedures and work with FAA and airlines to advance noise reduction.

Goal 2: *Airline Outreach:* Conduct airline outreach and education on aircraft noise abatement program through Fly Quiet Program.

Goal 3: Support aircraft noise reduction *legislation and research.*

Goal 4: *Address community concerns.*

Survey Recommended Goals

- Regional airport collaboration (2) or Outreach to other RT nationwide to put pressure on FAA on procedural changes or
- Obtain community noise threshold agreement.
- Create Guidelines, Best Practices for deeper noise abatement and mitigation.
- Link human health to noise.



Next Meeting

Monday, November 2

8:00a – 10:00a

Agenda

- Review Mission Statement, Goals, and Actions from today.*
- Review survey results on Work Program priorities*
- Identify 9-month priorities*



SFO

**COMMUNITY
ROUNDTABLE**

Strategic Plan
(2020-2024)

Work Program
(2020-2021)

Meeting #2

Agenda - Meeting #2

Draft Mission Statement

Draft Strategic Plan Goals

Draft Strategic Plan Actions

Draft Work Plan (7-months)

Next Steps: Recommend to Roundtable at
Dec 2, 2020 meeting

MOU Statement of Purpose

To foster and enhance the cooperative relationship to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise in neighborhoods and communities in San Francisco and San Mateo Counties.

Approved 2005

Mission Statement

Revised Mission Statement 2020-2024

The San Francisco International Airport Community Roundtable is a forum of elected officials from San Mateo and San Francisco Counties assembled to address community noise impacts due to operations at San Francisco International Airport by advocating for legislation, policies, and programs that result in a quiet, healthy community, and by serving as the liaison and resource for community members, local governments, the Federal Aviation Administration (FAA), San Francisco International Airport, and airline operators

Words in bubble exercise:

Included: Noise, community, advocacy, health/healthy, legislation, forum, airline

Not included: sleep at night, frustrating, sfo good faa bad, relief, communication, mitigation, emissions, night noise, low frequency noise, safe

Existing

Goal 1: *Aircraft Procedures*: focus on aircraft arrival and departure procedures to monitor and develop noise abatement procedures and work with FAA and airlines to advance noise reduction.

Revised Goal/Action 1A

Goal 1A: *Review and Comment on Applicable Aircraft Procedures*: Focus on all aircraft procedures including arrival, departure, and ground based procedures.

Action: The Roundtable will monitor aircraft adherence to procedures.

Revision Goal /Action 1B

Goal 1B: *Address Airport Operation Noise*: Abate noise impacts to surrounding communities of airport and airline operations

Action: RT will provide support and provide recommendations to the SFO ANAO for outreach to airlines and FAA.

Goal / Action Revisions

Goal /2

Existing Goal 2: *Airline Outreach:*

Conduct airline outreach and education on aircraft noise abatement program through Fly Quiet Program.

Revised Goal 2: *Airline Operations:*

Partner with SFO to modify the *Fly Quiet Program* to obtain compliance and measurable improvement year over year.

Action: The Roundtable will report to its communities compliance and measurable improvement in compliance.

Goal 3

Existing Goal 3: Support aircraft noise reduction *legislation and research.*

Revised Goal 3: Lobby for aircraft noise reduction using legislative action and research.

Action: Actively review, monitor, and support legislation, research, aircraft noise reduction programs

Revised Goal / Action 4

Existing Goal:

Address Community Concerns. 1) Remain the forum for addressing community concerns regarding noise from aircraft to and from SFO affecting its membership.

2) Remain focused on its memberships, including the cities within San Mateo County & City and County of San Francisco.

3) While the Roundtable operates to serve those within its membership, it continues to be sensitive and inclusive of noise concerns from operations at SFO beyond its members to the Bay Area region.

Revised Goal / Action 4:

Address Community Concerns. Focusing on San Mateo, and San Francisco communicate our noise mitigation successes, listen to community noise mitigation prioritize and educate community members about noise, and FAA, SFO, Airlines, and SFORT roles and responsibilities.

Action: Actively respond to community concerns and provide education and opportunity for the membership to learn about airport operations, aircraft noise, and air traffic procedures.

Revised Goals

- Goal 1A: **Review and Comment on Applicable Aircraft Procedures:** Focus on all aircraft procedures including arrival, departure, and ground based procedures.
- Goal 1B: **Address Airport Operation Noise:** Abate noise impacts to surrounding communities of airport and airline operations.
- Goal 2: **Airline Operations:** Partner with SFO to modify the *Fly Quiet Program* to obtain compliance and measurable improvement year over year.
- Goal 3: **Lobby on Aircraft Noise Reduction.** Lobby for aircraft noise reduction using legislative action and research.
- Goal 4: **Address Community Concerns:** Focusing on San Mateo, and San Francisco communicate our noise mitigation successes, listen to community noise mitigation prioritize and educate community members about noise, and FAA, SFO, Airlines, and SFORT roles and responsibilities.
- Goal 5: **Improve Effectiveness:** Increase RT effectiveness thru inward focused education, and member support and mentorship, and outward communication on key issues.

Work Plan - Member Survey Results

Most Votes, Highest Priority

- Focus on Departure Procedures
- Health Impacts of Noise
- Tracking Select Committee recommendations.
- Evaluate Effectiveness of Sound Insulation Program.
- Review methodology for noise duration threshold requirements

Most Votes, Neutral Priority

- Focus on Departure Procedures
- Health Impacts of Noise
- Tracking Select Committee Recommendations
- Evaluate Effectiveness of Sound Insulation Program.
- Provide Feedback to SFO on GBAS.
- Focus on 2018 Re-Authorization Act implementation.
- Establish a Regional RT.

Public Survey Responses - Summarized

- Aligned with Member Responses:
 - Noise monitoring methodology
 - Be more pro-active in legislative advocacy
 - More education/discussion/understanding of GBAS
 - Ground based noise
 - Research/Advocacy on specific flight tracks (BDEGA, SERFR, PIRAT, etc) and/or focus on arrivals and departures
- Not Included in Member Priorities:
 - Noise data reporting (consolidation of reports)

Goals, Actions, and Work Plan Tasks

Goal 1A: *Review and Comment on Applicable Aircraft Procedures:* Focus on all aircraft procedures including arrival, departure, and ground based procedures.

Action: The Roundtable will provide feedback on proposed procedures that impacts our Membership, and monitor adherence to procedures.

Work Plan (7-months)

- Focus Departure Procedures
- Tracking Select Committee recommendations
- Provide feedback to SFO on GBAS
- Review methodology for noise duration threshold requirements for portable and permanent noise sources.
- *Graphic depiction of real noise contours.*

Goal 1B: *Address Airport Operation Noise:* Abate noise impacts to surrounding communities of airport and airline operations.

Action: Provide support o the SFO ANAO for outreach to airlines and FAA.

Work Plan (7-months)

- *Advocate with airport and airlines to prioritize ground operations including APUs, electrification etc.*

Goals, Actions, and Work Plan Tasks

Goal 2: ***Airline Operations***: Partner with SFO to modify the *Fly Quiet Program* to obtain compliance and measurable improvement year over year.

Action: Continue to communicate with the airlines regarding noise sensitive issues in and around the community.

Work Plan (7-months)

- *Work with SFO Noise Office to modify the Fly Quiet program to include new criteria addressing at the gate engine runs, compliance with contracts*
- *Explore RT marketing of Fly Quiet.*

Goal 3: ***Lobby on Aircraft Noise Reduction***. Lobby for aircraft noise reduction using legislative action and research.

Action: Actively review, monitor, and support legislation, research, aircraft noise reduction programs.

Work Plan (7-months)

- Focus on implementation of the 2018 Re-authorization Act.

Goals, Actions, and Work Plan Tasks

Goal 4: **Address External Community Concerns:** Focusing on San Mateo, and San Francisco communicate our successes, listen to community, on noise mitigation prioritize and educate community members about noise, and FAA, SFO, Airlines, and SFORT roles and responsibilities. and outward communication on key issues.

Action: Actively respond to community concerns and provide education and opportunity for the bay area and membership to learn about airport operations, aircraft noise, and air traffic procedures.

Work Plan (7-months)

- Evaluate effectiveness of Sound Insulation Program
- *Establish stronger relationship with media on technical noise aircraft issues.*
- *Create a chart of airport runway names.*
- *Create a education piece about our purpose and role.*

Goal 5: **Improve Internal Effectiveness:** Increase RT effectiveness thru inward focused education, and member support and mentorship.

Action:

The Roundtable will make an ongoing effort at strengthening our membership, and communicating with our communities.

Work Plan (7-months)

- When communicating refer to health impacts of noise.
- *Create a Mentorship Program.*
- *New Member Onboarding packet.*
- *Outreach to members not participating.*
- *Conduct Noise 101 training.*

Work Plan Tasks / Dec 2020 – June 2021

- Focus Departure Procedures
- Tracking Select Committee recommendations
- Provide feedback to SFO on GBAS
- Review methodology for noise duration threshold requirements for portable and permanent noise sources.
- *Graphic depiction of real noise contours.*
- *Advocate with airport and airlines to prioritize ground operations including APUs, electrification etc.*
- *Work with SFO Noise Office to modify the Fly Quiet program to include new criteria addressing at the gate engine runs, compliance with contracts*
- *Explore RT marketing of Fly Quiet.*
- Focus on implementation of the 2018 Re-authorization Act
- Evaluate effectiveness of Sound Insulation Program
- *Establish stronger relationship with media on technical noise aircraft issues.*
- *Create a chart of airport runway names.*
- *Create a education piece about our purpose and role.*
- When communicating refer to health impacts of noise.
- *Create a Mentorship Program.*
- *New Member Onboarding packet.*
- *Outreach to members not participating.*
- *Conduct Noise 101 training.*

What will NOT be done (Lowest Votes)

- Celebrate in 2021 40th RT Anniversary.
- Revamp website.
- Provide feedback to SFO on Strategic Plan, and Noise Action Plan.
- Focus on Next Gen priorities.
- Complete an annual report of accomplishments
- Provide recommendations to cities on aviation and noise policy and projects
- Focused actions on underrepresented communities.
- New airport hotel noise increase analysis.
- Obtain grant for funding to complete special studies.
- Set aside higher budget reserve



Next Steps

December 2, 2020 Roundtable

Recommendation of:

- *Draft Strategic Plan*
- *Draft Work Program*



December 2, 2020

TO: Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

Re: Action to Nominate New Vice Chair-person

BACKGROUND

The San Francisco International Airport/Community Roundtable bylaws, Article IV. Officers/Elections identifies the Chair-person, and Vice Chair-person as the officers for the Roundtable.

The Chair-person and Vice Chair-person are elected by a majority of the members present. This normally occurs at the February Meeting, but with the retirement of existing Roundtable Vice Chair-person Ann Wengert occurring in December, the placement of a new Vice Chair-person before February is necessary.

The Chair-person shall preside at all Regular and Special Roundtable Meetings. The Vice Chair-person shall perform the duties of the Chairperson in the absence of the Chairperson.

ACTION

Nominations for Vice Chair-person of the Roundtable shall be made from the floor. The Vice Chair-person shall be elected by a majority of the members present at this Meeting. The terms of the Vice Chair-person shall be January 1, 2021 – December 31, 2021.

Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 32, Number 37

November 20, 2020

SSTs

COLLINS, BOOM COLLABORATE TO ADVANCE NACELLE TECHNOLOGY ON COMMERCIAL SST

Collins Aerospace Systems, a unit of Raytheon Technologies, has signed a collaboration agreement with Boom Supersonic, the aerospace company building the world's fastest airliner, to advance nacelle technology on Boom's forthcoming flagship supersonic airliner, Overture.

Boom said its Overture will be the world's fastest airliner and is designed and committed to industry-leading standards of speed, safety, and sustainability.

Collins Aerospace engineers will work in concert with Boom to develop inlet, nacelle and exhaust system technologies that enable fuel-burn reduction and cutting-edge acoustics for cleaner and quieter supersonic flight. They will do this via lightweight aerostructures and variable nacelle geometry. Collins Aerospace has been providing innovative nacelle technology for more than 70 years, including development of the first commercial variable fan nozzle for high-bypass-ratio geared turbofan (GTF) engines.

"Through improved acoustics and lightweight materials systems, we can provide the next generation of supersonic propulsion systems with the nacelle tech-
(Continued on p. 148)

Raleigh-Durham Int'l

FAA TO MAKE CHANGES TO 23 DEPARTURE, ARRIVAL PROCEDURES AT RDU BY EARLY 2021

By early 2021, the FAA plans to implement 23 NextGen Performance-Based Navigation arrival and departure procedures at Raleigh-Durham International Airport to improve airspace efficiency and safety.

The proposed changes involve 12 Standard Terminal Arrival Routes (STARs) and 7 Standard Instrument Departure procedures (SIDs).

No "reportable or significant increase in noise" will result from the proposed actions, FAA said in information distributed at a Nov. 18 virtual public information meeting held to provide transparency on the agency's action.

FAA said its reference to "no significant increase" in noise "refers to established, objective legal standards using metrics that apply to agency projects nationwide." The agency told those viewing its virtual meeting that it was "not making a subjective statement about how any one person may perceive and type or amount of noise."

Based on the types of changes being made and noise screening results, the FAA said it issued a Categorical Exclusion (CATEX) to comply with its environmental review obligations under National Environmental Policy Act (NEPA).

(Continued on p. 149)

In This Issue...

SSTs ... Boom, Collins Aerospace agree to work together to advance nacelle technology on Boom's flagship supersonic commercial 'Overture' aircraft - p. 147

... NASA supercomputers visualizing quieter supersonic flight - p. 148

RDU Int'l ... FAA will make 23 PBN departure, arrival procedure changes at RDU by early 2021 - p. 147

Research ... Small 'finlets' on owl feathers point way to reducing aircraft noise in the future, UK university study says - p. 149

South Korea ... New law will provide monthly compensation to residents impacted by military aircraft noise without need to file lawsuits - p. 149

Cargo Aircraft ... Boeing's 2020 World Air Cargo Forecast anticipates over 60 percent fleet growth over next 20 years - p. 150

SSTs, from p. 147

nologies that not only enable higher performance and lower fuel burn, but also quieter operation," said Marc Duvall, president, Aerostructures, Collins Aerospace. "Having completed 19 nacelle certification programs over the past decade, we're uniquely positioned to collaborate with Boom Supersonic to create new propulsion-system solutions that will be key enablers of Overture's success."

The combined engineering team will be exploring the development of advanced acoustics and variable inlet and exhaust technologies required to minimize aircraft noise for passengers and airport communities while enhancing performance.

"Boom is taking an all-encompassing approach to sustainability – from our commitment to make Overture 100% carbon neutral to minimizing community noise and emissions, we're dedicated to making mainstream supersonic travel environmentally and economically sustainable," said Blake Scholl, Boom founder and CEO. "We are leveraging Collins' experience in developing more fuel efficient and noise attenuating technologies for nacelles to help us develop Overture as an environmentally responsible supersonic jet."

Boom said its mission is to make the world dramatically more accessible by making supersonic travel mainstream.

Overture is in its design phase with plans to finalize the configuration and begin building the first Overture airliner. Boom will roll out the first completed Overture aircraft in 2025, with entry into service planned for 2029.

SSTs**NASA SUPERCOMPUTERS VISUALIZE QUIETER SUPERSONIC FLIGHT**

NASA's X-59 Quiet SuperSonic Technology X-plane is designed to fly faster than the speed of sound without producing sonic booms – loud, startling noises which can be disruptive to humans and animals. Currently, commercial aircraft aren't allowed to fly faster than the speed of sound over land because of the objectionable sonic booms they cause for those on the ground.

This experimental plane will fly at a cruise speed roughly double that of a commercial jet while keeping aircraft noise down to a quiet "sonic thump" – or even no sound at all – as heard on the ground when the plane flies overhead at supersonic speeds.

To be sure the X-59's design will perform within expected noise limits, NASA said Nov. 17 that it is working closely with its contractor, Lockheed Martin, to create a large database of computational fluid dynamics simulations to verify the aircraft's supersonic performance. The database will include simulations for all possible combinations of the settings that a pilot uses to control the aircraft and the flight conditions that may be encountered during flight.

The X-59 is under assembly and will eventually fly piloted test flights over several U.S. cities. NASA's simulation database will supply inputs for a flight planning tool that will be used to assist the pilot with determining optimum aircraft flight conditions during the flight tests.

Since no experimental data of the X-59 is yet available, it has been crucial to verify results from computational fluid dynamics simulations across multiple software codes to build confidence in the predictions for supersonic performance. Teams at NASA's Ames Research Center in California's Silicon Valley and NASA's Langley Research Center in Hampton, Virginia, worked together to ensure that multiple software codes used in this project predict similar loudness values for the X-59.

Piedmont Triad Int'l**PTI WILL HOLD PUBLIC WORKSHOP ON DRAFT PART 150 UPDATE**

As part of its on-going Part 150 Update Study, the Piedmont Triad Airport Authority (PTAA) said Nov. 17 that it has completed the Draft Noise Exposure Map (NEM) Update and proposed amendments to the Noise Compatibility Program (NCP) for Piedmont Triad International Airport (PTI).

PTAA is making the Draft Part 150 Update document available for public review and comment and is holding a virtual public workshop and hearing on Dec. 8 to review the results of the study and provide an opportunity to ask questions and provide comment.

The Draft NEMs show the airport layout, noise contours, and surrounding land uses for existing and five-year forecast (2025) conditions at PTI. There are no non-compatible land uses within the 2020 or 2025 NEM contours. The Part 150 Update also reviewed the PTAA-recommended and FAA-approved NCP measures from 2007, intended to mitigate aircraft noise and reduce non-compatible land uses, and recommended several amendments to these existing measures.

The Draft Part 150 Update document is available online at: ptipart150update.com/documents.

Public comments should be submitted on or before Dec. 17 to part150@gsoair.org or mailed to the Authority at 1000A Ted Johnson Parkway, Greensboro, NC 27409. All comments will be included in the Final Part 150 Update documents which PTAA will submit to the Federal Aviation Administration for acceptance.

The Dec. 8 virtual public workshop will be held from 6:00 pm to 7:30 pm and the hearing will be conducted from 7:30 pm to 8:30 pm online via Zoom.

The public workshop will begin with a 30-minute presentation followed by an opportunity for attendees to ask questions to the Study Team. During the public hearing, the public will have an opportunity to provide oral comments for the record on the recommended NCP amendments.

Those interested in attending the virtual public workshop or hearing can register by emailing part150@gsoair.org or calling Suzanne Akkoush at 336.665.5664.

Research

SMALL FINLETS ON OWL FEATHERS POINT THE WAY TO LESS AIRCRAFT NOISE, UK STUDY SAYS

A recent study by a City University of London research team reveals how micro-structured finlets on owl feathers enable silent flight and may show the way forward in reducing aircraft noise in future.

The study was led by Professor Christoph Bruecker, City's Royal Academy of Engineering Research Chair in Nature-Inspired Sensing and Flow Control for Sustainable Transport and the Systems Chair for Aeronautical Engineering.

His team published their discoveries in the Institute of Physics journal, *Bioinspiration and Biomimetics* in a paper titled 'Flow turning effect and laminar control by the 3D curvature of leading edge serrations from owl wing'. (Bioinspiration & Biomimetics, 2020; DOI: 0.)

In a Nov. 18 press release, the university explained that the research outlines the team's "translation of the detailed 3D geometry data of typical owl feather examples provided by Professor Hermann Wagner at RWTH Aachen University (Germany) into a biomimetic aerofoil to study the aerodynamic effect on the special filaments at the leading edge of the feathers.

"The results show that these structures work as arrays of finlets which coherently turn the flow direction near the aerodynamic wall and keep the flow for longer and with greater stability, avoiding turbulence.

"The City research team was inspired by the complex 3D geometry of the extensions along the front of the owl's feathers – reconstructed by Professor Wagner and his team in previous studies using high-resolution micro-CT scans.

"After being transferred into a digital shape model, the flow simulations around those structures (using computational fluid dynamics) clearly indicated the aerodynamic function of these extensions as finlets, which turn the flow direction in a coherent way.

"This effect is known to stabilize the flow over a swept wing aerofoil, typical for owls while flapping their wings and gliding.

"Using flow studies in a water tunnel, Professor Bruecker, also proved the flow-turning hypothesis in experiments with an enlarged finlet model.

"His team was surprised that instead of producing vortices, the finlets act as thin guide vanes due to their special 3D curvature. The regular array of such finlets over the wing span therefore turns the flow direction near the wall in a smooth and coherent manner.

"The team plans to use a technical realization of such a swept wing aerofoil pattern in an anechoic wind-tunnel for further acoustic tests. The outcome of this research will prove to be important for future laminar wing design and has the potential to reduce aircraft noise."

South Korea

NEW LAW COMPENSATES FOR AIRPORT NOISE WITHOUT LAWSUIT

The South Korean Cabinet approved a law on Nov. 17 that will provide monetary compensation monthly to residents suffering from noise from military airports and shooting ranges without their need to sue.

Under the law, people residing near military airports and ranges are entitled to receive up to 60,000 won (\$52.40) per person per month without filing a lawsuit, the *South Korean Herald* reported Nov. 17.

The South Korean defense ministry will decide every five years who is subject to the compensation and how much they can get paid, according to the newspaper.

The law went into effect on Nov. 27, and the government will begin to pay the victims in 2022 for their noise exposure from the previous year.

"We will carry out surveys on noise impact in a transparent and fair manner. We will continue efforts to minimize inconvenience and damage to citizens," a ministry official told the newspaper.

The United States has two airfields in South Korea under the command of the U.S. Air Force: Yongsan AFB, located near the capitol Seoul, and Kunsan AFB at the Kunsan Airport about 112 miles southwest of Seoul on the west coast of the country.

The U.S. bases are likely subject to the new law, although the *Herald* story did not address that issue. Nor did it describe what noise exposure would qualify airport neighbors for monetary compensation.

RDU, from p. 147

A noise screening analysis was completed for the 23 proposed arrival and departure procedure changes. Random radar track data was selected for the RDU analysis to represent average operational conditions. A total of 17,487 flight tracks (representing 60 days of random track data from June 8, 2018, to March 23, 2019) were used in the noise analysis.

Early estimates indicate that a total of at least 7,210 people attended FAA's virtual public meeting (2,352 on Twitter; 4,602 on Facebook; 156 on YouTube; and 100 on Zoom.)

Representatives of American, Delta, and Southwest airlines, the Air Line Pilots Association, RDU airport, as well as FAA experts on airspace and environmental compliance experts answered questions posed by the public.

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Cargo Aircraft

MORE FREIGHTERS NEEDED TO SUPPORT GLOBAL SUPPLY CHAINS, E-COMMERCE

Boeing's 2020 World Air Cargo Forecast (WACF), released on Nov. 17, anticipates more than 60% fleet growth over 20 years, including new and converted freighters.

The Forecast reflects COVID-19 impacts and opportunities as well as substantial long-term demand for freighters over the next two decades.

Enabled by a rebound in global trade and long-term growth, the WACF forecasts demand for 2,430 freighters over the next 20 years, including 930 new production freighters and 1,500 freighters converted from passenger airplanes.

According to the new forecast, world air cargo traffic will grow at 4% per year over the next 20 years. This growth is influenced by trade and growing express shipments to support expanding e-commerce operations. With these developments and the proven need for dedicated freighter capacity to support the world's transportation system, the global air cargo fleet is expected to grow by more than 60% through 2039.

"Freighter operators have been in a unique position in 2020 to meet market requirements for speed, reliability and security, transporting medical supplies and other goods for people and communities around the world," said Darren Hulst, vice president of Commercial Marketing. "Looking ahead, dedicated freighters will be even more critical to compete in air cargo markets; they carry more than half of air cargo traffic, and airlines operating them earn nearly 90% of air cargo industry revenue."

In addition to projecting long-term demand for freighters, the WACF provides insights into air cargo performance during the pandemic, including the following:

- E-commerce, which was growing at double-digit rates prior to the pandemic, has accelerated its impact on the air cargo market as more businesses shifted to online selling platforms. Year to date through September, express carriers increased traffic by 14%.
- Passenger belly cargo, which in 2019 accounted for about half of the world air cargo capacity, was significantly reduced when airlines parked thousands of planes. Freighter operators responded by operating above normal utilization levels, and traffic for all-cargo carriers grew 6%.
- So far in 2020, approximately 200 airlines used more than 2,000 passenger widebody aircraft for cargo-only operations to generate cash flow and support global supply chains. These passenger freighters have taken up some of the capacity shortfall and, in some cases, generated quarterly profits for carriers despite minimal passenger operations.

The full cargo market forecast can be found at www.boeing.com/wacf

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November 13, 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 one (1) update of low importance for SJC and one (1) update of low importance for OAK during this cycle. The next publication is expected on December 3, 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

November 13, 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:

- QUAKE TWO at OAK
 - Status change to Published on November 5, 2020
- STAR SILCN (RNAV) FIVE at SJC
 - Status change to Pending with a scheduled publication date on June 17, 2021

High Importance:

- None

Open Comment Periods:

- None

Next Publication:

We expect no updates in the December 3, 2020 publication.



October 16, 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 three (3) updates of low importance for SJC during this cycle. The next publication is expected on November 5, 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)
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- Glossary
 - RNAV: Area Navigation

HMMH FAA IFP Information Gateway Review

October 16, 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:

- RNAV (RNP) Z RWY 12R, AMD 3B at SJC
 - Scheduled Publication Date changed to April 22, 2021
- RNAV (RNP) Z RWY 12L, AMD 2B at SJC
 - Scheduled Publication Date changed to April 22, 2021
- RNAV (RNP) Z RWY 30L, AMD 2B at SJC
 - Scheduled Publication Date changed to April 22, 2021

High Importance:

- None

Open Comment Periods:

- None

Next Publication:

We expect to see updates for the following in the November 5, 2020 publication:

- SID QUAKE TWO at OAK
 - QUAKE TWO
 - Currently "Awaiting Publication (NFDC)" on 11/5/2020



✧ Noise News

December 2020

Prepared for the SFO Airport/Community Roundtable

Lawmaker Response to FAA Report on Alternative Noise Metrics

In a report published on April 14, 2020, the Federal Aviation Administration (FAA) responded to the requirement outlined in the FAA Reauthorization Act of 2018, Pub. L. 115254, § 188, Congress required the Federal Aviation Administration (“FAA”) “evaluate alternative noise metrics to current average day-night level standard, such as the use of actual noise sampling to address community airplane noise concerns.” The report gave an overview of the history and purpose of noise evaluation and provided detail on the alternative metrics considered.

The conclusion of the FAA’s report was to continue recommending the use of DNL for FAA decision-making regarding noise compatibility. This is a continuation of the decision reached in 1992, in the Federal Interagency Committee on Noise (FICON) report that was reaffirmed in 2018 with the successor to FICON, the Federal Interagency Committee on Aviation Noise (FICAN). The report encouraged the use of supplemental metrics as a “communication tool” but reaffirmed the recommendation of DNL to meet Aviation Safety and Noise Abatement Act (ASNA) requirements that a metric account for noise level, time of day, and number of events.

What's Inside

- ✧ Noise News 1
- Lawmaker Response to FAA Report on Alternative Noise Metrics..... 1
- FAA BEYOND Program for UAS Integration..... 2
- ICCAN Report on Aviation Noise and Public Health..... 3
- NASA Quiet Supersonic Test Aircraft 3
- DLR and GE Measure Noise on Ground and Aircraft Synchronously for First Time..... 4
- Other Noise News 5

Reps. Karen Bass (D-Calif.) and Brian Fitzpatrick (R-Pa.), along with 27 others, signed onto a letter to FAA administrator Stephen Dickson on September 23, 2020 declaring the FAA report “inadequate” and “unacceptable”. The 29 lawmakers critiqued the report for failing to provide a thorough evaluation of the 65 DNL standard and instead, merely describing DNL and alternative metrics and offering an incomplete comparison between DNL and alternative metrics.

Lawmakers stated that the report failed to evaluate well-respected and widely used alternatives like CNEL, and the European alternative to DNL, day-evening-night metric (DENL), and that there was a “glaring absence” in analysis of noise complaint data. Additionally, lawmakers cited a 2019 research project at MIT funded by the FAA which found that the Number-Above (NA) metric showed an “effective correlation to aircraft noise impacts on the public,” and noted that no mention of this NA metric, nor the findings of that research, occurs in FAA’s 2020 report on alternative metrics.

Lawmakers included a list of 11 questions developed by the BOS (Boston) Fair Skies community group for the FAA Administrator. The questions posed levied a harsh criticism of the absence of discussion in FAA’s metrics report regarding NextGen and its failure to account for increased complaints and presumably annoyance, due to NextGen implementation, including concentrated flight paths due to Performance Based Navigation (PBN).

Additionally, this list of questions includes a review of FAA’s finding in Table 1 of its report that DNL is the recommended measure because it accounts for noise level, time of day, and number of events per ASNA requirements. According to Dr. John Hansman of MIT, who conducted the 2019 project mentioned above, Time-Above (TA) and Number-Above (NA) metrics, can account for time of day by using a lower threshold during nighttime hours. Additionally, these questions suggest that regulations require a single system for measuring noise, but not a single metric. As a result, the group requests that FAA provide the necessary requirements and information to begin

using a single system for measuring noise that includes both the Number-Above and DNL metrics.

The letter concluded with a request for formal responses to the 11 questions posed and a statement of the imperative that FAA meet the congressional mandate set forth in Sections 188 and 173 of the FAA Reauthorization Act of 2018, which was “to address the inadequacy of the DNL metric and nudge the FAA towards a more comprehensive measure.” To meet this mandate, lawmakers requested that FAA go back to the drawing board and begin a new report with a “thorough and nuanced analysis of the DNL standard and better, more accurate metrics.”

Source: FAA, Quiet Skies Caucus

FAA BEYOND Program for UAS Integration

The Unmanned Aircraft Systems (UAS) Integration Pilot Program (IPP) was established on October 25, 2017 and concluded on October 25, 2020. Under the IPP, DOT and the FAA worked together to craft new rules for allowing more complex, low-altitude operations for drones by working with 10 state, local, and tribal governments to balance interests, improve communication, address security and privacy risks, and accelerate the approval of these operations.

Following the IPP, the FAA and eight of the lead participants in it chose to continue partnerships to tackle the remaining challenges of UAS integration. The new program under which this collaboration will occur is the BEYOND program, which began on October 26, 2020. Participants in the BEYOND program include:

- Choctaw Nation of Oklahoma
- Innovation and Entrepreneurship Investment Authority of Virginia
- Kansas Department of Transportation
- Memphis-Shelby County Airport Authority
- North Carolina Department of Transportation

- North Dakota Department of Transportation
- City of Reno, Nevada
- University of Alaska-Fairbanks

According to the FAA, the BEYOND program will be permanent and will include community engagement on drone noise, utilizing tools like surveys, public meetings, street fairs, traditional media, social media, and other best practices for outreach.



Figure 1. Drove hovers over runway

Source: CINEMA99/SHUTTERSTOCK.COM

The FAA hopes to tackle the following challenges in the BEYOND program:

- Beyond Visual Line of Sight (BVLOS) operations that are repeatable, scalable and economically viable with specific emphasis on infrastructure inspection, public operations and small package delivery.
- Leveraging industry operations to better analyze and quantify the societal and economic benefits of UAS operations.
- Focusing on community engagement efforts to collect, analyze and address community concerns.

FAA, Airport Noise Report

ICCAN Report on Aviation Noise and Public Health

On September 24, 2020, the UK's Independent Commission on Civil Aviation Noise (ICCAN) released a report on Aviation Noise and Public Health. The report served as a rapid evidence

assessment that systematically reviewed existing evidence from the WHO and Defra reviews on the relationship between aviation noise and public health. Of the available studies and sources of information, ICCAN found that most of the relational evidence was low or very low quality in terms of level of certainty in predicting health outcomes, indicating that more research needs to be conducted.

As a result, ICCAN identified several high-priority areas for future research into the relationship between public health and aviation noise, including sleep, diabetes, wellbeing, depression, and anxiety. A range of study designs, including reevaluation of existing data, was suggested for future research. ICCAN plans to publish an update to their strategy and work program in April of 2021 which will include the first set of priorities for further research into public health and aviation noise.

Source: ICCAN

NASA Quiet Supersonic Test Aircraft

Development of NASA's X-59 QueSST (Quiet Supersonic Technology) has continued in 2020 despite challenges imposed by the COVID-19 pandemic. Current plans are for X-59 test flights to occur over select communities to assess public reaction to quiet supersonic flight noise, if any is heard, as soon as 2024. The goal of these testing efforts will be to collect data to share with federal and international regulators to help set new rules that might allow supersonic flight over land and open a new market for air travel at faster-than-sound speeds.

NASA expects the assembly of the X-59 to be complete by summer 2021 to conduct major ground testing, with a target date for the first flight in summer 2022. Toward this goal, NASA expects to reach two milestones with the manufacture of the X-59's wing and its mating to the aircraft's fuselage by the end of 2020. According to David Richardson, the X-59 Program Director for Lockheed Martin Skunk Works, NASA's partner for the X-59, the build

of the X-59 is over halfway complete as of September 2020.

Once X-59 begins flight, NASA will need to validate that the aircraft can produce supersonic shock waves that will lead to quiet thumps or low-level sonic booms instead of loud sonic booms. This will require tools for visualizing shock waves, in-flight pressure measurement, and other acoustic validation models and tools. These are currently being prepared and tested by NASA in preparation for the 2024 community overflights.



Figure 2. NASA's X-59 Quiet SuperSonic Technology X-plane

Source: Lockheed Martin

Plans for 2024 test flights are incorporating lessons learned from the series of flight tests that occurred over Galveston, TX in November 2018. The ultimate goal of the program is to provide data from the results of community overflight testing to regulators from the International Civil Aviation Association (ICAO) and FAA by 2027 to inform a decision making process that may open the future to supersonic flight over land by 2028. This would drastically reduce flight times and is the culmination of decades of supersonic research at NASA.

Sources: NASA

DLR and GE Measure Noise on Ground and Aircraft Synchronously for First Time

The German Aerospace Center (Deutsches Zentrum fuer Luft- und Raumfahrt; DLR) and GE Aviation in Munich measured noise emitted by an aircraft synchronously on the ground and on the aircraft for the first time in October of 2020. The experiments focused on measuring noise from turboprop aircraft to understand how noise is generated by these aircraft and how it is heard on the ground. The goal is to support the development of quieter, more efficient next-generation propeller aircraft.

Propeller-driven aircraft, whether electric, hybrid-electric or turbine-powered, are expected to play a key role in aviation over the coming decades, as they are the most efficient way to travel by air. However, because these planes are perceived as noisy by communities and passengers, the German Federal Aviation Research Programme, supported by the German Ministry for Economic Affairs and Energy, felt it was important to advance understanding of how these aircraft generate noise.

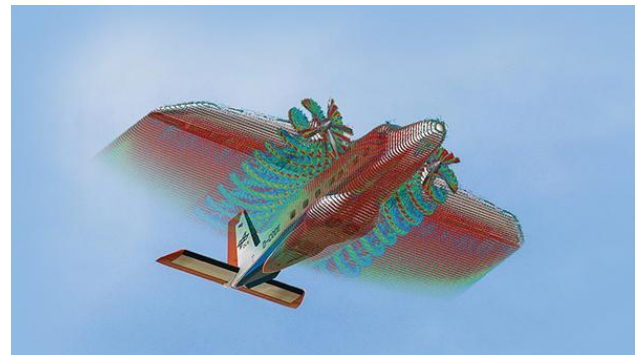


Figure 3. Flyover noise measured by the ground array is superimposed on the aircraft in this visualization.

Source: DLR

The research project, FusionProp, is a partnership between the DLR and GE Aviation's Advanced Technologies team which started in April 2018. Tests were performed in the summer of 2019, which included a full range of typical flight

conditions during take-off, climb, cruise, and approaches for landing. Aircraft tested were DLR's DO 228 and a De Havilland Dash 8-400. Testing involved the use of more than 200 microphones on the ground at Magdeburg-Cochstedt Airport in the German state of Saxony-Anhalt, where the tests took place.

For the synchronous flyover noise measurements, the research team utilized two microphone arrays on the ground, as well as a microphone array mounted on the fuselage of DLR's DO 228 research aircraft. The goal of the arrays was to localize the sources of noise. This is the first time in acoustical testing that researchers were able to correlate the noise arriving on the ground with the noise sources on the aircraft.

The results of this study will help to make next-generation propeller aircraft quieter through the evaluation of use of the measurement data. "For certain flight conditions and with modern propeller configurations, installation effects can play an important role in the noise generated by propellers. In computer simulations, for example, we can check how to position of the propeller relative to the wing influences noise," says Arne Stürmer, project manager at DLR.

Sources: DLR, Airport Noise Report, GE, Aerospace Testing International

Other Noise News

- The FAA approved an update to the Part 150 Noise Compatibility Program at Burlington International Airport (BTV) on October 1, 2020. This was done to address the noise impact from the F-35 fighter jets now based at BTV, which functions as a joint-use base for the Vermont Air National Guard. The F-35s (115 dBA at 1,000 ft AGL) are considerably louder (21 dB Lmax) than the F-16 (95 dBA at 1,000 ft AGL) aircraft they replaced. The replacement of these aircraft will triple the number of homes located within the 65 DNL contour. As a result, the City of Burlington, VT proposed to shift to sound insulation from land acquisition as the primary noise mitigation measure, along with purchase

assurance and sales assistance, to maintain the stock of affordable homes in the area.

- On September 21, 2020, FAA announced the public comment period for the Draft Environmental Assessment (EA) for a proposed new RNAV satellite-based approach procedure for Runway 4-Left at Boston Logan International Airport (BOS). The draft EA indicated a finding of no significant impact in any environmental category, including noise.
- Rocky Mountain Metropolitan Airport (RMMA) is in the process of forming a Community Noise Roundtable with jurisdictions surrounding the airport, which is located 16 miles northwest of Denver and is the closest airport to downtown Denver. The roundtable is expected to begin meeting in 2021.
- The Piedmont Triad Airport Authority (PTAA) will host a virtual public workshop for the Draft Part 150 Update and public hearing on the proposed NCP amendments for Piedmont Triad International Airport (PTI) on Tuesday December 8, 2020.
- A new study in the journal *Nature* presents findings that noise and light pollution from overhead flights can profoundly alter the reproduction of birds, even accounting for the effects of other human activities. The two main findings were that light pollution causes birds to nest earlier, and noise pollution caused forest bird to nest later.
- An Albany, NY-based company, Wright Electric, Inc., was selected by the U.S. Department of Energy's (DOE) Advanced Research Projects Agency-Energy (APRA-E) for a contract to support the development of electric propulsion motors, drives, and associated thermal management systems for commercial electric aircraft.
- On Oct. 6, the FAA issued a Finding of No Significant Impact-Record of Decision (FONSI/ROD) for the South-Central Florida Metroplex project, which is the agency's plan to modernize air traffic procedures for 21 airports in the southern half of the state.

Sources: FAA, Airport Noise Report