



Meeting Packet

Regular Meeting

Meeting No. 329
Wednesday, February 3, 2021 - 7:00 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/98641685476>

Or Dial in:

US: +1(669)900-6833 Webinar ID: 986 4168 5476

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 amontescardenas@smcgov.org, and should include specific agenda item to which you are commenting. Spoken public comments will also be accepted during the meeting through Zoom.

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

AGENDA

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

Ricardo Ortiz, Roundtable Chairperson

Public Comment on Items NOT on the Agenda

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

Action to set Agenda and to Approve Consent Items

Ricardo Ortiz, Roundtable Chairperson

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

November 2020 and December 2020

pg. 7

2. Minutes from the Oct 7, 2020 and Dec 2, 2020, Regular Meeting

pg. 17



Regular Meeting Agenda

February 3, 2021 / Meeting No. 329

Page 2 of 3

- 3. Roundtable Budget FY20-21 – Q2 Actuals pg. 31
- 4. New Membership Packet pg. 32
- 5. Invitation to Attend Noise 101 Training pg. 64
- 6. Update on Roundtable Technical Consultant Selection Process pg. 65

REGULAR AGENDA

- 7. 2021 Roundtable Subcommittees pg. 87
Ricardo Ortiz, Roundtable Chairperson

PRESENTATIONS

- 8. Chairman’s Update
Ricardo Ortiz, Roundtable Chairperson
- 9. FAA Noise Annoyance Survey Update pg. 95
Mary Ellen Eagan, President & CEO of HMMH
- 10. Subcommittee Meetings Update
 - a. Technical Working Group Meeting: pg. 107
Ricardo Ortiz, Roundtable Chairperson
 - i. Ground-Based Augmentation System
 - ii. Remote Monitoring Terminal Threshold Study
 - b. Ground-Based Noise pg. 109
Ann Schneider, GBN Subcommittee Chairperson
- 11. San Francisco Airport Commission Update – Director Report
Ivar Satero, Airport Director, San Francisco International Airport
 - a. Airport Update
 - b. Sound Insulation Program Update
 - c. Web Trak App Reports Content Review

REPORTS

- 12. Update on Aviation Noise Issues
Justin Cook, Roundtable Technical Consultant, HMMH
 - a. Instrument Flight Procedures (IFP) Gateway Review pg. 111
 - b. Noise News pg. 113
- 13. Member Communications / Announcements
Roundtable Members and Staff
- 14. Adjourn
Ricardo Ortiz, Roundtable Chairperson

Correspondence / Additional Reports

- | | |
|--|---------|
| 1. Airport Commission Agenda/Staff Report on GBAS from 12/2/20 | pg. 117 |
| 2. Airport Noise Report dated December 31, 2020 | pg. 130 |
| 3. Letter from SCSC to FAA Regional Administrator | pg. 134 |
| 4. Oakland Airport-Community Noise Management Forum 2021 Work Plan | pg. 139 |

****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 amontescardenas@smcgov.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 February 3, 2020 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/98641685476>. The meeting ID: 986 4168 5476. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 986 4168 5476, 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.

Note: Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the San Mateo County Planning & Building Department, at 455 County Center, 2nd Floor Redwood City, California 94063, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: www.sforoundtable.org.



Member Roster

January 2021

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

**CITY AND COUNTY OF SAN FRANCISCO MAYOR'S
OFFICE**
*Alexandra Sweet, (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
*Bill Widmer
Alternate: *Mike Lempres

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: *Jon Froomin

CITY OF HALF MOON BAY
*Debbie Ruddock
Alternate: *Robert Brownstone

TOWN OF HILLSBOROUGH
Alvin Royse
Alternate: *Christine Krolik

CITY OF MENLO PARK
Cecilia Taylor
Alternate: *Ray Mueller

CITY OF MILLBRAE
Ann Schneider
Alternate: Anne Oliva

CITY OF PACIFICA
Mike O'Neill
Alternate: *Sue Vaterlaus

TOWN OF PORTOLA VALLEY
VACANT
Alternate: Craig Hughes

CITY OF REDWOOD CITY
*Jeff Gee
Alternate: Giselle Hale

CITY OF SAN BRUNO
*Tom Hamilton

CITY OF SAN CARLOS
Adam Rak
Alternate: Mark Olbert

CITY OF SAN MATEO
*Lee Amourance
Alternate: Diane Papan

CITY OF SOUTH SAN FRANCISCO
Mark Addiego
Alternate: Mark Nagales

TOWN OF WOODSIDE
*John Carvell
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 Aide to Dave Pine
Angela Montes, Roundtable Secretary
Gene Reindel, Technical Consultant (HMMH)
Justin Cook, Technical Consultant (HMMH)
Adam Scholten, Technical Consultant (HMMH)
Timothy Middleton, 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 amontescardenas@smcgov.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 February 3, 2020
Airport Community Roundtable Meeting

Aircraft Noise Abatement Office
November 2020



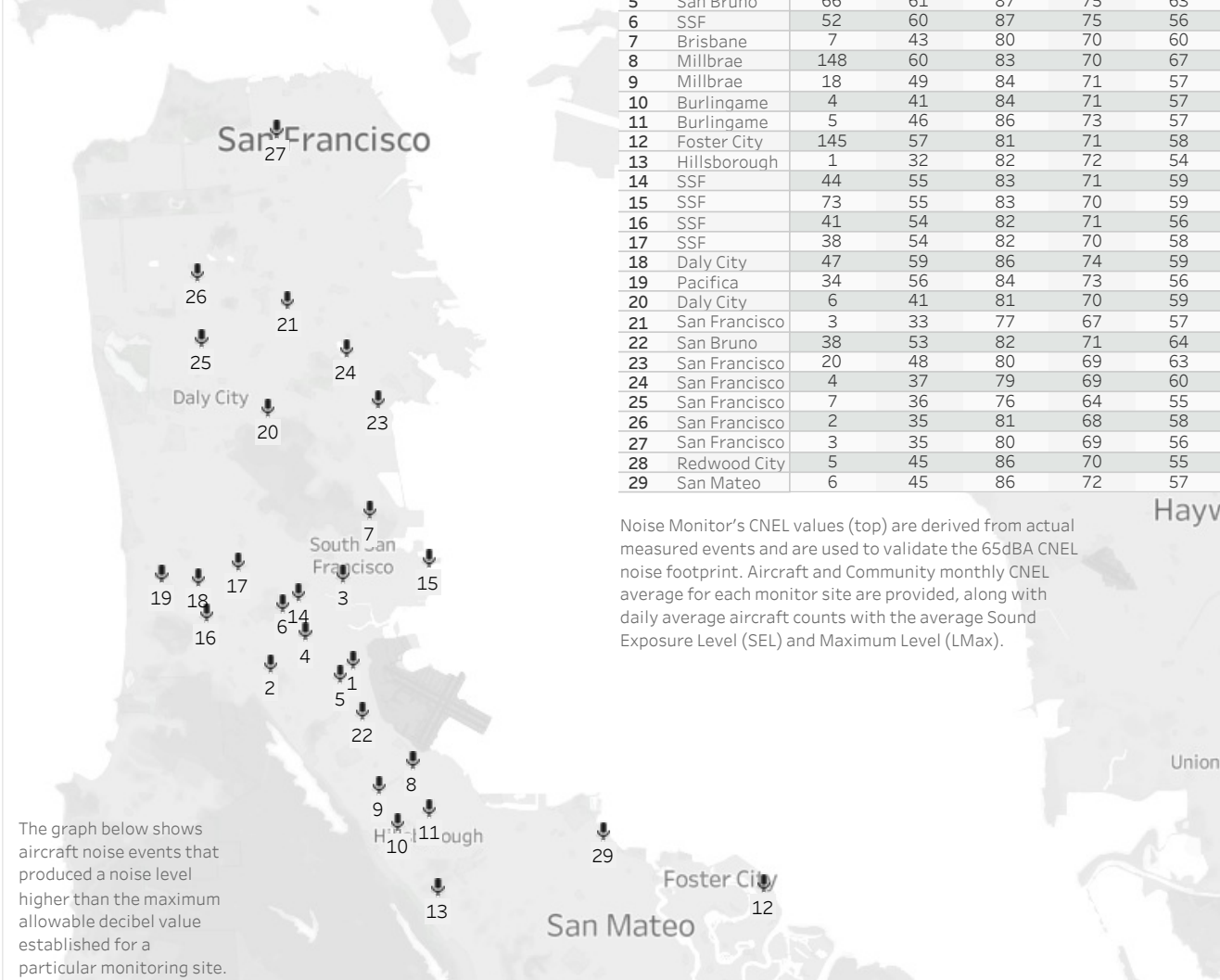
San Francisco
International
Airport

Aircraft Noise Levels

November 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.

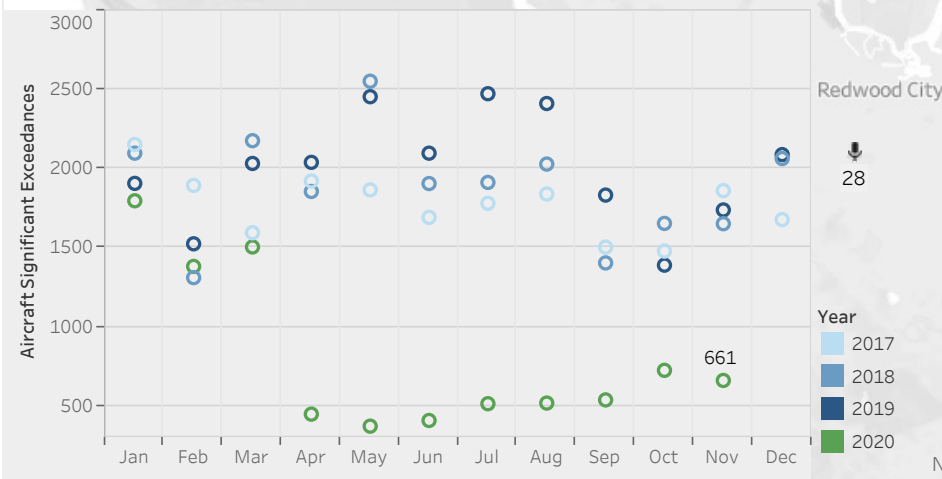
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	78	67	92	80	68
2	San Bruno	13	46	81	70	63
3	SSF	16	50	82	70	62
4	SSF	58	63	89	77	59
5	San Bruno	66	61	87	75	63
6	SSF	52	60	87	75	56
7	Brisbane	7	43	80	70	60
8	Millbrae	148	60	83	70	67
9	Millbrae	18	49	84	71	57
10	Burlingame	4	41	84	71	57
11	Burlingame	5	46	86	73	57
12	Foster City	145	57	81	71	58
13	Hillsborough	1	32	82	72	54
14	SSF	44	55	83	71	59
15	SSF	73	55	83	70	59
16	SSF	41	54	82	71	56
17	SSF	38	54	82	70	58
18	Daly City	47	59	86	74	59
19	Pacifica	34	56	84	73	56
20	Daly City	6	41	81	70	59
21	San Francisco	3	33	77	67	57
22	San Bruno	38	53	82	71	64
23	San Francisco	20	48	80	69	63
24	San Francisco	4	37	79	69	60
25	San Francisco	7	36	76	64	55
26	San Francisco	2	35	81	68	58
27	San Francisco	3	35	80	69	56
28	Redwood City	5	45	86	70	55
29	San Mateo	6	45	86	72	57



Noise Monitor's CNEL values (top) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft and Community monthly CNEL average for each monitor site are provided, along with daily average aircraft counts with the average Sound Exposure Level (SEL) and Maximum Level (LMax).

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

Significant Exceedances



Note: Site 2 online starting 11/20/2019

Operations

November 2020

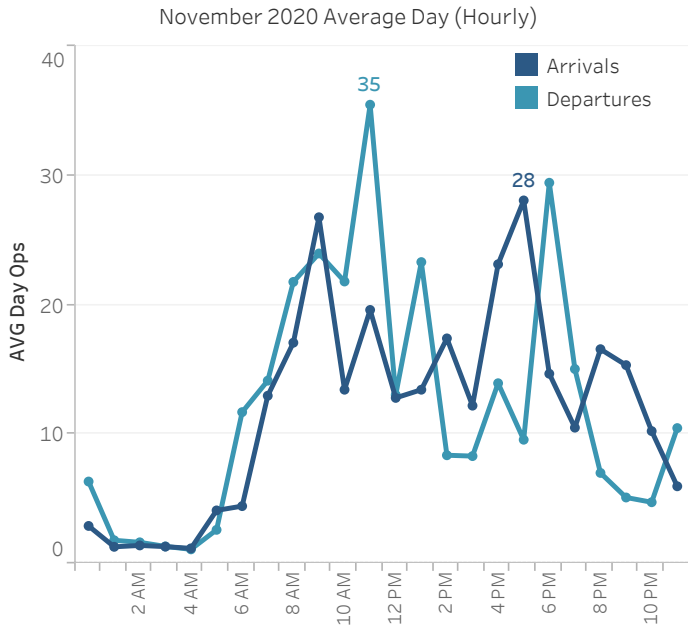
Monthly Ops AVG Daily Ops 12 Month AVG YOY Growth

17,255	575	20,653	109%
--------	-----	--------	------

Major Arrival and Departure Routes (West Flow)



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



Top Destinations

Los Angeles	Seattle
8%	5%

Down the Bay vs Peninsula

1.1 BDEGA East	37%
1.2 BDEGA West	63%

Arrival Route

- BDEGA
- DYAMD
- SERFR
- PIRAT

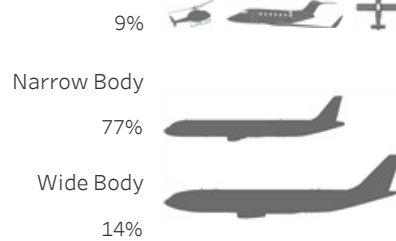
Departure Route

A. GAP	21%
B. SSTIK	32%
C. NIITE	6%
D. TRUKN RWY 01	34%
D. TRUKN RWY 28	7%

Airlines with the Most Operations

Skywest	
United	24%
Alaska	6%
Delta	6%
American	5%
Southwest	5%

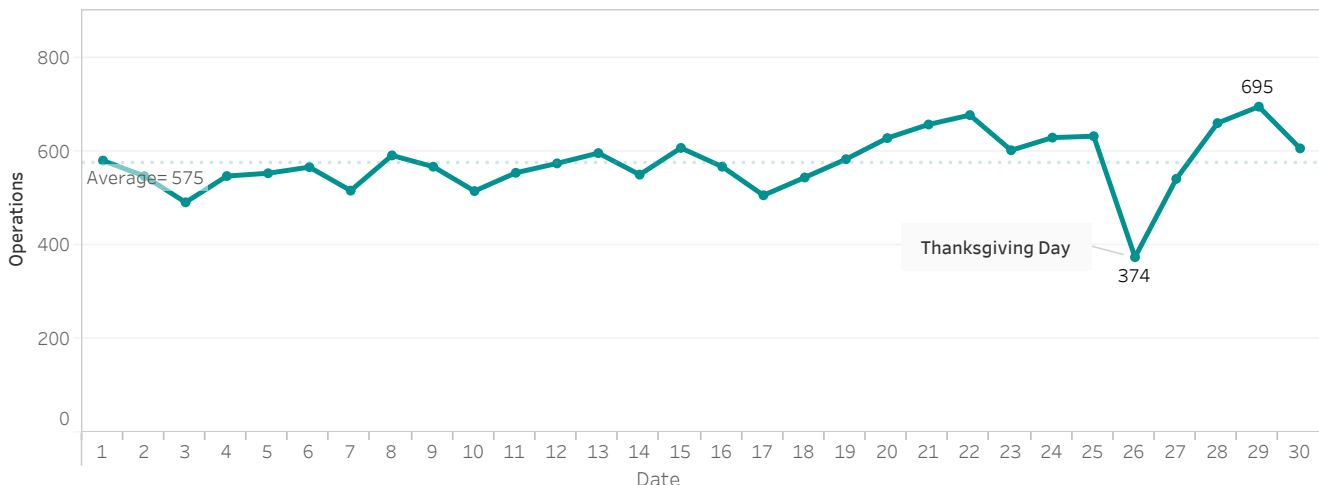
Non Airline



Most Utilized Aircraft Types

Embraer E170	28%
Boeing 737	23%
Airbus A320	16%
Bombardier CRJ2	6%
Boeing 787	5%
Boeing 777	5%

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		74% 5,956
10 L/R		3% 246
19 L/R	3% 238	
28 L/R	97% 7,646	22% 1,796

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

	Departures
10 L/R	8% 14
01 L/R	47% 86
28 L/R	45% 82

Runway Utilization

	Arrivals	Departures
	28L	28R
	41%	59%
Night (10pm-7am)		
	11%	89%

Nighttime Power Run-Ups 10pm-7am

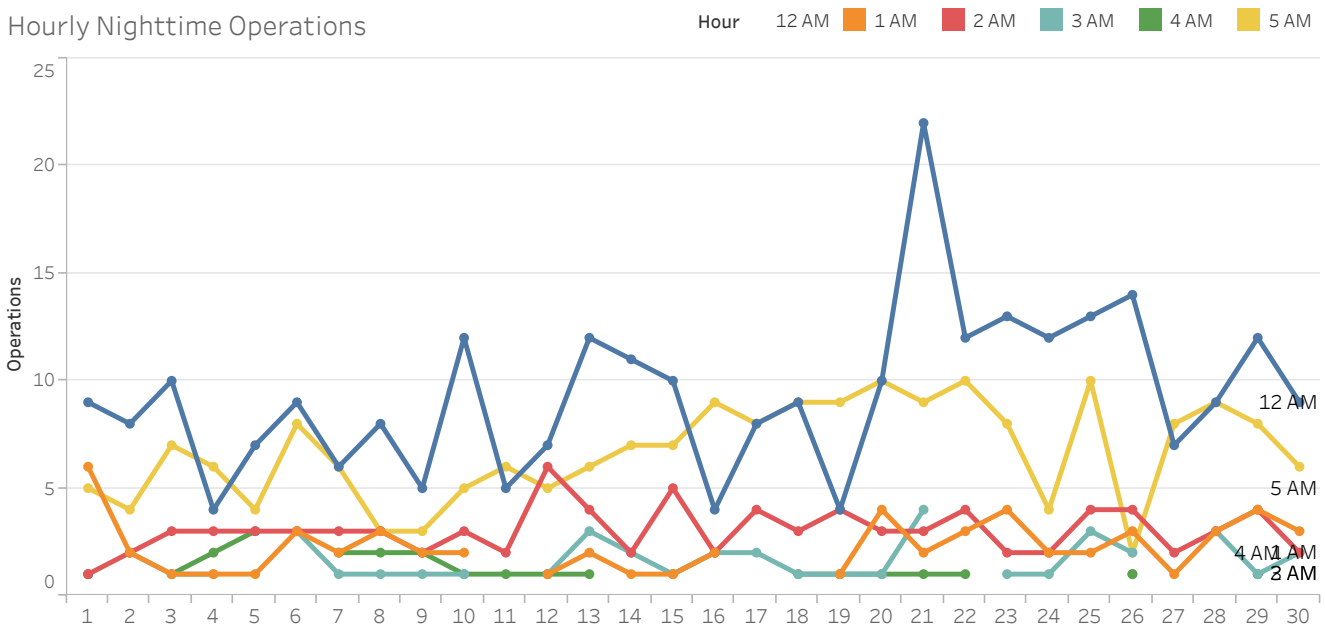
- Alaska Airlines 1
- American Airlines 6
- United Airlines 3

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 19 L/R depicted on the airfield map (right) with airlines nighttime power runup counts shown above.



Hourly Nighttime Operations



Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	4	232
Belmont	2	180
Brisbane	12	428
Burlingame	2	2
Daly City	4	1,210
El Granada	1	547
Foster City	7	41
Menlo Park	12	850
Millbrae	4	23
Montara	1	34
Pacifica	12	440
Portola Valley	22	12,807
Redwood City	3	2,907
San Bruno	5	49
San Carlos	2	130
San Francisco	17	2,740
San Mateo	7	393
South San Francisco	1	1
Woodside	6	1,174
Other		
Alameda	1	57
Aptos	5	30
Ben Lomond	1	1
Berkeley	4	533
Bonny Doon	1	4
Boulder Creek	2	4
Capitola	10	414
Castro Valley	1	2
Cupertino	2	174
East Palo Alto	2	192
Emerald Hills	6	870
Felton	3	100
Fremont	1	50
Hayward	1	90
La Honda	1	5
Los Altos	69	8,103
Los Altos Hills	22	2,010
Los Gatos	62	5,796
Moraga	5	190
Mountain View	18	2,199
Oakland	13	3,846
Orinda	2	6
Palo Alto	122	19,244
Richmond	4	1,854
San Ramon	1	4
Santa Cruz	66	8,970
Saratoga	1	86
Scotts Valley	44	3,634
Soquel	40	4,485
Stanford	3	442
Sunnyvale	1	21
Watsonville	1	74
Grand Total	639	87,678

Reporters Annual AVG

810

Reports Annual AVG

115,477

New Reporters

7

New Reporters Top City

Millbrae

Furthest Report

64 miles

Reports per SFO Operation

5

Top Aircraft Types

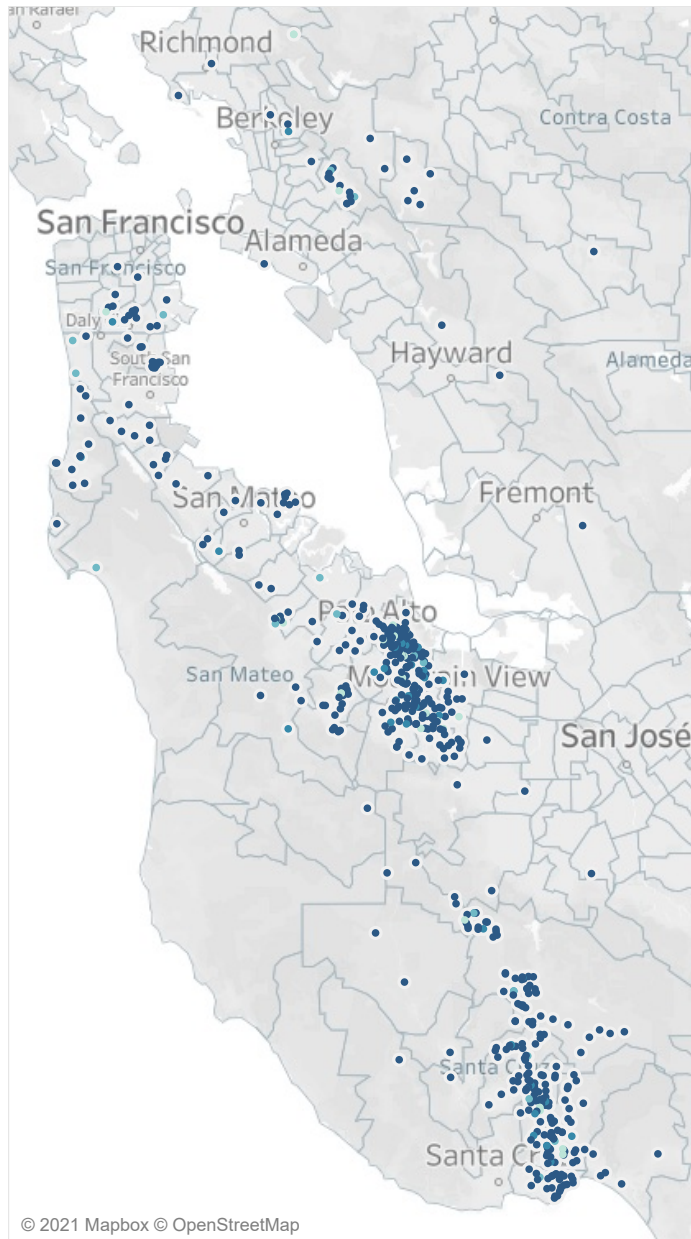
E75L
B737
A320

Top Flight Numbers

TAI560
KAL214
ASA1279
AAR286

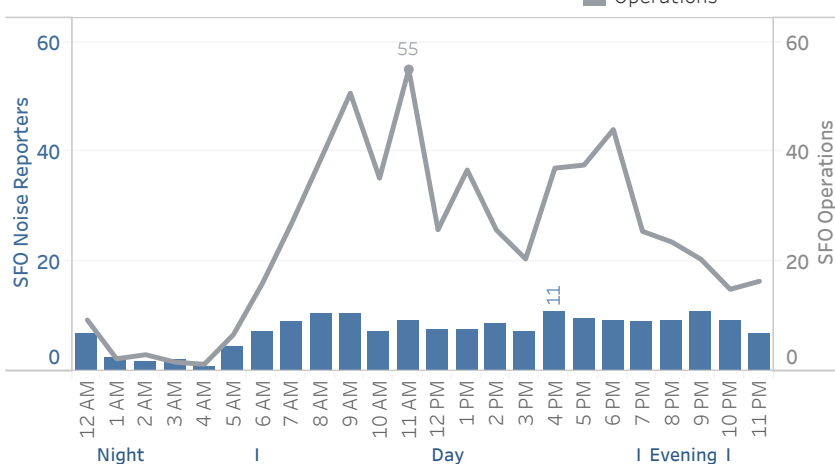
Noise Reporters Location Map

November 2020



© 2021 Mapbox © OpenStreetMap

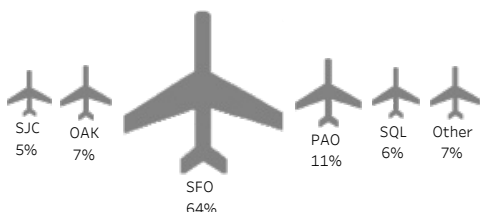
Hourly Noise Reporters (Average Day in a Month)



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.

Noise Reports by Airport



98% of noise reports correlate to a flight origin/destination airport.



Airport Director's Report

Presented at the February 3, 2020
Airport Community Roundtable Meeting

Aircraft Noise Abatement Office
December 2020



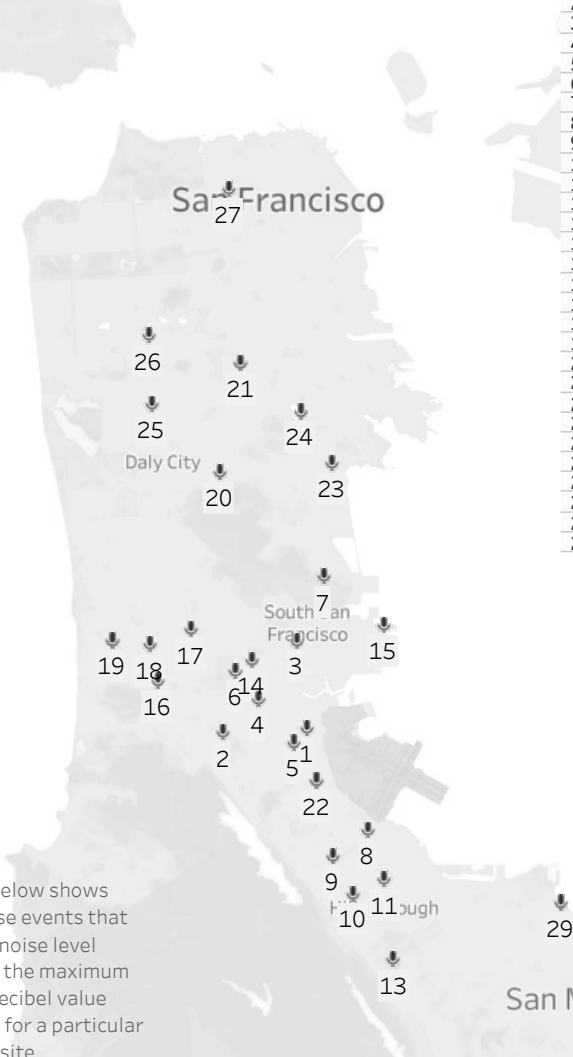
San Francisco
International
Airport

Aircraft Noise Levels

December 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.

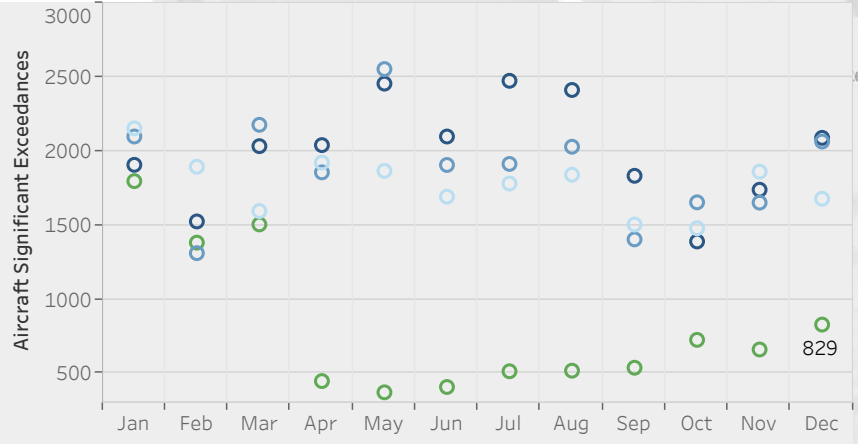
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	66	68	93	82	69
2	San Bruno	17	48	81	70	63
3	SSF	15	55	85	71	63
4	SSF	57	64	90	77	59
5	San Bruno	58	62	88	76	63
6	SSF	52	61	87	75	56
7	Brisbane	9	47	81	70	58
8	Millbrae	49	57	85	69	69
9	Millbrae	2	37	84	71	59
10	Burlingame	1	30	81	71	57
11	Burlingame	1	36	88	73	59
12	Foster City	139	58	81	71	57
13	Hillsborough	1	26	80	70	55
14	SSF	46	56	83	71	58
15	SSF	71	54	82	70	58
16	SSF	41	55	83	71	56
17	SSF	39	55	82	70	56
18	Daly City	47	60	86	74	58
19	Pacifica	36	56	84	73	57
20	Daly City	6	40	79	68	59
21	San Francisco	3	34	78	68	56
22	San Bruno	22	52	85	71	66
23	San Francisco	21	49	80	69	63
24	San Francisco	4	37	78	68	60
25	San Francisco	5	34	75	64	54
26	San Francisco	1	30	81	68	58
27	San Francisco	2	32	79	68	56
28	Redwood City	1	29	79	67	55
29	San Mateo	4	42	84	71	57



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

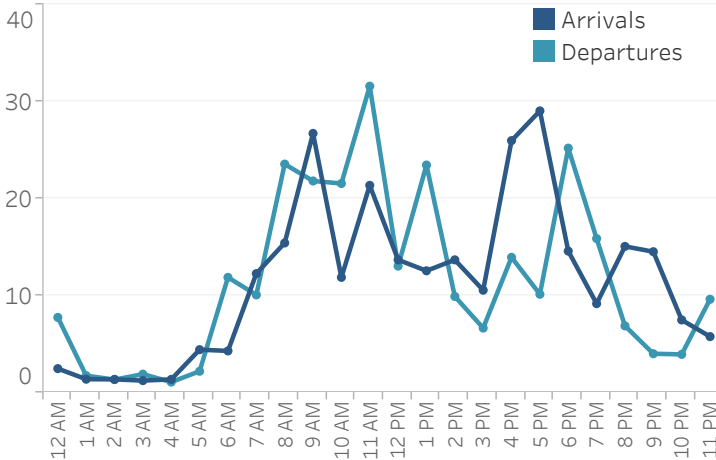
Operations

December 2020

Monthly Ops AVG Daily Ops 12 Month AVG YOY Growth

17,096	551	19,010	-115%
--------	-----	--------	-------

December 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 96%

Top Destinations

LAX	SEA
8%	5%

Down the Bay vs Peninsula

1.1 BDEGA East	36%
1.2 BDEGA West	64%

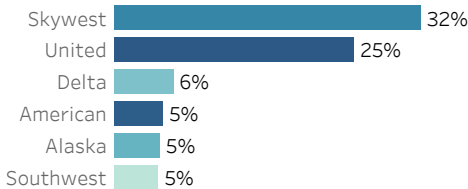
Arrival Route

1. BDEGA	27%
2. DYAMD	37%
3. SERFR	29%
4. PIRAT	8%

Departure Route

A. GAP	21%
B. SSTIK	33%
C. NIITE	7%
D. TRUKN RWY 01	36%
D. TRUKN RWY 28	3%

Airlines with the Most Operations



Non Airline



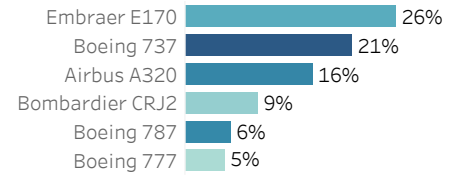
Narrow Body



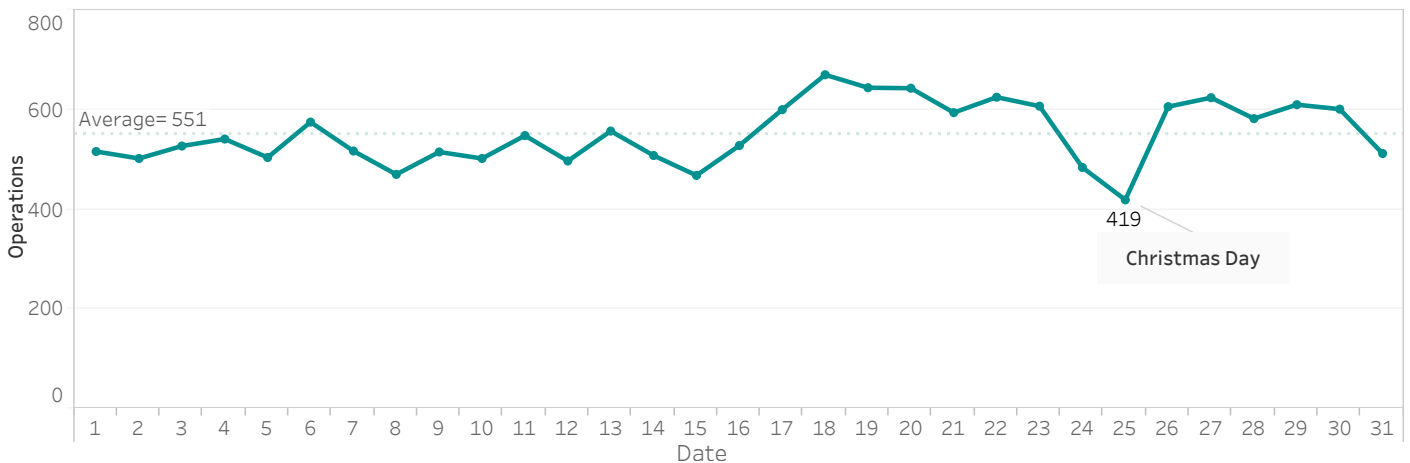
Wide Body



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		 76% 6,028
10 L/R		 4% 350
19 L/R	 4% 297	
28 L/R	 96% 7,634	 20% 1,606

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

	Departures	
10 L/R	 7%	13
01 L/R	 47%	89
28 L/R	 47%	89

Runway Utilization

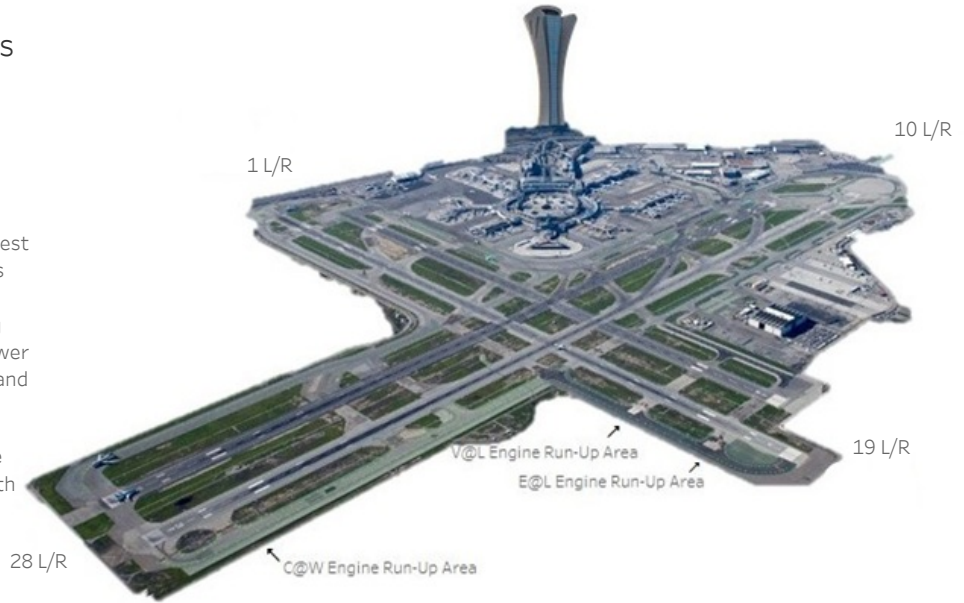
Arrivals	
28L	28R
 43%	 57%
Night (10pm-7am)	
 21%	 79%

Nighttime Power Run-Ups


10pm-7am

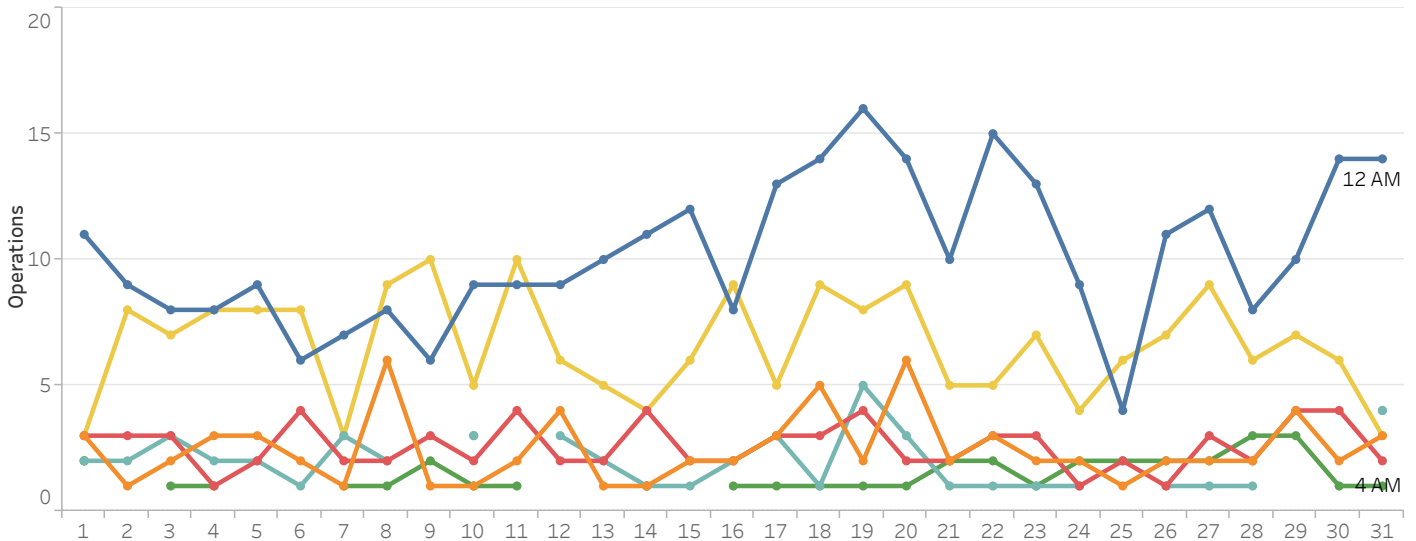
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	5	250
Belmont	2	168
Brisbane	17	377
Burlingame	1	23
Daly City	4	1,117
El Granada	1	513
Foster City	4	35
Hillsborough	1	2
Menlo Park	12	434
Millbrae	4	9
Montara	1	135
Pacifica	16	668
Portola Valley	21	16,140
Redwood City	4	3,315
San Bruno	4	12
San Carlos	2	98
San Francisco	17	2,303
San Mateo	6	282
South San Francisco	7	11
Woodside	6	1,438
Other		
Alameda	1	155
Aptos	4	10
Ben Lomond	1	1
Berkeley	4	628
Boulder Creek	1	2
Capitola	8	424
Castro Valley	1	7
Cupertino	2	131
East Palo Alto	2	418
Emerald Hills	6	764
Felton	5	84
Fremont	1	54
Hayward	1	99
La Honda	1	5
Los Altos	72	7,744
Los Altos Hills	19	1,687
Los Gatos	47	4,980
Moraga	4	174
Mountain View	18	2,285
Oakland	13	4,162
Orinda	1	3
Palo Alto	116	19,442
Richmond	4	1,406
San Jose	2	45
San Ramon	1	6
Santa Cruz	64	6,918
Saratoga	1	77
Scotts Valley	41	3,223
Soquel	41	3,906
Stanford	3	503
Sunnyvale	1	30
Watsonville	1	71
Grand Total	622	86,774

Reporters Annual AVG

778

Reports Annual AVG

109,983

New Reporters

7

New Reporters Top City

Brisbane

Furthest Report

64 miles

Reports per SFO Operation

5

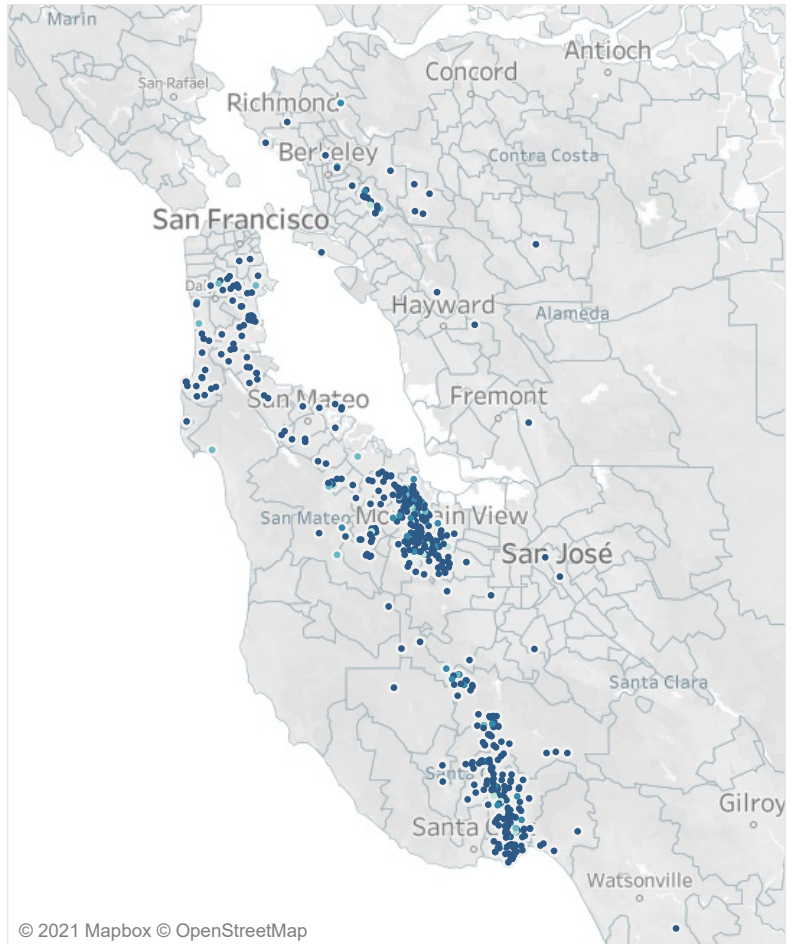
Top Aircraft Types

E75L
B737
A320

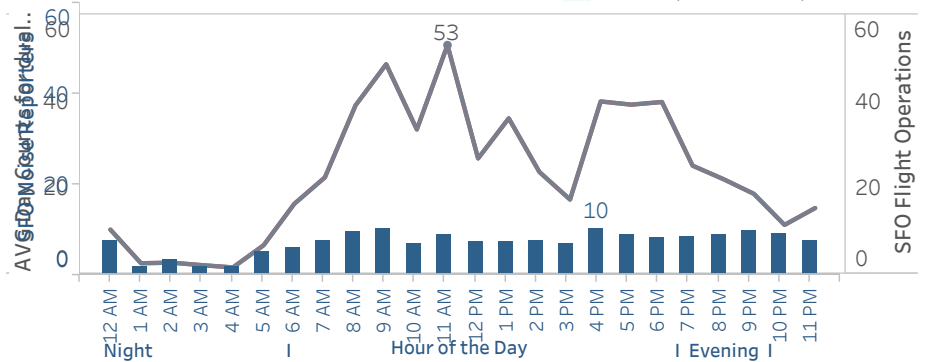
Top Flight Numbers

TA1560
KAL214
AAR284

Noise Reporters Location Map

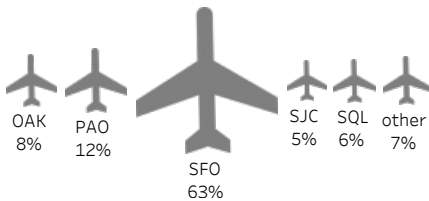


Hourly Noise Reporters (Average Day in a Month) ■ Noise Reporters ■ Operations



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

Airports



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

Source: SFO Intl Airport Noise Monitoring System

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 (Minute 11:44)

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 (Minute 18:26)

Faviola Garcia, introduced Durre Cowen who gave a verbal presentation 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 (Minute 38:25)

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 (Minute 57:25)

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 (Minute 1:10:36)

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 (Minute 1:57:40)

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 Minute (2:22:10)

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 (Minute 2:30:10)

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 (Minute 2:48:57)

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 (Minute 2:54:55)

- 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 (Minute 3:00:10)

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

Regular Meeting Action Minutes / Meeting No. 327

October 7, 2020

Page 7 of 7

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.

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.

SFO Airport/Community Roundtable

Meeting No. 328 Minutes

Wednesday, December 2, 2020

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

Roundtable Vice Chairperson, Ann Wengert, 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. Chairman Ortiz joined meeting at 7:35 pm.

Michele Rodriguez, Roundtable Coordinator, called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Edward McCaffrey – City and County of San Francisco Mayor's Office

Ivar Satero – City and County of San Francisco Airport Commission

Dave Pine - County of San Mateo Board of Supervisors

Carol Ford - C/CAG Airport Land Use Committee (ALUC)

Davina Hurt – City of Belmont

Terry O'Connell – City of Brisbane

Ricardo Ortiz – City of Burlingame

Pamela DiGiovanni – City of Daly City

Sam Hindi – City of Foster City

Al Royse – Town of Hillsborough

Cecilia Taylor – City of Menlo Park

Ann Schneider – City of Millbrae

Ann Wengert – Town of Portola Valley

Janet Borgens – City of Redwood City

Mark Addiego – City of South San Francisco

Tom Livermore – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors

Town of Atherton

City of Half Moon Bay

City of Pacifica

City of San Bruno

City of San Carlos

City of San Mateo

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 Aviation Technical Consultant (HMMH)

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager

Doug Yakel – Public Information Officer

Public Comments for Items NOT on the Agenda

Mark Shull from Palo Alto
Jennifer Landesmann from Palo Alto
Elizabeth Lopez from San Francisco

Roundtable member Ann Schneider noted that minutes do not reflect that Roundtable member Pamela DiGiovanni as present. Minutes were not approved and staff will review, and bring the minutes back at the next meeting.

ACTION: Terry O'Connell **MOVED** to amend Item 7 presentation and set agenda. The motion was seconded by Ann Schneider and **CARRIED**, roll call vote passed.

Mr. Peter Grace requested for minutes to reflect timestamp on each major agenda item.

7. Update from NOISE on FAA's NextGen Advisory Committee (NAC) (00:18:00)

Brad Pierce Colorado Councilmember and chair of National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.) gave a verbal presentation to the members.

He said the objective of NextGen Advisory Committee (NAC) is to provide independent advice/recommendations to the Federal Aviation Administration (FAA) and to respond to specific tasks assigned by FAA. Mr. Pierce said work done on NAC is a result of FAA tasking the NAC with certain and specific goals. He stated that NAC recommends consensus driven standards for the FAA to consider when referring to the air traffic management system. Mr. Pierce explained that NextGen is a satellite-based navigation system for commercial jets as opposed to radar based. Congress has mandated NextGen be implemented around the country, implementation began in 2017 with the goal to finish by 2025.

Mr. Pierce shared that under current administration the Radio Technical Commission for Aeronautics (RTCA) would not be monitoring NAC, instead FAA would monitor. He said that the membership consists of about 30 individuals on the committee including airlines, airport, Department of Defense, international individuals, environmentalist, manufacturers, labor unions, air traffic control. He said that he represents the environmentalist in the NAC.

He stated that NAC is broken down in several subcommittees and current standing NAC priorities are:

- Multiple Runway Operations
- Surface and Data Sharing
- Performance-Based Navigation (PBN)
- Data Communications
- Northeast Corridor

He mentioned that the Chair of NAC is Chip Childs, CEO of Skywest Airlines. He continued to state that N.O.I.S.E., made requests to Mr. Childs to look at Performance Based Navigation (PBN) Blueprint. He shared that the PBN Blueprint was approved by the NAC in 2014. He said that the NAC Technical Policy Based Committee is a high level committee that looks at how NextGen should be implemented and does not focus on specific airports. He said that Chairman Childs agreed to meet with FAA executives on PBN Blueprint. He stated that current FAA Administrator Steve Dickson was a member of NAC when he was in private sector and now as Administrator he attends NAC meetings and he understands the NAC purpose.

He said that the goal is to engage N.O.I.S.E. members and hear concerns. He directly asked the members to think about what needs to be included, what policies is FAA doing or need to improve? He said that NAC recommends policy to FAA with public input.

Emily Tranter, Executive Director of N.O.I.S.E, finalized by saying that N.O.I.S.E. wants to hear from members on issues, and best practices. Being that the SFO Roundtable is a member a benefit of that membership is being able to voice concerns via N.O.I.S.E. to FAA.

Member Al Royle asked for clarification the determination of noise as an environmental impact, the role of Mr. Pierce, and N.O.I.S.E. on lobbying? Mr. Pierce said that in terms of emission on federal level they work with Congressional staff on noise issues including emissions. He said that one goal is to reduce emissions in NextGen along with fuel economy. Ms. Tranter, said N.O.I.S.E. has been focused on noise but emissions and noise go hand and hand. She said they engage with members of Congress on Quiet Skies Caucus. She noted that as issues grow N.O.I.S.E. pays attention to what members care about. Mr. Pierce said that a company in Colorado is working on electric airplanes at Centennial Airport, called Bi-Aerospace, working on 2-seat and 4-seat private planes that run without noise/emissions.

Member Carol Ford commented and said that companies in the Bay Area are working on electric motors for airplanes. Public comments on this item from the following:

Darlene Yaplee from Palo Alto
Mark Shull from Palo Alto
Jennifer Landesmann from Palo alto
Peter Grace from Brisbane

Vice Chair Ann Wengert closed Item 7 and before handing over to Chairman Ortiz she noted that a vote on consent agenda approval was required.

ACTION: Al Royle **MOVED** to approve consent agenda. The motion was seconded by Tom Livermore and **CARRIED**, roll call vote passed. (Member Dave Pine did not vote due to microphone issues.)

4. Chairman's Report (00:53:00)

Roundtable Chairman, Ricardo Ortiz, began his verbal report by asking all Roundtable members to stay on for full meeting due to potential problems with having quorum and also asked if members do need to leave early to notify staff. He said that in regards to the request for Palo Alto to become a Roundtable member, that will be discussed in agenda item #9a/b. He finalized by providing an update on the Title 21 reporting, that the Technical Working Group is review the Noise Monitoring Threshold Report, and has requested quarterly Title 21 noise monitoring data reports from San Francisco International Airport staff.

5. Honoring Outgoing Members (00:55:00)

Chairman Ortiz thanked Ann Wengert and Janet Borgens for their service. Michele Rodriguez read resolutions into the record.

Roundtable members expressed their gratitude for both Ann Wengert and Janeth Borgens

Members of the Public

Sue Digre from Palo Alto

6. Update from San Francisco Airport Commission (01:07:00)

Airport Director, Ivar Satero, began his report by saying that the airport is below operations, at 20% from last year, ground operations are 50%. He said they are lower priority projects and reducing capital programs by another 1.3 billion. He said they will work with cash on-hand to finish projects. He said he is committed to a critical project in the community around sea-level rise, Shoreline Protections Program. He said that the Notice of Determination of Environmental Impact Report was routed to San Francisco planning committee and posted on their website. He said they are moving forward with Environmental Impact Report (EIR), however it is delayed to 2022.

He noted that Covid-19 staff testing at San Francisco International Airport (SFO) takes medical insurance, except not Kaiser, or \$200 cash. He said testing is expanding to airlines and they are looking into terminal testing.

He continued to say that staff presented to the Technical Working Group (TWG) on Ground-Based Augmentation System (GBAS), and that they will be presenting to Santa Clara Santa Cruz (SCSC) Community Roundtable. He said they are committed to moving forward with GBAS however they will not implement any procedures that will have negative noise impact on community.

Mr. Satero answered questions from members regarding coverage for Covid-19 testing and expansion to travelers aside from staff.

Member Ann Schneider asked if reduction in capital improvement projects include solar or electrification. Mr. Satero said that \$100 million was allocated for all projects to compete in innovative ways to add sustainability measures to their projects. Funds prioritize the highest benefit to reduce greenhouse gas (GHG). He said they do not intend on backing out on the SFO environmental initiative. He continued to say that their plastic bottle ban initiative expanded to all sweetened drinks and will go into effect 2021.

9a. Update on SFO Strategic Plan/Development Plan

Mr. Satero gave a brief update on the SFO Strategic Plan/Development Plan. He said they are in the last year of current 5-year plan that expires July 1, 2021. He said they are in process of preparing a new one. He stated that they have a 3-year Recovery Plan which has been their guidebook. He said there is much uncertainty and it is difficult to do strategic planning with reliability. He said they are considering expanding the 3-year Recovery Plan into the Strategic Plan which is focused on financial recovery. He finalized by stating that as they advance in this planning they can present the Recovery Plan.

9b. Noise Action Plan Update (minute 1:20)

Bert Ganoung gave a thorough verbal presentation to the members of the roundtable. He said that the Noise Action Plan developed in 6 categories:

-Quieter Planes: track and promote the use of quieter aircraft at SFO, advocate for quieter technology of aircraft to ensure that our neighbors share in the benefits. Staff reduction in airlines has made it harder to receive reports.

-Nighttime Noise: reduce noise caused from nighttime flights, track and notify airlines of noise deviations as well as push for the development and use of new quieter procedures with the FAA.

Advocate for promising procedures such as NIITE/HUSSH/GOBS, will add 25-32 miles to execute but it will fly around the Bay. He continued to speak on SFO flight path 050 departures, opposite direction operation, and 28R arrivals.

-Quieter Flight Procedures: keep flights higher and further from residents, develop noise mitigation procedures that benefit communities and provide more incentives for aircraft to follow current procedures. Increase altitude requirements for GAP departures.

-Noisiest Operations: identify noisiest flights then reduce their occurrence monitor existing flight operations and follow up with the airlines if there are deviations from the Fly Quiet Program.

-Environmental Impact: reduce airport and aircraft emissions, find new innovative methods of studying and reducing the airport's emissions impact on surrounding communities. Creating an emissions report on aircraft emissions and bio-fuel use.

-Noise Office Data: improve and expand methods of gathering both noise data and community reported data, revamp how the noise office gathers data to improve data accuracy, noise office efficient and ease of reporting for the community.

Member Ann Schneider requested a report given at Technical Working Group.

Public speaking on this item:

Jennifer Landesmann from Palo Alto

Liz Lopez from San Francisco

Peter Grace from Brisbane

Mark Shull from Palo Alto

c. Sound Insulation Program Update

Mr. Satero said he is committed to funding the Noise Insulation Program. He noted that SFO is funding homes for sound insulation that might not qualify under FAA requirements.

d. Web Trak App Reports Content Review

Due to lack of time this item was moved to February 3, 2021 regular meeting.

8. Presentation from Federal Aviation Administration (FAA) (01:42:00)

Sky Laron began by reminding the Roundtable of the July briefing from FAA on increased use of NIITE/HUSSH procedures. He continued to mention the October 7, 2020 FAA briefing to the Roundtable on the Noise Complaint Initiative that was 5-years in the making. He said that NIITE/HUSSH began Section 106 SHIPA Consultations with the California State Office of Historic Preservation to consider potential effects on historic properties listed in or eligible to be listed in the national registry of historic places. He said this is a piece of environmental review phase that they have moved into.

He said that in regard to questions on Noise Complaint Initiative, noise.faa.gov/noise, a lot of the questions were specific to airport and the FAA is in beginning phases of partnership with SFO with Noise Portal. The FAA Full Letter response will be posted on Roundtable website.

Public speaking on this item:

Elizabeth Lopez from San Francisco

9. Ad-hoc Committee Recommendation on Strategic Plan/Work Plan (01:50:00)

a. Adopt Roundtable Strategic Plan 20-24

b. Adopt Annual Work Plan 20-21

Chair Ortiz gave a verbal update to the members. He noted that 7 Roundtable members met three times to develop and recommend a four-year Strategic Plan and a Work Plan to govern the remaining seven months of the fiscal year. He referred to agenda packet page 32 which included member and public survey results. He noted that the overall changes in the documents were clearly to focus on outcomes and measurable results, to hold partner agencies more accountable, to advocate for our communities, and to increase effectiveness of the Roundtable. The Strategic Plan, and Work Plan do not include consideration of adding Palo Alto to the membership.

Members for subcommittee:

Legislative Subcommittee – Al Royle, Pamela DiGiovanni volunteered

Technical Working Group - Terry O'Connell

ACTION: Janet Borgens **MOVED** to approve and adopt item 9a. Adopt Roundtable Strategic Plan 2020-2024, item 9b. Adopt Annual Work Plan 2020-2021. The motion was seconded by Terry O'Connell and **CARRIED**, roll call vote passed. (Edward McCaffrey did not vote)

12. Action to Nominate New Vice Chair to Roundtable Effective Jan. 1, 2021 (2:00:00)

Supervisor Dave Pine requested to move this item up before having to leave the meeting and Mr. Ortiz approved the request.

Dave Pine nominated Sam Hindi to serve as Vice Chair, Mr. Hindi expressed interest in the position.

ACTION: Dave Pine **MOVED** to nominate member Sam Hindi as new Vice Chair. The motion was seconded by Janet Borgens and **CARRIED**, roll call vote passed. (Edward McCaffrey did not vote)

10. Ground-Based Noise (GBN) Subcommittee – Update on GBN Study (02:04:00)

Subcommittee Chairperson, Ann Schneider, gave a presentation to the members she noted that in the November subcommittee meeting they designed and reviewed protocols to go into GBN modeling study. Study included Millbrae, Hillsborough, San Bruno, and Burlingame.

Justin Cook, shared that HMMH has began collecting information from cities. Model is ready to go and draft results will be available for the Subcommittee in January 2021.

11. Technical Working Group Subcommittee (02:08:00)

Chairman Ortiz gave a verbal update to the members. He said that the SFO presentation on GBAS showed areas of purple as noise, and the Committee asked for additional information including showing CNEL contours, and identifying noise impacts from airline air brakes.

Public speaking on this item:

Mark Shull from Palo Alto

Jennifer Landesmann from Palo Alto

Regular Meeting Action Minutes / Meeting No. 328

December 2, 2020

Page 7 of 7

13. Member Communications / Announcements

Member Tom Livermore announced that he will no longer be on Town council for the Town of Woodside.

Ann Schneider shared that we need to bring back adding emissions to the scope of work to the Roundtable in 2022.

14. Adjourn

Chairperson Ortiz adjourned the meeting at approximately 9:20 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.

YTD-Q2 ACTUALS FOR JULY 1, 2020 THROUGH JUNE 30, 2021

SOURCES	2020-2021	
Revenue	<u>BUDGET</u>	<u>ACTUAL</u>
San Francisco Airport Commission	\$220,000	
Roundtable Membership	\$40,500	\$ 28,500
<i>In Kind Contributions from Millbrae</i>		
Total Revenue	\$260,500	\$ 28,500
Fund Balance	\$210,971	
Total Sources	\$471,471	\$ 28,500

EXPENSES	<u>BUDGET</u>	
County of San Mateo Coordination Services	\$139,534	\$ 47,093
Roundtable Aviation Technical Consultant	\$90,000	\$ 22,647
	\$229,534	\$ 69,740

ADMINISTRATION / OPERATIONS	<u>BUDGET</u>	
Line item for Millbrae**NEW		
Postage / Printing	\$0	
Website	\$6,300	\$ 108
Data Storage & Conference Services	\$900	
Miscellaneous Office Expenses/Equipment	\$1,500	\$ 250
Video Services	\$4,000	\$ 1,050
	\$12,700	\$ 1,408

PROJECTS, PROGRAMS, & OTHER	<u>BUDGET</u>	
Noise Conferences Attendance, Coordinator	\$200	\$ 20
Noise Conferences Attendance, Members	\$200	\$ 130
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	\$ 35,180
	\$55,550	\$ 36,180

CONTINGENCY FUND	<u>BUDGET</u>	
Aviation Consultant Contingency	\$20,000	
General Contingency	\$20,000	
	\$40,000	\$ -

EXPENSES SUBTOTAL	<u>BUDGET</u>	
	\$337,784	\$ 107,328

UNCOMMITTED FUNDS / YEAR END BALANCE	<u>PROJECTED</u>	
	\$133,688	\$ (78,828)

Welcome from the Roundtable Chairperson

The mitigation of noise related to airport and aircraft operations at San Francisco International Airport (SFO) has been a quality-of-life issue on the San Francisco Peninsula for well over 40 years. The creation of the Airport/Community Roundtable in 1981 filled an institutional void. Through its commitment to “communication, cooperation, and collaboration”, the Roundtable continues to tackle the complex subject of airport and aircraft noise mitigation, through a voluntary partnership with the FAA, the Airport, and the airlines that serve SFO. This extraordinary relationship has provided a 40-year forum for the public and local elected leaders to learn about the challenges, costs, and benefits of potential airport and aircraft noise mitigation strategies and solutions.

The success of the Roundtable is due to the commitment of its members and partners. The Membership is comprised of 18 cities and towns in San Francisco, and San Mateo Counties, including the Board of Supervisors, the San Francisco Mayor’s Office, Airport Commission, and City/County Association of Governments of San Mateo County. Ivar C. Satero, SFO Airport Director, and his key staff conducts in-field noise measurements, Title 21 reporting, and noise mitigation programs such as electrification of the on-ground airport operations, and building retrofit program. The Roundtable staffing is provided by San Mateo County, including a part-time Roundtable Coordinator and secretary. Technical support to the Roundtable is provided by an outside consultant, currently HMMH, and reporting to San Mateo County.

The Roundtable celebrates its successes including Congressional advocacy on Federal Aviation Administration policy changes, significantly improved SFO Noise Complaint Portal, Subcommittees formed and focused on detailed issues such as Ground Based Noise. Included in your packet is the recently completed four-year Strategic Plan, and one-year Work Plan focusing our efforts thru June 2021. Your participation in the upcoming Noise 101 training, and subcommittees such the Technical Working Group review of the SFO Ground Based Augmentation System (GBAS), Noise Monitoring Thresholds review, and the Ground Based Noise Study is important to meeting community expectations of noise mitigation. Please do take advantage of the Roundtable Mentorship Program by participating in the kick-off call with a more senior Member of the Roundtable to introduce you to the Roundtable, and be available in future to answer questions.

Ricardo Ortiz, Roundtable Chairperson
Council Member City of Burlingame Representative



**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.
-

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE PURPOSE AND BYLAWS

Adopted on June 5, 2005 (Ver. 1)

Amended on December 2, 2009 (Ver. 2)

Amended on December 1, 2010 (Ver. 3)

Amended on April 3, 2013 (Ver. 4)

Amended on February 4, 2015 (Ver. 5)

A. PURPOSE

B. BYLAWS

Page

Article I.	Organization Name	3
Article II.	Current Roundtable Memorandum of Understanding (MOU).	3
Article III.	Membership/Representation	4
Article IV.	Officers/Elections	5
Article V.	Staff Support	6
Article VI.	Meetings	6
Article VII.	Subcommittees	7
Article VIII.	Funding/Budget	8
Article IX.	Conduct of Business/Voting	9
Article X.	Amendments/Effective Date	10

This Page Intentionally Left Blank

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE PURPOSE AND BYLAWS

A. PURPOSE

The San Francisco International Airport/Community Roundtable was established in 1981 to address community concerns related to noise from aircraft operating to and from San Francisco International Airport (SFO). This voluntary committee of local elected and appointed officials provides a forum for public officials, airport management, FAA staff, and airline representatives to address issues regarding aircraft noise, with public input. The Roundtable monitors a performance-based aircraft noise mitigation program, as implemented by airport staff, considers community concerns regarding relevant aircraft noise issues, 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 elected officials.

B. BYLAWS

Article I. Organization Name

The name of the independent public body established by a 1981 Memorandum of Understanding (MOU), as amended, to carry out the purpose stated above, is the “San Francisco International Airport/Community Roundtable” and may be commonly referred to as the “Roundtable.”

Article II. Current Roundtable Memorandum of Understanding (MOU)

The purpose and objectives of the Roundtable are stated in an adopted document entitled, “Memorandum of Understanding (MOU) Providing for the Continuing Operation of the San Francisco International Airport/Community Roundtable,” as amended. The MOU is the Roundtable creation document and provides the foundation for its focus and activities.

Article III. Membership/Representation

1. As of the adoption date of this version of the Bylaws, the following agencies/bodies are Roundtable Regular Members:

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
C/CAG* 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. Roundtable Representatives and their Alternates are voting members who serve on the Roundtable and are designated by each of the members listed in Article III. Section 1 above.
3. All Representatives and their Alternates shall be elected officials from the agencies/bodies they represent, except those from the following:

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

*City/County Association of Governments of San Mateo County

4. Roundtable Advisory Members are non-voting members that provide technical expertise and information to the Roundtable and may consist of representatives from the following:

Chief pilots of airlines operating at San Francisco International Airport
Federal Aviation Administration (FAA) Staff
5. All Representatives and Alternates who serve on the Roundtable shall serve at the pleasure of their parent bodies.
6. All appointed and elected officials who serve on the Roundtable can be removed/ replaced from the Roundtable at any time by their parent bodies. However, the Roundtable encourages and recommends at least two years of service for Representatives and Alternates who serve on the Roundtable.
7. The Alternates of all Roundtable member agency/bodies shall represent their parent body at all Roundtable meetings when the designated Representative is absent.
8. If both the Representative and his/her Alternate will be absent for a Roundtable meeting, the Chair/Mayor of the member agency/body may designate a voting representative of that agency/body as a substitute for that meeting only and shall notify the Roundtable, preferably in writing, at least two days before the meeting, of that designation.
9. Any city or town in San Mateo County that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.
10. Any 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.
11. No Representative or Alternate shall receive compensation or reimbursement from the Roundtable for expenses incurred for attending any Roundtable meeting or other Roundtable functions.
12. A former member that has withdrawn its Roundtable membership must follow the same process that a new city or town in San Mateo County must follow to request membership in the Roundtable as described in Article III. Section 9 above.

Article IV. Officers/Elections

1. The officers of the Roundtable shall consist of a Chairperson and a Vice-Chairperson.
2. The Chairperson and Vice-Chairperson shall be elected by a majority of the members present at the February Meeting or the first Regular Meeting held thereafter. The term of the Chairperson and Vice-Chairperson shall not exceed twelve (12) months from the date of the election.
3. Nominations for officers of the Roundtable shall be made from the floor.
4. The Chairperson shall preside at all Regular and Special Roundtable Meetings and may call Special Meetings when necessary.
5. The Vice-Chairperson shall perform the duties of the Chairperson in the absence of the Chairperson.
6. A special election shall be called if the Chairperson and/or Vice-Chairperson are unable to serve a full term of office.
7. The Chairperson or Vice-Chairperson may be removed from office at any time by a majority vote of the members present at the meeting that such action is to be taken.

Article V. Staff Support

1. Roundtable staff support shall be provided by the County of San Mateo and by the San Francisco Airport Commission. Staff support provided by the County of San Mateo may include County staff and consultants.
2. The duties of the Roundtable Staff and consultants provided by the County of San Mateo shall be specified and approved as part of the Roundtable's annual budget process.

Article VI. Meetings

1. The Roundtable membership shall establish, by adopted resolution, the date, time and place for Regular Roundtable Meetings. Such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter.
2. A majority of the voting members of the Roundtable must be present to constitute a quorum for holding a Regular or Special Roundtable Meeting. Regular or Special Meetings cannot be held if a quorum is not present.

3. If a quorum is not present at a Regular or Special Roundtable Meeting as determined by the roll call, the Chairperson may decide to:
 - a. terminate the proceedings by declaring a quorum has not been achieved and therefore an official meeting cannot be convened,
 - or
 - b. delay the start of the official meeting as a means to achieve a quorum, if possible,
 - and
 - c. if the Chairperson chooses to delay the meeting the Chair may ask for a consensus from the Representatives/Alternates present to hear the informational items only as noted on the meeting agenda.
4. All agendas and meeting notices for each Regular Meeting, Special Meeting, and certain Subcommittee Meetings, as defined in Article VII, shall be posted, as prescribed by law (Brown Act, California Government Code Section 5490 et seq.).
5. Each Roundtable Meeting Agenda packet shall be posted on the Roundtable Web site as soon as possible before a meeting.
6. A paper copy of the Meeting Agenda packet shall be provided at no charge to anyone who requests a copy.

Article VII. Subcommittees

1. Subcommittees shall either be a Standing Subcommittee or an Ad Hoc Subcommittee. The number of members appointed to a subcommittee of the Roundtable shall consist of less than a quorum of its total membership (see Article VI. Section 2, re: quorum).
 - a. Standing Subcommittees shall include, but not be limited to the following:
 1. Work Program Subcommittee
 2. Operations and Efficiency Subcommittee
 3. Legislative Subcommittee
 4. Departures Technical Working Group
 5. Arrivals Technical Working Group
 - b. Ad Hoc Subcommittee(s) may be created, as needed, to address specific issues.
2. Creation of a Standing Subcommittee or an Ad Hoc Subcommittee may be created by a majority vote of the Representative/Alternates present at a Regular Meeting. The Chairperson shall have the discretion to propose the formation of a subcommittee.

3. Standing Subcommittee or Ad Hoc Subcommittee membership and number of meetings shall be based on the following:
 - a. The Chairperson, at his or her discretion, may appoint any Roundtable Representative or Alternate to serve on a Standing Subcommittee or on an Ad Hoc Subcommittee.
 - b. The Roundtable Chairperson and Vice-Chairperson may serve on a Sub-committee or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson. The Roundtable Chairperson shall serve or appoint a Chair of the Subcommittee, and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.
 - c. Each Subcommittee shall meet as many times as necessary to study the issues identified by the Roundtable as a whole and develop and submit final recommendations regarding such issues to the full Roundtable for review/action.
 - d. After the date on which the Roundtable has heard and taken action on an Ad Hoc Subcommittee's final recommendation(s), the Ad Hoc Subcommittee shall cease to exist, unless the Roundtable determines that the Subcommittee must reconvene for the purposes described in this paragraph. In its action on the Ad Hoc Subcommittee recommendation(s), the Roundtable may direct the Subcommittee to reconvene, as necessary to review, refine, and/or revise all or a portion of its recommendation(s). If such action occurs, the Ad Hoc Subcommittee shall be charged with preparing and submitting a subsequent recommendation(s) to the full Roundtable for review/action. After the date on which the Roundtable has received the subsequent Ad Hoc Subcommittee recommendation(s), the Subcommittee shall cease to exist.
4. The duties of a chairperson of a Roundtable Subcommittee may include, but are not limited to, presiding over Subcommittee meetings and submitting recommendations to the full Roundtable, regarding the topics/issues addressed by the Subcommittee.

Article VIII. Funding/Budget

1. The Roundtable shall be funded by its voting member agencies. The County of San Mateo shall establish a Roundtable Trust Fund that contains the funds from the member agencies and shall be the keeper of the Trust Fund. All Roundtable expenses shall be paid from the Roundtable Trust Fund.
2. The amount of the annual funding contribution for the various categories of membership may be revised by the Roundtable at a Regular or Special Meeting by a majority vote of those members present at that meeting.

3. The Roundtable fiscal year shall be from July 1st to June 30th.
4. Roundtable Staff, in consultation with the Roundtable Chairperson, will recommend an annual funding amount for each Roundtable member at least 60 days prior to the anticipated date of adoption of the annual Roundtable Budget.
5. The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting held between May 31 and October 31 of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.
6. The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.
7. The City and County of San Francisco shall provide an annual funding contribution for representation on the Roundtable by the representatives from the San Francisco Board of Supervisors, the San Francisco Mayor's Office, and the San Francisco Airport Commission. The Airport Commission, being a department of the City and County of San Francisco, shall provide one funding source for all three of these representatives. The amount of the annual contribution may be determined at the discretion of the Airport Director, with approval by the Airport Commission and shall be the subject of an agreement between the City and County of San Francisco and the County of San Mateo.
8. If a member withdraws from the Roundtable, per the provisions of Article III. Section 9, the remainder of that member's annual Roundtable funding contribution shall be forfeited, since the annual Roundtable Budget and Work Program are based on revenue provided by all Roundtable members.

Article IX. Conduct of Business/Voting

1. All Roundtable Regular Meetings and Special Meetings shall be conducted per the relevant provisions in the Brown Act, California Government Code Section 54950 et seq.
2. All Roundtable Standing Subcommittees, as identified in Article VII., are considered legislative bodies, per Government Code Section 54952 (b) (Brown Act) and therefore, the conduct of Standing Subcommittee meetings shall be guided by the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
3. All Ad Hoc Subcommittees are not legislative bodies, as defined by law, and therefore the conduct of those Subcommittee meetings are not subject to the relevant provisions of the Brown Act, Government Code Section 54950 et seq.

4. All action items listed on the Meeting Agenda shall be acted on by a motion and a second, followed by discussion/comments from Roundtable Representatives and the public, in accordance with *Robert's Rules of Order*. Approval of an action item shall require a majority of the membership present.
5. Except as described in Section 6 below, each agency/body represented on the Roundtable shall have one vote on all voting matters that come before the Roundtable.
6. The City and County of San Francisco has three (3) representatives on the Roundtable (Board of Supervisor's Representative, Mayor's Office Representative, and Airport Commission Representative). In the event all three are present at a Roundtable Regular or Special Meeting, only two of the three may vote on any action item on the meeting agenda.
7. To ensure efficient communications and the appropriate use of Roundtable Staff and Airport Noise Abatement Office Staff resources outside of noticed Roundtable meetings, other than those requests deemed to be minor by the Chairperson, Roundtable Members shall submit all requests for assistance/information/analysis to the Chairperson. The Chairperson will determine the appropriate course of action to respond to the request and shall, if necessary, forward the request to Roundtable and/or Airport staff for action. The Chairperson shall inform the Roundtable Member of the disposition of the request in a timely manner. For requests that are outside of the Roundtable's purview or approved Work Program, the Chairperson shall notify the Member that the request cannot be fulfilled at that time. The Vice Chairperson shall have similar authority in the Chairperson's absence.

Article X. Amendments/Effective Date

1. The Bylaws shall be adopted at a Regular or Special Roundtable Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
2. The adopted Bylaws may be amended at any Roundtable Regular or Special Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

* * * * *

Signed By:



Date: 4/1/15

Cliff Lentz
Roundtable Chairperson
Councilmember
City of Brisbane



Date: 4/1/15

Elizabeth Lewis
Roundtable Vice-Chairperson
Councilmember
Town of Atherton



San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-4220
F (650) 363-4849
www.sforoundtable.org

September 29, 2020

TO: Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

Re: Establishing Regular 2021 Roundtable Meeting Dates

Dear Roundtable Members,

Below are the proposed 2021 regular meeting dates. All meetings will start at 7pm and will continue to be held virtually/via Zoom, until health orders allow. Once in-person meetings resume, they will be held at David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae CA 94030.

February 3, 2021
April 7, 2021
June 2, 2021
August 4, 2021
October 6, 2021
December 1, 2021



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.

LASTNAME	FIRSTNAME	CITY/ORG	ROLE	EMAIL
Ahsha	Safai	SF BOS	REP	ahsha.safai@sfgov.org
Sweet	Alexandra*	SF Mayor Office	REP	alexandra.c.sweet@sfgov.org
Satero	Ivar	SFO Airport	REP	Ivar.Satero@flysfo.com
Yakel	Doug	SFO Airport	ALT	Doug.Yakel@flysfo.com
Pine	Dave	SMC BOS	REP	dpine@smcgov.org
Horsley	Don	SMC BOS	ALT	
Linda	Wolin	SMC BOS	CC	lwolin@smcgov.org
Ford	Carol	ALUC	REP	carol_ford@sbcglobal.net
Newman	Richard	ALUC	ALT	
Bill	Widmer*	Atherton	REP	bwidmer@ci.atherton.ca.us
Mike	Lempres*	Atherton	ALT	
Hurt	Davina	Belmont	REP	dhurt@belmont.gov
McCune	Tom	Belmont	ALT	
O'Connell	Terry	Brisbane	REP	terryoconnell@ci.brisbane.ca.us
Davis	Madison	Brisbane	ALT	
Ortiz	Ricardo	Burlingame	REP	rortiz@burlingame.org
Brownrigg	Mike	Burlingame	ALT	
DiGiovanni	Pamela	Daly City	REP	pameladigiovanni.dalycity@gmail.com
Daus-Magbual	Rod	Daly City	ALT	
Hindi	Sam	Foster City	REP	shindi@fostercity.org
Froomin	Jon	Foster City	ALT	
Ruddock	Debbie*	Half Moon Bay	REP	druddock@hmbcity.com
Brownstone	Robert*	Half Moon Bay	ALT	
Royse	Alvin	Hillsborough	REP	ARoyse@hillsborough.net
Krolik	Christine	Hillsborough	ALT	
Taylor	Cecilia	Menlo Park	REP	cttaylor@menlopark.org
Ray	Mueller	Menlo Park	ALT	
Schneider	Ann	Millbrae	REP	aschneider@ci.millbrae.ca.us
Oliva	Anne	Millbrae	ALT	
O'Neill	Mike	Pacifica	REP	o'neilm@ci.pacifica.ca.us
Vaterlaus	Sue*	Pacifica	ALT	
Vacant		Portola Valley	REP	-
Hughes	Craig	Portola Valley	ALT	
Gee	Jeff	Redwood City	REP	jgee@redwoodcity.org
Hale	Giselle	Redwood City	ALT	
Tom Hamilton		San Bruno	REP	thamilton@sanbruno.ca.gov
none appointed			ALT	
Rak	Adam	San Carlos	REP	arak@cityofsancarlos.org
Olbert	Mark	San Carlos	ALT	
Lee	Amourence*	San Mateo	REP	alee@cityofsanmateo.org
Papan	Diane	San Mateo	ALT	
Addiego	Mark	South San Francisco	REP	mark.addiego@ssf.net
Nagales	Mark	South San Francisco	ALT	
Carvell	John	Woodside	REP	j.carvell@woodsidetown.org
Brown	Richard "Dick"	Woodside	ALT	



“NOISE 101”

DATE: March 2021
TIME: Doodle Poll Forthcoming
WHERE: ZOOM Training and RECORDED Session

TOPIC: “Noise 101” – An Introduction to Aircraft Noise and the Programs Associated with it from the Local through Federal Levels.

WORKSHOP AGENDA

1. Welcome / Introductions / Opening Remarks
2. Workshop Session:
 - A. Workshop Purpose / Focus / Format – Bert Ganoung, San Francisco International Airport Aircraft Noise Abatement Manager
 - B. Overview of “Noise 101” Training Topics and Questions – Bert Ganoung
 - Noise Office
 - Noise Abatement Program
 - Noise Exposure Maps
 - Noise Insulation Program
 - FAA - Air Traffic Control
 - Title 21
 - Noise Metrics
 - Fly Quiet Program
 - The Airport / Community Roundtable

Airport Director’s Reports
Overview of Permeant and Portable Noise Monitoring System



January 27, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Update on Roundtable Technical Consultant Selection Process

EXECUTIVE SUMMARY: This information only memo provides the background and update on the status of the Request for Proposals (RFP) for the Roundtable Technical Consultant.

RECOMMENDATION: No action required.

BACKGROUND: The Membership approved at their October 8, 2020 meeting the Roundtable budget including an expense line-item for an Aviation Technical Consultant. This contract is \$90,000 annually, for a total of \$270,000, effective July 1, 2021 – June 30, 2024. The current consultant contract expires on June 30, 2021.

The revenue for this contract comes from the City and County of San Francisco, acting by and through its Airport Commission, and Roundtable Membership. The role of the technical consultant is to provide aviation expertise, such as development of the Ground Based Noise Study, or the review of the Remote Monitoring Terminal Thresholds report. The scope of work is attached for your information.

UPDATE: The following are the RFP timelines:

Jan 4:	RFP published on Public Purchase.com website.
Jan 29:	Deadline for RFP responses.
Feb 17:	Consultant Interviews (date TBD)/Interview Panel: Membership, SM County, Airport
May 4:	San Mateo Board of Supervisors approves contract
June 2:	Membership Notified
July 1:	Start Date

ATTACHMENTS:

- Request for Proposals for Technical Support to the San Francisco International Airport/Community Roundtable



REQUEST FOR PROPOSALS

Title: Technical Support to the San Francisco International Airport/ Community Roundtable

The County of San Mateo is seeking proposals for consultant services to provide technical support to the San Francisco International Airport/Community Roundtable.

San Francisco International Airport (SFO or "Airport") is owned and operated by the City and County of San Francisco. However, the Airport is located entirely within San Mateo County. The San Francisco International Airport/Community Roundtable (Roundtable) was created in 1981, via a Memorandum of Understanding (MOU), as 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 program. The Roundtable will be celebrating its 40-anniversary in 2021. The Roundtable acts as the liaison and resource for community members, local governments, the Federal Aviation Administration, San Francisco International Airport, and airline operators. The annual Work Plan dictates the focus for that fiscal year. The Roundtable meets four to six times each year to discuss work completed and focused on that Work Plan. The operational budget is funded by the Membership, and San Francisco International Airport.

The twenty-three (23) member committee is currently focused on providing feedback to San Francisco International Airport on its GBAS Program; completing a Ground Based Noise Study; focus on departure arrival procedures for NIITE HUSH; providing recommendations to SFO on its update to the Noise Action Plan, Strategic Plan, and Development Plan. The Roundtable has completed a number of accomplishments include: Installation at SFO of Noise Monitors, holding the airlines accountable for 30 running of APUs; contributed to significant improvement in the SFO noise complaint portal; annual Noise 101 course for our Membership; Advocacy for Congressional Action on FAA policy changes; launch of the Ground Based Noise Study; advocacy letters to the FAA, such as recommendations on Noise Certification of Supersonic Airplane proposed rulemaking.

Consultant services are retained for technical services and for other specific activities as deemed necessary. Special meetings, workshops, and subcommittee meetings are held, as needed, and the expert consultant is expected to provide content and feedback to help guide the Roundtable toward Work Plan goals and accomplishments. All meetings are subject to compliance with the open meeting requirements of the Brown Act. Roundtable regular meetings are generally held during the early evening either remote via ZOOM or in person in Millbrae, California, although occasionally at other locations in San Mateo County. Special meetings and subcommittee meetings are coordinated among the members, with meeting locations to be determined based on venue availability. Historic subcommittees include the Ground-Based Noise, Technical Working Group, Legislative, and Portable Noise Monitor.

The Roundtable has completed a Strategic Plan (2020-2024) (Attachment 1), a Work Program (2020-2021) (Attachment 2) and adopted Budget (2020-2021), it is expected that work will be aligned with these guiding documents.

County of San Mateo

County staff serves as the Roundtable Coordinator, providing administrative and technical support. The consultant selected through this RFP process will provide the necessary technical support to the Roundtable and County staff. It is expected that County staff and the consultant will work together seamlessly to provide the Roundtable the support to carry out its mission within the scope and financial parameters of the Roundtable.

Solicitation Number	RT0001
Number of contracts expected to be awarded	1
Estimated Value or Range per contract	\$270,000/\$90,000 annually
Funding Sources	<input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> Other
Expected Contract Duration	36 months (July 1, 2021-June 30, 2024)
Options to Renew	NA
Hard copy proposals required	1 original; <u> 1 </u> copies;
County Mailing Address <i>(for hard-copy communication & proposal submissions)</i>	County of San Mateo Procurement 455 County Center, 4th Floor Redwood City, CA 94063
Authorized Contact Person	Michele Rodriguez
Authorized Contact Person E-mail	Mrodriguez2@smcgov.org
E-mail Address for Protests	protests@smcgov.org
RFP Released	01/04/2021 8:00 a.m. PST
Deadline for Questions, Comments and Exceptions	01/18/2021 12 noon PST
Proposal Due Date and Time	01/29/2021 5:00 PST
Interviews	Week of 02/15/2021
Submission to County Board for approval	05/04/2021
Anticipated Contract Award Date	05/04/2021

TABLE OF CONTENTS

SECTION I - DEFINITIONS	3
SECTION II - INSTRUCTIONS FOR PROPOSERS	5
2.1 PRE-SUBMITTAL ACTIVITIES	5
A. <i>Registration</i>	5
B. <i>Questions, Comments, Exceptions</i>	5
C. <i>Revisions to the Solicitation</i>	5
D. <i>Contact with County Employees</i>	5
2.2 PROPOSAL CONTENT REQUIREMENTS	6
A. <i>Proposal Format</i>	6
B. <i>Technical Proposal Contents</i>	6
C. <i>Supplementary Documents</i>	6
D. <i>Tabbing of Sections</i>	7
E. <i>Price Proposal</i>	9
2.3 PROPOSAL SUBMISSION	9
A. <i>Submit proposals as directed below</i>	9
B. <i>Errors in Proposals</i>	10
2.4 PROPOSER CERTIFICATIONS.....	10
2.5 WITHDRAWAL OF PROPOSALS	10
2.6 NO COMMITMENT	10
2.7 ESTIMATED QUANTITIES.....	10
2.8 PROPOSER SELECTION	10
A. <i>Determination of Responsiveness</i>	11
B. <i>Proposal Evaluation</i>	11
C. <i>Determination of Responsibility</i>	11
2.9 CONTRACT AWARD	11
A. <i>Notice of Intent to Award</i>	11
B. <i>Award Procedure</i>	11
C. <i>Commencement of Performance</i>	11
2.10 PROTESTS.....	11
A. <i>Protest Eligibility, Format, and Address</i>	11
B. <i>Protest Deadlines</i>	12
C. <i>Protest Contents</i>	12
D. <i>Reply to Protest</i>	12
E. <i>No Stay of Procurement Action during Protest</i>	12
2.11 PUBLIC RECORDS.....	12
A. <i>General</i>	12
B. <i>Confidential Information</i>	13
SECTION III - QUALIFICATIONS, EXPERIENCE, AND EVALUATION CRITERIA	14
3.1 MINIMUM QUALIFICATIONS.....	14
3.2 ORGANIZATIONAL CAPACITY AND EXPERIENCE	15
A. <i>Organizational Capacity:</i>	15
B. <i>Experience</i>	15
3.3 REFERENCES.....	16
3.4 EVALUATION CRITERIA	16

SECTION IV - INSURANCE 17
SECTION V - STANDARD TERMS AND CONDITIONS 18
SECTION VI - SCOPE OF WORK AND SPECIAL PROVISIONS 19
6.1 SUMMARY 19

- :-

SECTION I - DEFINITIONS

Business Day: Monday through Friday except for holidays as observed per the California Government Code.

Confidential Information: Information in any form that is not generally known and treated as confidential by a party, including business, financial, statistical, and non-public personal information, trade secrets, know-how, applications, documentation, schematics, procedures, Personally Identifiable Information, information covered by legal privilege, and other proprietary information that may be disclosed or incorporated in materials provided to one party by the other, whether or not designated as confidential, whether or not intentionally or unintentionally disclosed, and whether or not subject to legal protections or restrictions.

Contract Materials: finished or unfinished documents, data, studies, maps, photographs, reports, specifications, lists, manuals, software, and other written or recorded materials produced or acquired by the Contractor pursuant to the Contract for or on behalf of the County, whether or not copyrighted.

Contract: The agreement between San Mateo County and Contractor awarded pursuant to this solicitation.

Contractor: The person or other entity awarded a Contract in conformance with the terms of this solicitation and any subsequently-agreed upon terms.

County Data: All information, data, and other content, including Confidential Information and other information whether or not made available by San Mateo County or San Mateo County's agents, representatives or users, to a Contractor or potential Contractor or their employees, agents, representatives or Subcontractors, and any information, data and content directly derived from the foregoing, including data reflecting user access or use.

County Systems: The information technology infrastructure of San Mateo County or any of its designees, including computers, software, databases, networks, and related electronic systems.

County: San Mateo County

Deliverables: Goods or services required to be provided to San Mateo County under the Contract.

DUNS (Data Universal Numbering System): a proprietary nine-digit number issued by Dun and Bradstreet, Inc. to identify unique business entities.

Force Majeure: An event or circumstance not caused by or under the control of a party, and beyond the reasonable anticipation of the affected party, which prevents the party from complying with any of its obligations under the Contract, including acts of God, fires, floods, explosions, riots, wars, hurricane, sabotage, terrorism, vandalism, accident, governmental acts, and other events.

Hosting: Storage, maintenance, and management of hardware, software, and San Mateo County Data by a party other than San Mateo County, on machines and at locations other than those operated by San Mateo County, where a party other than San Mateo County has regular responsibility for back-up, disaster recovery, security, upgrades, replacement, and overall responsibility for ensuring that all hardware and software continues to function as intended.

Key Employee: Employees of the Contractor jointly identified by San Mateo County and the Contractor as possessing unique skill and experience that was a material consideration in San Mateo County's decision to award a contract.

Maintenance Updates: Any revision, update, improvement, modification, enhancement, correction, bug fix, patch, or new release for a system, platform, software or other product, including any change made as a result of applicable federal, State, or local law.

Major Change: A change to the specified performance, maintainability, operation, power requirements, compatibility, measurement, user interface, reliability, quantity, scale, quality, terms, delivery method, or requirement of any product or service that affects the obligations of the parties or reflects a substantial alteration in circumstances surrounding the agreement, or is of such a nature that knowledge of the change would affect a person's decision-making process.

PII (Personally Identifiable Information): information in any format that can be used to identify a specific individual, either used alone or combined with other private or public information that can be linked in some way to a specific individual.

Project Manager: The individual identified by San Mateo County as San Mateo County's primary contact for the receipt and management of the goods and services required under the Contract.

PST: Pacific Standard Time, including Pacific Daylight Time when in effect

Subcontractor: Firms engaged by the Contractor to perform work or provide goods pursuant to the Contract, including vendors and suppliers

Task Order or Purchase Order: A written request from San Mateo County to a vendor to provide goods or services, indicating types, quantities, prices and delivery criteria.

SECTION II - INSTRUCTIONS FOR PROPOSERS

2.1 PRE-SUBMITTAL ACTIVITIES

A. Registration

- (1) Organizations or individuals interested in responding to this solicitation must register online with the County of San Mateo at:

<https://www.publicpurchase.com/gems/register/vendor/register>

- (2) The County does not maintain the Public Purchase system and is not liable for site failures or technical problems. To resolve technical issues, contact Public Purchase at:
http://www.publicpurchase.com/gems/help/mainhelp.html?frame1=public/info.html&frame2=public/info_register.html

B. Questions, Comments, Exceptions

Submit questions, comments, and exceptions, including notifications of apparent errors, to the Public Purchase site by the Deadline for Questions, Comments and Exceptions. Questions and comments received after the deadline may not be acknowledged.

- (1) Request for changes

If requesting changes to a part of this solicitation, identify the specific words or phrases and the sections and paragraphs in which they occur. State the reason for each request and provide alternative suggested language. Failure to submit requests by the deadline will be deemed a waiver of any exception. The County's consideration of a suggestion does not imply acceptance. If sufficient proposals are received with no requested changes, the County may reject those requesting changes.

- (2) Request for Substitution of Specified Equipment, Material, or Process

- (a) Unless otherwise stated in the solicitation, references to items or processes by trade names, models or catalog numbers are to be regarded as establishing a standard of quality and not construed as limiting competition.
- (b) If requesting a substitution for a required item, submit requests by the Deadline for Questions, Comments, and Exceptions. Furnish all necessary information required for the County, in its sole judgement, to make a determination as to the comparative quality and suitability of any suggested alternatives. The County's decision will be final. If alternatives are accepted, the County will issue an addendum to the solicitation.

C. Revisions to the Solicitation

The County may cancel, revise, or reissue this solicitation, in whole or in part, for any reason. Revisions will be posted as addenda on <http://www.publicpurchase.com/>. No other revision of this solicitation will be valid. Proposers are responsible for ensuring that they have received all addenda from Public Purchase.

D. Contact with County Employees

Violation of the following prohibitions may result in a proposer being found non-responsible, barred from participating in this or future procurements, and becoming subject to other legal penalties.

- (1) As of the issuance date of this RFP and continuing until it is canceled or an award is made, no proposer or person acting on behalf of a prospective proposer may discuss any matter relating to the RFP with any officer, agent, or employee of the County, other than through Public Purchase, to the Authorized Contact Person, or as outlined in the evaluation or protest procedures.

- (2) Proposers may not agree to pay any consideration to any company or person to influence the award of a contract by the County, nor engage in behavior that may be reasonably construed by the public as having the effect or intent of influencing the award of a contract.

2.2 PROPOSAL CONTENT REQUIREMENTS

A. Proposal Format

Number all pages of the proposal. Label and order each section as follows:

- (1) Cover letter - no longer than one page, signed by an individual authorized to execute legal documents for the proposer, identifying the materials submitted.
- (2) Authorized contacts - identify the name and title the person to contact regarding the proposal, as well as all other individuals authorized to represent the organization in contract negotiations.
- (3) Table of Contents, listing all major topics and their respective page numbers.
- (4) Exceptions to the solicitation, or to the final revised solicitation, if any.
- (5) Technical Proposal
- (6) Supplementary Documents, as requested
- (7) Price Proposal

B. Technical Proposal Contents

- (1) Explain responses so as to be understood by people unfamiliar with industry jargon. Use drawings, diagrams, schematics and illustrations as needed, but do not simply refer readers to an exhibit or other section of the proposal in lieu of a complete response.
- (2) Addressing each requirement outlined in this solicitation in the order presented, describe how the requested goods and services will be provided.
- (3) If applicable or requested, include a project schedule with milestones, deliverables, dates, and a project management plan.
- (4) Specify any needs for physical space or equipment that the County must provide during the engagement.
- (5) Explain how work, equipment, and knowledge will be transitioned to the County or a new vendor at the end of the contract period.

C. Supplementary Documents

If additional documents and materials are appropriate, or have been requested by the County, provide in the following order as applicable:

- (1) Minimum Qualifications.
- (2) Organizational Capacity and Experience, describing work of a similar nature undertaken for a similar entity.
- (3) Financial Documents.
- (4) Samples, drawings, illustrations and related items.
- (5) Attachments, certifications, and forms, executed as applicable.

D. Tabbing of Sections

(1) Tab 1 Executive Summary:

Include an Executive Summary that describes the responder's approach to the Scope of Work, and a description of how the responder meets the minimum qualifications set forth in this RFP. The Executive Summary should be no more than two (2) pages. Evaluation of responses include placing extra value, weighing, on responses, and if applicable shown after each Tab title.

(2) Tab 2 Identification, Qualifications and Experience of Key Personnel – 30% weighing:

(a) Provide a statement of qualifications for your organization/firm/team, including an organization chart, a statement of the size of the organization/firm/team, a description of services provided by your organization/firm/team, and a statement of the extent of experience/history providing the services requested by this RFP.

(b) How many full-time employees (FTEs) do you plan to assign to the is project if you are selected?

(c) List of professional qualifications for each primary individual that would be assigned to provide services requested by this RFP, including date and educational institutions of any applicable degrees, associated expertise, additional applicable training and any professional certifications and/or licensing. In lieu of listing this information, you may submit a resume or curriculum vitae for each such individual if the resume/CV includes all requested information.

(3) Tab 3 Philosophy and Service Model – 25% Weighing

This section describes your philosophy and service model for meeting the services required by this RFP. Relevant considerations include the quality and feasibility of your approach to meeting these needs, the manner in which you plan to provide adequate staffing (including planning for absences and back-up coverage, training, background checks, and staff monitoring, etc.), and equipment or other resources provided by you. Keep these considerations in mind as you respond to the following:

(a) Describe how you will fulfill the needs of the Roundtable described in this RFP. Attach a project plan, if appropriate.

(b) Identify how you will meet all other aspects of the scope of work and related requirements stated above. List any items that you cannot provide.

(c) Describe the measurements/metrics/deliverables/assessments that you will provide on at least an annual basis to allow the Roundtable to assess the services you will provide.

(d) Provide information on any other pertinent services, if any, that you will offer that will reduce costs for the Roundtable.

(4) Tab 4 Customer Service:

(a) How will your services meet the needs of Roundtable and/or the public the Roundtable presents?

(b) In the event of a routine problem, who is to be contacted within your organization?

(c) In the event of the identification of a problem by the Roundtable, its clients and/or other applicable constituents, describe how you will address such problems and the timeframe for addressing them.

(5) Tab 5 Cost Analysis and Budget for Primary Services – 15% weighing:

(a) Provide a detailed explanation for all costs associated with your providing the requested services if you are selected, include hourly billable rates for each individual associated with the organization/firm/team.

(b) Is travel time to the Roundtable meetings expected to be billable? If so, how will travel time invoices be calculated and included within proposed cost? Generally, proposals that do not include travel or expenses are preferred unless the services requested require travel as part of the service.

- (6) Tab 6 Cooperative Purchasing:
- (a) State whether the resultant contract can be extended to other San Mateo County departments and/or public agencies in the San Francisco Bay Area upon their request. Your response to this inquiry will not affect the selection decision unless other factors are deemed to be equal by the County.
 - (b) List any additional services that you foresee may be necessary, if any, and list the proposed costs for such services.

- (7) Tab 7 References:

- (a) List at least three (3) business references for which you have recently provided similar services. Include contact names, title, phone numbers and e-mail addresses for all references provided.

- (8) Tab 8 Demonstration of Written Communication and Technical Expertise - 30% Weighing:

The Roundtable Consultant will be frequently required to communicate complex and technical issues in a manner that is easy to understand by those with limited aviation expertise. Reports, white papers, correspondence and responses to community members are examples of the tasks that may be requested of the Roundtable Consultant. To demonstrate the proposer's technical expertise and ability to communicate effectively in writing, the proposal must include a white paper, **maximum two (2) pages** that addresses the following topic:

The 2020-2021 Strategic Plan adopted by the Roundtable on December 2, 2020 included as its Goal 1: Review and Comment on Aircraft Procedures, which places particular focus on aircraft procedures including arrival, departure, and ground based procedures. The associated Work Plan Action Item is to focus, advocate, and respond on procedural changes that reduce the noise impacts on our communities.

In developing the Work Plan, the Roundtable identified as priorities for advocacy the following potential procedural changes: the FAA NIITE and HUSSH Departure modified proposal for nighttime noise abatement; evaluation of options for nighttime arrivals on Runways 28R and 28L; and options to Redirect Southern Arrivals (SERFR) and PIRAT STAR Airspace arrival procedures. Specific information about these procedures can be found in a Roundtable letter to Bay Area Members of Congress on November 17, 2016 (pg. 1-65) in which the Roundtable made specific requests for adjustments, further analysis, and requests for these departure procedures that FAA determined feasible or infeasible, along with FAA Phase Two Initiative (July 2017 pg. 66-117), FAA Phase Two Initiative Update (November 2017 pg. 118-243), and FAA Phase Two Initiative Further Updated (April 2018 pg. 244-249) are linked for background on existing Roundtable recommendations on these procedures (Attachment 3).

Please prepare a white paper to recommend how the Roundtable might move one of the Work Plan priority procedures forward. Select one priority procedure (e.g., noise abatement procedures for Runways 28R and 28L) and explain how you would address this challenge. Recommendations could include, but are not limited to, the following suggestions: 1) Propose an alternative procedure change to what was originally recommended by the Roundtable to achieve the same goal; 2) Detail a series of follow-up actions the Roundtable could take to hold the FAA more accountable to producing adjustments, analysis or requests; 3) Draft a request to the FAA for a specific presentation by FAA staff to address a critical next step; 4) Provide an alternative recommendation for noise mitigation that might not involve a formal procedure change.; (5) Identify critical information gaps, and propose how and from where you might gather the data, analysis, modeling tools to fill in those gaps.

- (9) Tab 9 Statement of Compliance with County Contractual Requirements:

A sample of the County's standard contract (including Exhibits A and B) is attached to this RFP. Each proposal must include a statement of the proposer's commitment and ability to comply with each of the terms of the County's standard contract, including but not limited to the following:

- a) The County non-discrimination policy
- b) The County equal employment opportunity requirements
- c) County requirements regarding employee benefits
- d) The County jury service pay ordinance
- e) The hold harmless provision
- f) County insurance requirements
- g) All other provisions of the standard contract

In addition, the proposer should include a statement that it will agree to have any disputes regarding the contract venue in San Mateo County or Northern District of California.

The proposal must state any objections to any terms in the County's contract template and provide an explanation for the inability to comply with the required term(s). If no objections are stated, the County will assume the proposer is prepared to sign the County standard contract template as-is.

NOTE: The sample Standard Contract Template enclosed with this RFP is a template and does not constitute the final agreement to be prepared for the selected service provider. Do not insert any information or attempt to complete the enclosed sample contract template. Once a provider is selected, the County will work with the selected provider to draft a provider-specific contract using the template. However, each proposal should address the general terms of the standard contract as requested within this RFP.

E. Price Proposal

- (1) Place all cost and pricing data in a separate pdf document labeled "PRICE PROPOSAL."
- (2) Include prices for the base period of service and if applicable, for each additional year including option years.
- (3) Unless otherwise indicated, when applicable, in the price of an item, include all licenses required for operation, as well as upgrades and revisions to software over the term.

2.3 PROPOSAL SUBMISSION

A. Submit proposals as directed below.

(1) Electronic Submissions

Include the proposer name and the RFP title and number in each filename. Submit proposals via the Public Purchase website, allowing sufficient time for the upload to complete by the Due Date and Time. Partial uploads will automatically terminate and proposals will be rejected. The Public Purchase submission time will be the official submission time. Contact Public Purchase with technical questions regarding the site. The County will not be responsible for and may not accept proposals that are late due to slow internet connections or for any other failure of the Public Purchase system.

(2) Conflicts between Certain Requirements

Prior to the submission deadlines and solely relating to a determination of the timeliness of questions, comments, and proposal submissions, information displayed on the Public Purchase site

will take precedence in the event of a discrepancy between that information and the information within the solicitation documents. For all other discrepancies, the information in the solicitation documents will take precedence.

- (3) Hand-written responses, whether or not submitted electronically, will be rejected, with the exception that signatures may be hand-written.

B. Errors in Proposals

The County will not be liable for any errors in proposals. Proposals may be rejected as unresponsive if they are incomplete, are missing pages or information, or cannot be opened for any reason. The County may waive minor irregularities but such waiver will not modify any remaining RFP requirements.

2.4 PROPOSER CERTIFICATIONS

By submitting a proposal, each proposer certifies under penalty of perjury that:

- Its submission is not the result of collusion or any other activity that would tend to directly or indirectly influence the selection process; and
- Proposer is able or will be able to comply with all requirements of this solicitation at the time of contract award; and
- Neither proposer, its employees, nor any affiliated firm providing the requested goods and services has prepared plans, specifications, terms or requirements for this solicitation, or has any other actual or potential conflict of interest; and
- Proposer is aware of the provisions of Section 1090 et seq. and Section 87100 et seq. of the California Government Code relating to conflict of interest of public officers and employees, and is unaware of any financial or economic interest of any County officer or employee relating to this solicitation.

2.5 WITHDRAWAL OF PROPOSALS

Proposals may be withdrawn, modified, or replaced at any time prior to the Due Date and Time. After that time, whether or not a new solicitation is issued for the same subject matter, withdrawal of a proposal may preclude the proposer from participating in the procurement as a proposer or subcontractor, except that an original equipment manufacturer may participate indirectly through a reseller.

2.6 NO COMMITMENT

Neither submission of a proposal nor the County's receipt of proposal materials confers any right to the proposer nor any obligation on the County. This RFP does not commit the County to award a contract, nor will the County defray any costs incurred in preparing proposals or participating in any presentations or negotiations.

2.7 ESTIMATED QUANTITIES

If the solicitation results in an indefinite quantity or a requirements Agreement, the goods and services actually requested by the County may be less than the maximum value of the Agreement and there is no guarantee, either expressed or implied, as to the actual quantity of goods and services that will be authorized under the Agreement.

2.8 PROPOSER SELECTION

At any time in the evaluation process, the County may request clarifications from proposers.

A. Determination of Responsiveness

A responsive proposal conforms to the instructions set forth in this solicitation and any modifications to it. Non-responsive proposals will be rejected. The County, in its sole discretion, may waive non-consequential deviations if the deviations cannot have provided an advantage over other proposers.

B. Proposal Evaluation

The County will establish an evaluation committee which will evaluate responsive proposals based on the criteria specified in the solicitation. The committee may then recommend one or more top-ranked proposers for final negotiation of contract terms, or may invite one or more proposers for oral presentations and demonstrations, following which those proposers may be allowed to amend their proposals. After evaluating presentations and amended proposals, the committee may recommend one or more top-ranked proposers for final negotiation of contract terms.

C. Determination of Responsibility

The County will make a determination of the responsibility of any proposer under consideration for award, taking into consideration matters such as the proposer's integrity, compliance with public policy and laws, past performance, fiscal responsibility, trustworthiness, financial and technical resources, capacity, and experience to satisfactorily carry out its responsibilities. The County will notify any proposer found non-responsible and allow the finding to be contested.

2.9 CONTRACT AWARD

A. Notice of Intent to Award

Once a decision has been made to award a contract to one or more proposers, the County will post a Notice of Intent to Award, notifying the remaining proposers of their non-selection. The posting may be inclusion of the recommendation to award as an agenda item on the Board of Supervisors schedule.

B. Award Procedure

Contract negotiations are neither an offer nor an implicit guarantee that a contract will be executed. Award, if made, will be to the responsive, responsible proposer offering the overall best value to the County for the services and goods described in this solicitation, or as applicable, for a specific portion of the services and goods described. Any agreement reached will be memorialized in a formal agreement using the attached Standard Agreement template (Attachment 4).

C. Commencement of Performance

After all parties have signed the Agreement, the County will notify the proposer and performance may proceed. Prior to County execution of the Agreement, no County employee may authorize work. Any work performed prior to that time may be uncompensated.

2.10 PROTESTS

Protests that do not comply with the protest procedures outlined below will be rejected.

A. Protest Eligibility, Format, and Address

- (1) Protests or objections may be filed regarding the procurement process, the content of the solicitation or any addenda, or contract award.
- (2) The County will only review protests submitted by an interested party, defined as an actual or prospective proposer whose direct economic interest could be affected by the County's conduct of the solicitation. Subcontractors do not qualify as interested parties.

- (3) Submit protests to the County Procurement Manager by e-mail to protest@smcgov.org or via hard copy to: County Procurement Manager, 455 County Center, 4th Fl, Redwood City, CA 94063

B. Protest Deadlines

Submit protests with any supplemental materials by 5 p.m. PST, as appropriate, on the deadlines set forth below. The date of filing is the date the County receives the protest, unless received after 5 p.m. PST, or on other than a Business Day, in which case the date of filing will be the next Business Day. Failure to file by the relevant deadline constitutes a waiver of any protest on those grounds. Supplemental materials filed after the relevant deadline may be rejected by the County.

- (1) If relating to the content of the solicitation or to an addendum, file within five Business Days after the date the County releases the solicitation or addendum.
- (2) If relating to any notice of non-responsiveness or non-responsibility, file within five Business Days after the County issues such notice.
- (3) If relating to intent to award, file within five Business Days after the County issues notice of Intent to Award. No protests will be accepted once actual award has been made.

C. Protest Contents

- (1) The letter of protest must include all of the following elements:
 - (a) Detailed grounds for the protest, fully supported with technical data, test results, documentary evidence, names of witnesses, and other pertinent information related to the subject being protested; and
 - (b) The law, rule, regulation, ordinance, provision or policy upon which the protest is based, with an explanation of the violation.
- (2) Protests that simply disagree with decisions of the Evaluation Committee will be rejected.

D. Reply to Protest

The County will send a written response to the protestor and to any other party named in the protest.

E. No Stay of Procurement Action during Protest

Nothing in these protest requirements will prevent the County from proceeding with negotiations or awarding a purchase order or contract while a protest is pending.

2.11 PUBLIC RECORDS

A. General

- (1) All proposals, protests, and information submitted in response to this solicitation will become the property of the County and will be considered public records. As such, they may be subject to public review.
- (2) Any contract arising from this RFP will be a public record.
- (3) Submission of any materials in response to this RFP constitutes:
 - (a) Consent to the County's release of such materials under the Public Records Act without notice to the person or entity submitting the materials; and
 - (b) Waiver of all claims against the County and/or its officers, agents, or employees that the County has violated a proposer's right to privacy, disclosed trade secrets, or caused any damage by allowing the proposal or materials to be inspected; and

- (c) Agreement to indemnify and hold harmless the County for release of such information under the Public Records Act; and
- (d) Acknowledgement that the County will not assert any privileges that may exist on behalf of the person or entity submitting the materials.

B. Confidential Information

- (1) The County is not seeking proprietary information and will not assert any privileges that may exist on behalf of the proposer. Proposers are responsible for asserting any applicable privileges or reasons why a document should not be produced in response to a public record request.
- (2) If submitting information protected from disclosure as a trade secret or any other basis, identify each page of such material subject to protection as "CONFIDENTIAL". If requested material has been designated as confidential, the County will attempt to inform the proposer of the public records request in a timely manner to permit assertion of any applicable privileges.
- (3) Failure to seek a court order protecting information from disclosure within ten days of the County's notice of a request to the proposer will be deemed agreement to disclosure of the information and the proposer agrees to indemnify and hold the County harmless for release of such information.
- (4) Requests to treat an entire proposal as confidential will be rejected and deemed agreement to County disclosure of the entire proposal and the proposer agrees to indemnify and hold the County harmless for release of any information requested.
- (5) Trade secrets will only be considered confidential if claimed to be a trade secret when submitted to the County, marked as confidential, and compliant with Government Code Section 6254.7.

SECTION III - QUALIFICATIONS, EXPERIENCE, AND EVALUATION CRITERIA

3.1 MINIMUM QUALIFICATIONS

Proposals will be accepted only from organizations that meet the following required qualifications at the time of proposal submission:

- Experience in analyzing and presenting technical data and materials in support of public forums that address aircraft noise issues, such as airport/community noise roundtables, aircraft overflight working groups, FAR Part 150 advisory committees, or similar forums at general aviation and/or medium or large hub commercial service airports. A minimum of three (3) years of expertise is preferred.
- Experience, familiarity and access to FAA's Aviation Environmental Design Tool for modeling of expected noise exposure in evaluating, strategizing and developing solutions to reduce such noise exposure.
- Experience, familiarity and access to Geographical Information Systems (GIS) tools for possible land use impacts in strategizing and developing potential solutions to reduce such noise exposure.
- Experience, familiarity, and/or access to Terminal Area Route Generation, Evaluation and Traffic Simulation (TARGETS) software to utilize in possible design, analysis, and operational assessment of procedures and airspace in strategizing and developing potential solutions to reduce such noise exposure.
- Access to FAA flight track data to research, investigate and summarize past and current aviation noise impacts regarding flight tracks and altitudes. This data could be accessed through either a direct connection to the FAA's System Wide Information Management (SWIM) system, through a third-party provider, or other means such as access to the Airport Noise Monitoring and Management System (ANOMS) to reduce such noise exposure.
- Experience, familiarity, and/or ability to develop measurement tools and metrics of impacts, either positive or negative, of new, revised, or otherwise modified flight procedures to the residents impacted by noise from aircraft noise operating to and from the San Francisco International Airport.
- Familiarity with the Strategic Plan (2020-2024) (Attachment 1), Roundtable's Work Plan (2020-2021) (Attachment 2) and most recent initiatives (such as the Roundtable's 2016 response to the FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties (Attachment 3)).
- Knowledge of federal and state requirements concerning the operation of a large or medium hub commercial service airport and familiarity with all relevant local, state, and federal requirements regarding airspace and environmental regulations.
- Knowledge of the relevant requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), related to environmental evaluation of airport noise impacts and mitigation actions.
- Working knowledge of the California State Noise Standards (Title 21), the California Airport Land Use Handbook, and FAA Environmental Orders, related to airports and aircraft operations.
- Working knowledge of noise metrics and noise control methods related to aircraft operations.
- Strong public speaking skills and demonstrated experience communicating with the public and other stakeholders related to airport noise issues.
- The proposer is legally authorized to do business in the State of California.

3.2 ORGANIZATIONAL CAPACITY AND EXPERIENCE

Provide all of the following regarding the prime proposer and if applicable, all joint proposers.

A. Organizational Capacity:

- (1) Titles and names of staff members who will be on the team responsible for the project, as well as the expected availability of the various individuals. If requested, include the resume of a dedicated, full-time project manager.
- (2) All applicable licenses and license numbers relevant to the project, the names of the holders of those licenses, and the names of the agencies issuing the licenses.
- (3) If portions of work will be performed by subcontractors, names of proposed subcontractors other than suppliers and descriptions of their respective responsibilities.

B. Experience

- (1) Three (3) years of expertise preferred in providing services similar to those contemplated
- (2) Three (3) years of expertise preferred in providing services to government entities
- (3) Experience in analyzing and presenting technical data and materials in support of public forums that address aircraft noise issues, such as airport/community noise roundtables, aircraft overflight working groups, FAR Part 150 advisory committees, or similar forums at general aviation and/or medium or large hub commercial service airports.
- (4) Experience, familiarity and access to FAA' Aviation Environmental Design Tool for modeling of expected noise exposure in evaluation, strategizing and developing solutions to reduce noise exposure.
- (5) Experience, familiarity and access to Geographical Information Systems (GIS) toll for possible land use impacts in strategizing and developing potential solutions to reduce such noise exposure.
- (6) Experience, familiarity, and/or access to Terminal Area Route Generation Evaluation and Traffic Simulation (TARGETS) software to utilize in possible design, analysis and operational assessment of procedures and airspace in strategizing and developing potential solutions to reduce noise exposure.
- (7) Experience familiarity, and/or ability to develop measurement tools and metrics of impacts, either positive or negative, of new, revised, or otherwise modified flight procedures to the residents impacted by noise from aircraft noise operating to and from the San Francisco International Airport.
- (8) Familiarity with the Strategic Plan (2020-2024) (Attachment 1), Roundtable's Work Plan (2020-2021) (Attachment 2) and most recent initiatives (such as the Roundtable's 2016 response to the FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties (Attachment 3)).
- (9) Knowledge of federal and state requirements concerning the operation of a large or medium hub commercial service airport and familiarity with all relevant local, state, and federal requirements regarding airspace and environmental regulations.
- (10) Knowledge of the relevant requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), related to environmental evaluation of airport noise impacts and mitigation actions.
- (11) Working knowledge of the California State Noise Standards (Title 21), the California Airport Land Use Handbook, and FAA Environmental Orders, related to airports and aircraft operations.
- (12) Working knowledge of noise metrics and noise control methods related to aircraft operations.
- (13) Strong public speaking skills and demonstrated experience communicating with the public and other stakeholders related to airport noise issues.

3.3 REFERENCES

Provide at least three references from successfully completed projects of similar nature to that described in this solicitation, including the name of the organization for which work was performed, and the name, phone number, and e-mail address of an individual at the organization who was responsible for managing and accepting the work. Ensure that contact information is current. If the County cannot contact the reference because of incorrect or out-of-date information, the reference will be deemed not to have been provided.

3.4 EVALUATION CRITERIA

Proposals will be evaluated in accordance with the following evaluation criteria:

- 30% - Technical Expertise
 - Apparent understanding of the scope of services to be provided
 - Appropriateness of the proposed solution/services
- 30% - Qualifications
 - Qualifications and experience of both the proposer and key personnel
 - Experience with other public agencies
- 15% - Cost Analysis and Budget
 - Costs associated to providing services including billable rate, person providing services, and amount of services toward scope of work.
- 25% - Philosophy and Service Model.
 - How the consultant will fulfill the needs of the Roundtable.

SECTION IV - INSURANCE

Provide evidence of insurance for each of the checked categories

<input checked="" type="checkbox"/>	General Liability (Including operations, products and completed operations, as applicable.)	\$1,000,000 - per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, the general aggregate limit either must apply separately to this project or must be twice the required occurrence limit.
<input checked="" type="checkbox"/>	Automobile Liability	\$1,000,000 - per accident for bodily injury and property damage.
<input checked="" type="checkbox"/>	Workers' Compensation	As required by the State of California
<input type="checkbox"/>	Employers' Liability	\$1,000,000 - each accident, \$1,000,000 policy limit bodily injury by disease, \$1,000,000 each employee bodily injury by disease.
<input checked="" type="checkbox"/>	Professional Liability (Errors and Omissions)	\$1,000,000 - per occurrence.
<input type="checkbox"/>	Cyber Liability	\$5,000,000 per occurrence for Privacy and Network Security, \$1,000,000 per occurrence for Technology Errors and Omissions To be carried at all times during the term of the Contract and for three years thereafter.
<input type="checkbox"/>	Pollution Liability	\$ - Per Occurrence
<input type="checkbox"/>	Pollution Liability (Aggregate)	\$

SECTION V - STANDARD TERMS AND CONDITIONS

The final agreement between the County and any successful proposer will be based on this template.

SECTION VI - SCOPE OF WORK AND SPECIAL PROVISIONS

6.1 SUMMARY

1. Under the supervision of the Roundtable Coordinator, provide technical support to the Roundtable. These responsibilities include, but are not limited to, the following:
 - Research, investigate, analyze and summarize past and current aviation noise impacts to be presented to the Roundtable members for discussion.
 - Strategize, develop and advise on potential plausible solutions and means to reduce noise impacts using technical tools (such as Aviation Environmental Design Tool (AEDT), Geographical Informational Systems (GIS), Terminal Area Route Generation, Evaluation and Traffic Simulation (TARGETS), and/or other tools to assist in developing solutions).
 - Prepare technical staff reports, memos, letters, emails, and other written material and graphics to communicate research findings, analyses, and recommendations related to Roundtable Work Program items and other relevant topics/issues the Roundtable is currently focused on (such as the Roundtable's 2016 response to the *FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties*). Materials will be utilized for Roundtable regular meetings, special meetings, workshops, and subcommittee meetings; follow-up, as needed, on requests for information about Roundtable activities as requested by the Roundtable Coordinator.
 - Attend and be prepared to present any findings, analyses and/or recommendations at all Roundtable regular meetings, special meetings, subcommittee meetings, and workshops.
 - Assist staff in the development of the Roundtable's annual Work Program.
2. As requested by the Roundtable Coordinator, represent the Roundtable in meetings and interactions with (1) Caltrans Division of Aeronautics staff, (2) FAA staff, (3) staff at San Francisco International Airport, (4) elected officials, (5) the public, and (6) all other interested persons or agencies.
3. Develop and maintain an effective working relationship with (1) local elected officials, (2) FAA staff, (3) Caltrans Division of Aeronautics staff, (4) San Francisco International Airport staff, (5) local city planning staff, and (6) others, regarding noise issues related to aircraft operations at San Francisco International Airport.
4. Coordinate Roundtable technical issues with FAA staff, San Francisco International Airport staff, Caltrans Division of Aeronautics staff, the Roundtable Program Coordinator, and others, as necessary.
5. Complete additional relevant assignments/activities, as directed by the Roundtable Coordinator.



January 27, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: 2021 Subcommittees

EXECUTIVE SUMMARY: The Subcommittees of the Roundtable are an integral part of the where and how the Work Plan tasks are completed. This item is an overview of the Subcommittee Procedures from the Bylaws, and the assignment of Strategic Plan Work Plan items to Subcommittee, and an opportunity for Members to opt into Subcommittees to guide, discuss and implement the work.

RECOMMENDATION: Members volunteer to serve on Subcommittees. Ensure each Committee has a Chairperson. Agree to eliminate any Ad Hoc Subcommittees with completed tasks, or change them to Standing Committees as required.

BACKGROUND: The Membership Bylaws includes the description of Standing and Ad Hoc Subcommittees rules and procedures.

The attached chart describes those rules and procedures, and the required Standing Committees, their role, whether they are active or inactive, the frequency of meeting, and the relationship to the approved Work Plan. The departure of Janet Borgens leaves the Legislative Subcommittee without a Chair.

The Ad Hoc Subcommittees are usually tasked with short-term single tasks and when completed the Subcommittee ceases to exist.

- The *Strategic Plan* Ad-hoc Subcommittee met for two months to complete the 2020-2024 Strategic Plan.
- The *Ground Based Noise* Ad-hoc Subcommittee description included four meetings to complete the Ground Based Noise Study. The Ad-hoc subcommittee has met ten times since 2018. The Ground Based Noise Report is complete, and the Chair will report on the next steps recommendations.
- The *Portable Noise Monitor Placement* Subcommittee has not met since August 2020, re-evaluate committee role and responsibilities.

Given Subcommittees meet in-between Membership Meetings please be mindful of the number of Subcommittees given limited staffing resources.

ATTACHMENTS:

- Attachment A: Subcommittee Work Plan 2020-2021
- Attachment B: Ground Based Noise Ad-Hoc Subcommittee Scope of Work

SFO Airport/Community Roundtable Standing and Ad Hoc Subcommittees Updated to Include Work Plan 2020-2021 Tasks

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

Bylaw Subcommittee Procedures

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

STANDING SUBCOMMITTEES

Name	Role	Active/ Not Active	Members	Meetings	Work Program December 2020- June 2021
Work Program	To establish an annual work program that details the Roundtable focus during the coming fiscal year.	NA	5-7	Meets 2-3 times (April – May 2021)	Next Work Program effective July 1, 2021
Operations and Efficiency	Review meetings and business operations; streamline procedures and governing documents; develop recommendations for any proposed changes to the bylaws.	NA	5-7	As-needed	
Legislative	Research, analyze, and advise the Roundtable of any existing and/or pending Federal legislative actions. Advocate for adoption, modification, or denial thru congressional offices.	A	Ann Schneider Alvin Royse Pam DiGiovanni	Meets quarterly between Membership meetings	-Receive regular reports from N.O.I.S.E., a 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.
Technical Working Group	Technical discussions on specific issues outlined in the Roundtable's Work Plan.	A	<i>Ricardo Ortiz</i> Ann Schneider Terry O'Connell	Meets quarterly between Membership meetings	-Evaluate 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 Committee will recommend next steps to the full Roundtable. -Working with the Technical Consultant the RT will evaluate options for nighttime arrivals on Runways 28R and 28L. -Working with the Technical Consultant the RT will evaluate options for Redirect Southern Arrival (SERFR) and PIRAT STAR Airspace arrival procedures. -Actively work with SFO on Ground Based Augmentation System to provide feedback on the GLS approach, the associated noise evaluation, and the Community Flight Procedure Package and plan for community evaluation of innovative GLS approaches. - GBAS feedback on noise evaluation, Community Flight Procedure Package and plan for community involvement of approaches. -Analyze noise monitor methodology and make recommendations.

AD HOC SUBCOMMITTEE

Name	Role	Active / Not Active	Members	Meetings	Work Program December 2020- June 2021
Ground Based Noise	The mission of the Ground-based Noise Subcommittee ¹ is to investigate the sources of ground-based noise impacts from San Francisco International Airport and research mitigation.	A	Ann Schneider, Terry O'Connell, Dave Pine, Alvin Royse,	Nov 2018 – Jan 2021 (10 meetings)	Complete the Ground Based Noise Study and make a recommendation to the Membership on next steps.
Portable Noise Monitor Placement Subcommittee	The mission of the Portable Noise Monitor Placement Subcommittee is to recommend to SFO placement.	NA	Terry O'Connell Mike O'Neill Cecilia Taylor	As Needed	Recommend to Airport how to prioritize community placement of portable noise monitor: locations, process, and methodology for placement. Meet when applications have been submitted for placement. Recommend locations for under-measured areas.
Strategic Plan	Complete a Membership and community survey. Develop a draft, and internal final Strategic Plan.	NA	Ricardo Ortiz, Dave Pine, Cecilia Taylor, Ann Schneider, Mike O'Neill, Terry O'Connell.	Oct – Nov 2020	Recommend to Membership a 2020-2024 Strategic Plan. Work complete.

¹ Formed October 3, 2018.

**SFO Roundtable
Ground-Based Noise Ad-Hoc Subcommittee
Proposed Scope of Work**

Problem statement

Noise from ground-based operations at San Francisco International Airport (SFO) has a distinct adverse impact on the quality of life for communities adjacent to the airport. As such, ground-based noise (GBN) should be considered a separate and discrete problem from noise created by airborne aircraft, e.g., over-flight/in-flight noise.

There is a perception in the adjacent communities that GBN has increased in recent years, and that such escalation may be a result of factors other than those related to the FAA's implementation of NextGen aircraft procedures including the NorCal Metroplex.

Scope of Work

The SFO Airport/Community Noise Roundtable (SFO RT) GBN Ad-Hoc Subcommittee shall be focused exclusively on GBN noise concerns. GBN sources include, but are not limited to, the following:

- Aircraft application of power on takeoff (also known as "back-blast")
- Aircraft becoming airborne on takeoff (also known as "secondary back-blast")
- Aircraft application of reverse thrust after touch down/arrival
- Aircraft engine run-up/warm up procedures prior to departure
- Aircraft taxiing, queueing and waiting
- Aircraft use of Auxiliary Power Units (APU)
- Vehicular and other noise sources on the airfield

The Subcommittee will initially focus on the collection of data to adequately define the problem, after which it will explore possible solutions and/or mitigations.

Research/Collection of Data

Initial research shall be divided primarily into the following three buckets. *(Organization responsible for providing the information is indicated in parentheses.)*

1. Infrastructure: Conditions and Procedures
 - a. Physical conditions at SFO and changes to physical conditions over past 5 years, including the following infrastructural features *(Information to be provided by SFO)*

- Sound barriers/blast barriers/walls along western perimeter
 - Removal and or addition of structures and features at the south end of runways 1L/1R
 - Access road
 - New construction, including hotel and other structures
 - Fire station
 - Aircraft taxiing path – Installation of Engineering Materials Arrestor System (EMAS): Is aircraft now farther away from barriers? If so, what impact does that have? Did EMAS installation result in any other changes in procedures?
 - b. Environmental conditions/Terrain (wind, mountains, etc) (*Information to be provided by SFO*)
 - Frequency of west flow conditions that put Runway 01L/R in use
 - Changes in climate/atmospheric conditions that exacerbate noise
 - Other?
 - c. Operational procedures (existing and prior) (*Information to be provided by SFO*)
 - Did taxiing path change?
 - What type/size/class of aircraft are being used? Do they produce different types of GBN, eg do they use less thrust?
 - Has the number of flights increased over time? And/or are existing flights more loaded with passengers? With heavier loads, does the noise increase?
 - Agreements between SFO and airlines regarding use of APUs
 - When are Noise Abatement Departure Procedures (NADP) used? Does the steeper climb have different GBN impact?
 - d. Impact of actions by actors others than SFO (*Information to be provided by SFO*)
 - Is there any airline behavior (eg APUs) that impacts ground-based noise?
 - Are there other actors (eg contractors for the hotel or terminal construction) that may have impact?
2. Metrics - Analyze current and historical noise monitor data for the past 5 years to obtain appropriately weighted noise data for ground-based events.
- a. Existing data for GBN (*Information to be provided by SFO*)
 - What GBN data has SFO collected in past 5 years?
 - Is there data specific to Burlingame, Millbrae, and Hillsborough?
 - Is noise data correlated to a specific flight track? In cases where the data is not correlated to a specific flight track, is it maintained?
 - Noise level vs duration of noise
 - CalOSHA – does the state agency collect data on noise exposure for employees for worker safety?
 - b. Existing equipment used to collect such data (*Information to be provided by SFO*)
 - What equipment does SFO currently have in place, and what does it measure (relative to GBN or low-frequency noise)?
 - What new equipment is currently being procured (RFP in progress) and what *will* it measure?

- c. Data and Studies on GBN from other airports/communities - what are the most relevant takeaways for SFO? (*Information to be provided by HMMH*)
 - HMMH 1998 study on Baltimore Washington Airport (BWI)
 - MSP 2000
 - FAA 2007 partner study
 - Wyle study on SFO (2001)
 - Any available studies on taxi noise?
 - Any available studies on use of APUs?
- d. Equipment/measuring tools that may be needed in future (*Information to be provided by HMMH*)
 - Is there other technology out there that would help us better collect GBN data in the future?
 - Where are the ideal locations to site monitors for purposes of measuring GBN?
 - Are “accelerometers” necessary?

3. Mitigation Options

- a. What types of mitigation have been used elsewhere? (*Information to be provided by HMMH*)
- b. Mitigation at the home vs mitigation at the airport
 - Alternative designs for blast barrier
 - Analysis of how sound waves bounce off structures and how they may be retrofitted to disperse sound waves.
 - What changes in procedure might help mitigate noise?
 - Does home-based mitigation impact perception of noise?
- c. What further study is required to develop recommendations regarding mitigation?

Sub-Committee Schedule

The Subcommittee shall meet approximately every other month (on the alternating month with regular SFORT meetings), with a tentative schedule as follows:

- January 2019 Subcommittee meeting – SFO and HMMH to present findings from the research/collection of data listed above, particularly regarding infrastructure, procedures and existing metrics
- March 2019 Subcommittee meeting – Discussion and analysis of mitigation options. Discussion of whether further work is needed. Develop recommendation, if possible, to full SFORT regarding next steps.
- April 2019 full SFORT meeting – Present recommendation (if available) to full SFORT regarding next steps

- May 2019 Subcommittee meeting – if needed
- AD-HOC COMMITTEES

Overview of the Federal Aviation Administration's Neighborhood Environmental Survey

By: Mary Ellen Eagan, HMMH President & CEO

For: SFO Community Roundtable

January 2021

Outline

- Motivation and Goal
- Methodology
- Primary Results
- Comparisons to other studies/standards
- Next Steps



Motivation and Goal

Motivation:

Outdated and not-quite-applicable data

Research outside of the US indicating higher levels of annoyance than FICON curve

Goal: Produce an updated and nationally representative dose-response curve for noise from civil aircraft operations (primarily fixed-wing), relating annoyance to aircraft noise exposure (re DNL)



Airport Selection



Neighborhood Environmental Survey

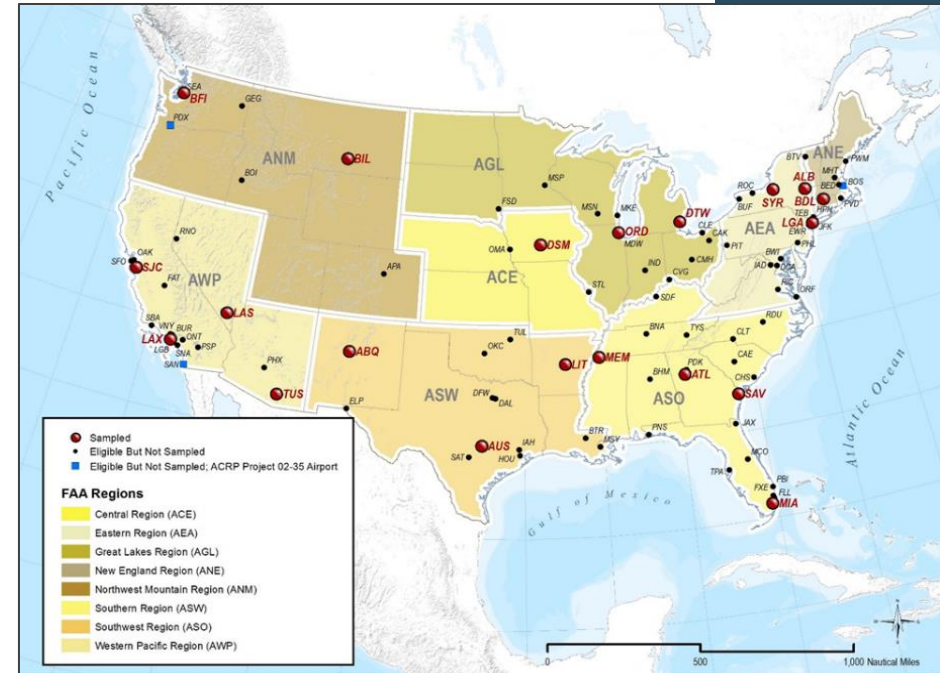


Noise Levels and Statistical Analysis

Methodology

Airport Selection

- 95-airport sampling frame
- FAA designated three high-tempo airports
- FAA specified the final sample to include 1 of 3 New York City-area airports
- Balanced sampling resulted in 20 airports



Neighborhood Environmental Survey

- 13-item questionnaire sent via mail October 2015-October 2016
- Embedded question about aircraft noise -- "Thinking about the last 12 months or so..."

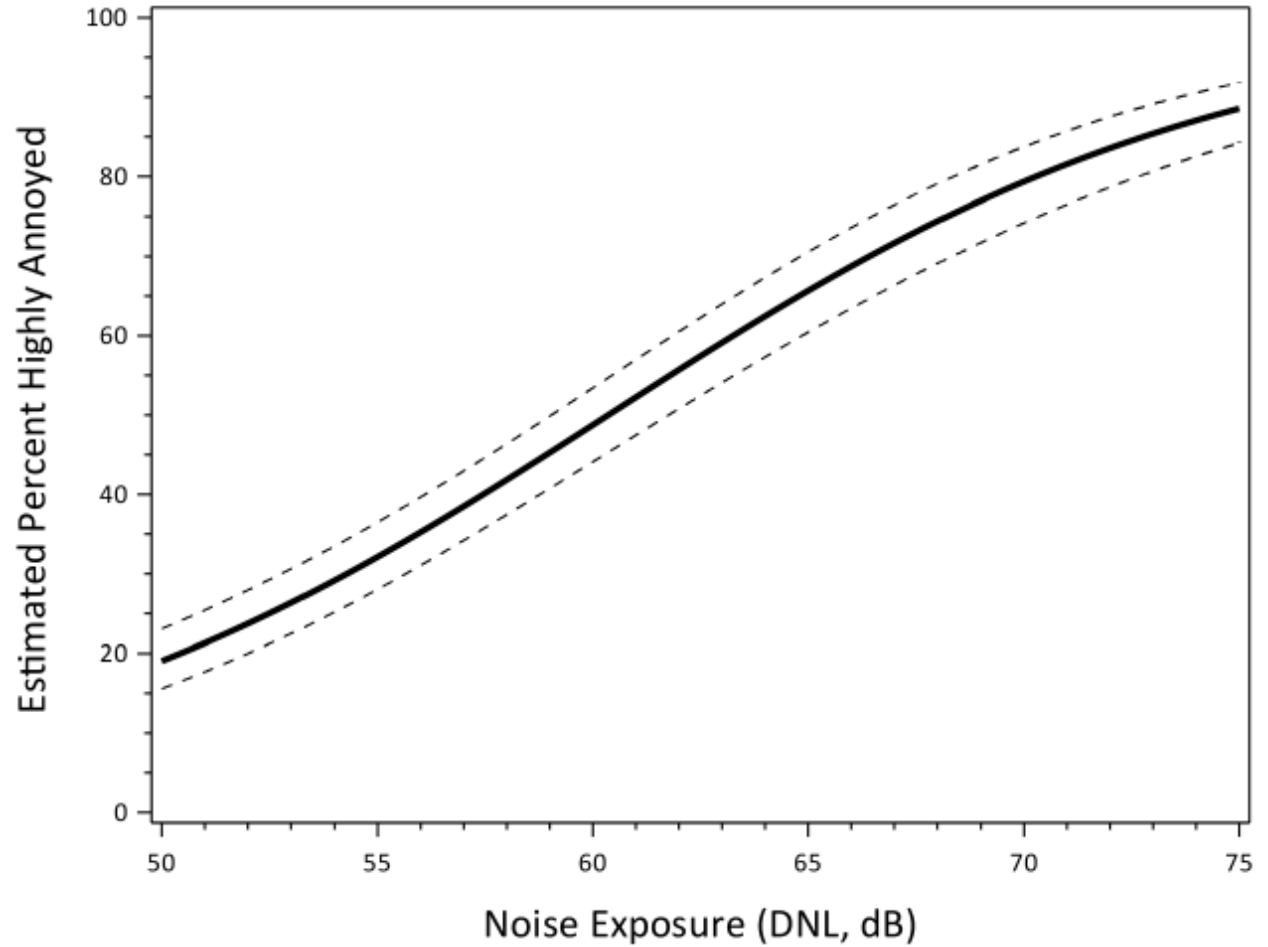
	Not at all ▼	Slightly ▼	Moderately ▼	Very ▼	Extremely ▼
a. Noise from cars, trucks or other road traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Smells or dirt from road traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Smoke, gas or bad smells from anything else	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Litter or poorly kept up housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Noise from aircraft	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Your neighbors' noise or other activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Any other noises you hear when you are here at home If this bothers or annoys you, what is the noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="text"/>					
h. Undesirable business, institutional or industrial property	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. A lack of parks or green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j. Inadequate public transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k. The amount of neighborhood crime	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l. Poor city or county services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m. Any other problems that you notice when you are here at home If this bothers or annoys you, what is the problem?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="text"/>					



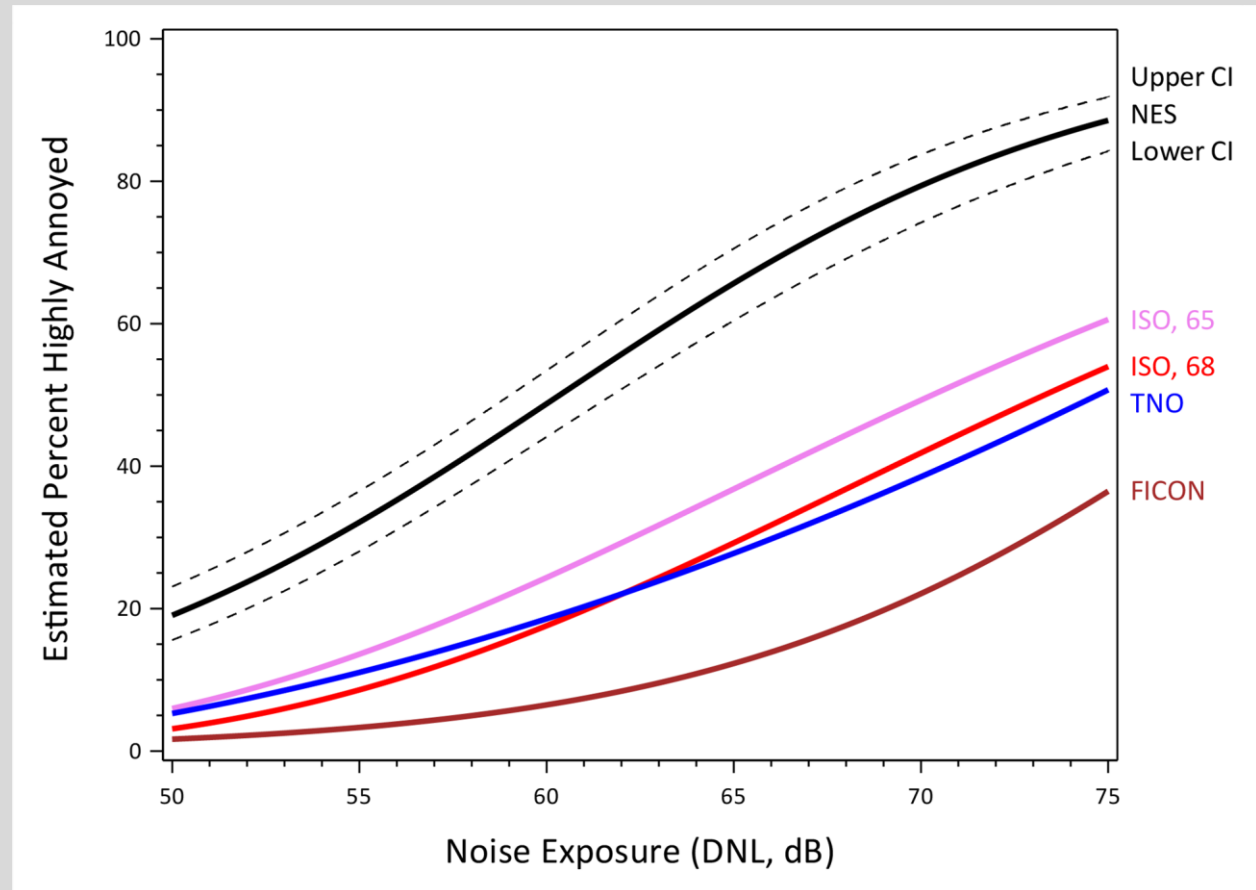
Noise Levels and Statistical Analysis

- Detailed aircraft noise modeling with FAA's Integrated Noise Model for each airport
- DNL computed for each potential respondent
- Regression analysis computed for noise level vs. percent highly annoyed to compute “dose-response” curves

Primary Results



Comparisons to Other Curves



Next Steps

The Neighborhood Environmental Survey (NES) Report is available here:

www.faa.gov/regulations_policies/policy_guidance/noise/survey

The full text of the NES report, including a detailed description of the methodology and findings, as well as additional background material to help inform readers, is available at: www.faa.gov/go/aviationnoise

The final technical report is available at:

<https://www.airporttech.tc.faa.gov/Products/AirportSafety-Papers-Publications/Airport-Safety-Detail/>

Federal Register Notice: [federalregister.gov/d/2021-00564](https://www.federalregister.gov/d/2021-00564)
Comment on this notice using Docket Number FAA-2021-0037 at www.regulations.gov by March 15, 2021.

Email questions to: NoiseResearchFRN@faa.gov.

Thank you!

Mary Ellen Eagan

+1 (781) 229-0707

meagan@hmmh.com

Federal Aviation Administration Neighborhood Environmental Survey

The Federal Aviation Administration (FAA) undertook a multi-year research effort to quantify the impacts of aircraft noise exposure on communities around commercial service airports in the United States. The goal of the research was to provide an updated and nationally representative curve showing the relationship between aircraft noise exposure and community annoyance for the US. HMMH conducted the study for the FAA, with Westat, Inc. providing statistical support.

The Neighborhood Environmental Survey (NES) Report is available here:

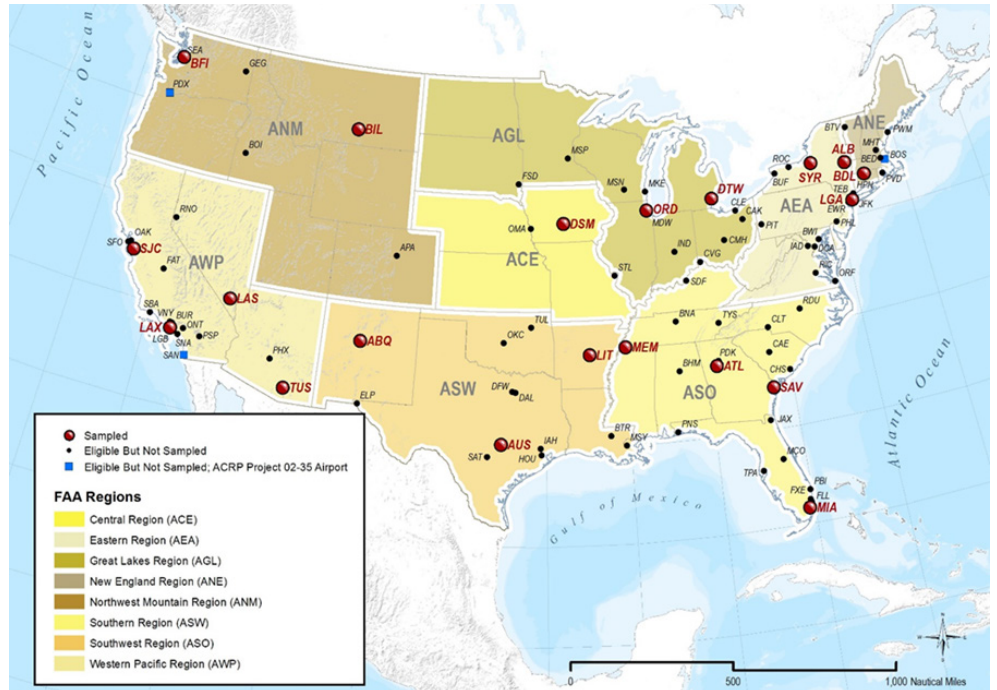
www.faa.gov/regulations_policies/policy_guidance/noise/survey

The survey included 10,000 people near 20 airports across the US — See Section 3 of NES Report for airport selection criteria.

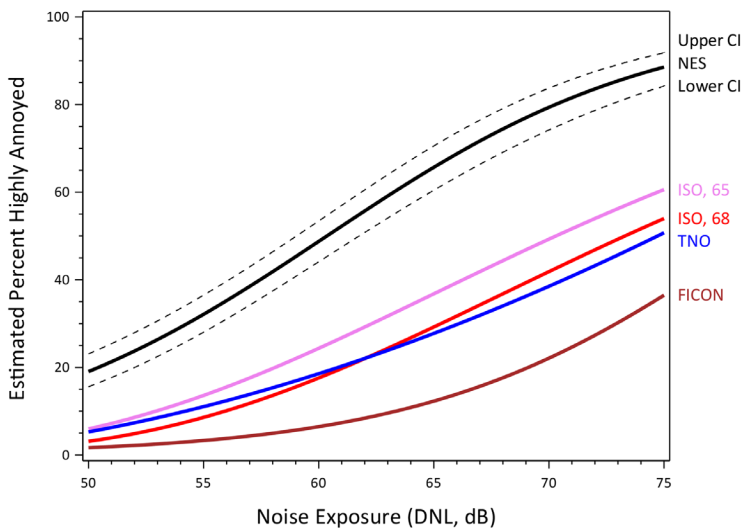
- The survey began in 2015 and was provided in English and Spanish — See Appendix A of NES Report
- The survey asked the respondent how much they were annoyed by aircraft noise and given the choices of: Not at all, Slightly, Moderately, Very, or Extremely
- If they answered “very” or “extremely”, they were classified as being “highly annoyed”
- A follow-up phone survey, which included 2,000 responses, may provide additional direction for further research

Day-Night Average Sound Level (DNL) was modeled with the FAA’s Integrated Noise Model (INM) — See Section 7 of NES Report.

- Flight track data from 2012-2013



Map of Airports Eligible for the Survey and Sampled Airports (Figure 3-1 of NES Report)



National Dose-Response Curve (NES), with 95 Percent Confidence Intervals (CI) on Annoyance for a given DNL. TNO, FICON and ISO Curves with Constants 65 and 68 are Shown Below the National Curve. (Figure 8-4 of NES report)

NES results show more people are “highly annoyed” at a given noise exposure level compared to historical data — See Section 8 of NES Report.

- ~66% of respondents were highly annoyed at 65 DNL
- ~20% of respondents were highly annoyed at 50 DNL

The full text of the NES report, including a detailed description of the methodology and findings, as well as additional background material to help inform readers, is available at: www.faa.gov/go/aviationnoise

The final technical report is available at: <https://www.airporttech.tc.faa.gov/Products/Airport-Safety-Papers-Publications/Airport-Safety-Detail/>

Federal Register Notice: federalregister.gov/d/2021-00564

Comment on this notice using Docket Number FAA-2021-0037 at www.regulations.gov by March 15, 2021.

Email questions to: NoiseResearchFRN@faa.gov.



Meeting Announcement

Technical Working Group

Thursday, January 21, 2021
2:00 p.m. – 3:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/97729013639>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 977 2901 3639

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

AGENDA

1. Call to Order

2. Public Comment on Items NOT on the Agenda

3. Ground-Based Augmentation System Update (GBAS)

Attachments:

- *SFO Presentation on GBAS to Technical Working Group of 11-19-20*
- *San Francisco Airport Commission (No. 20-114):*
 - o *Resolution approving the scope, budget, and schedule for the Project, including CEQA date 6-16-20.*
 - o *Determination to Proceed with the GBAS Project to design, manufacture, install, and perform site acceptance testing date 12-1-20.*
 - o *Reimbursable Agreement with Federal Aviation Administration for Technical Support Services, and to seek appropriate waivers from Board of Supervisors.*
 - o *Roundtable letter to the Airport Commission dated 12-1-20*

4. Remote Monitoring Terminal Thresholds Study

Attachments:

- *Remote Monitoring Terminal Thresholds Report Updated 12-30-20, and Appendix dated August 19, 2020. BridgeNet.*
- *Review of SFO Proposed Noise Monitoring System Thresholds dated 12-18-20. HMMH.*

5. Adjourn

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

During videoconference of the Technical Working Group subcommittee meeting, 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 3:00 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 Jan 21, 2021 Ground-Based Noise Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/97729013639>. The meeting ID: 977 2901 3639. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 977 2901 3639, 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.

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.



Meeting Announcement

Ground-Based Noise Ad-Hoc Subcommittee

Wednesday, January 27, 2021
1:00 p.m. – 2:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/96139776893>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 961 3977 6893

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 amontescardenas@smcgov.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

1. **Call to Order**
2. **Public Comment on Items NOT on the Agenda**
3. **Ground-Based Noise (GBN) Modeling Study Presentation and Review**
4. **Adjourn**

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

During videoconference of the Ground-Based Noise subcommittee meeting, 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 amontescardenas@smcgov.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.



Ground-Based Noise Subcommittee Meeting

January 27, 2021

Page 2 of 2

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 3:00 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 January 27, 2021 Ground-Based Noise Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/96139776893>. The meeting ID: 961 3977 6893. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 961 3977 6893, 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.



January 11, 2021

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 no updates during this cycle. The next publication is expected on January 28, 2021.

Important Terms and Items:

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

HMMH FAA IFP Information Gateway Review

January 11, 2021

Page 2 of 2

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

Low Importance:

- None

High Importance:

- None

Open Comment Periods:

- None

Next Publication:

We expect no updates in the January 28, 2021 publication.



✦ Noise News

February 2021

Prepared for the SFO Airport/Community Roundtable

FAA Notice of Proposed Rulemaking for Supersonic Aircraft Standards for Certification

FAA issued a final rule to facilitate the safe development of civil supersonic aircraft on January 6, 2021. This follows a Notice of Proposed Rulemaking (NPRM) that was released on April 12, 2020. Public comments were accepted on the NPRM until July 13, 2020.

The final rule is based on a 2019 FAA proposed rule to update the requirements to apply for a special flight authorization for flying above Mach 1 in the United States, which was initiated for manufacturers interested in developing supersonic aircraft. The lack of noise standards for certification of supersonic aircraft up to this point has been a key obstacle to bringing these aircraft to market for manufacturers. Regulations require that aircraft meet standards for certification, so the absence of such standards prevents supersonic aircraft from receiving approval.

The NPRM establishes subsonic landing and takeoff cycle standards, including a maximum takeoff weight no greater than 150,000 pounds and a maximum operating cruise speed of Mach 1.8. Aircraft meeting this requirement would be certified under “Supersonic Level 1.” This would accommodate most current development activity by manufacturers, though the FAA has stated that they envision future rulemaking for designs that

What's Inside

✦ Noise News 1

FAA Notice of Proposed Rulemaking for Supersonic Aircraft Standards for Certification 1

FAA Neighborhood Environmental Survey 2

FAA Report to Congress on Airport Noise Mitigation and Safety 3

Other Noise News 4

advance beyond that category. The Supersonic Level 1 proposed standard would serve as a baseline for developing and adopting standards for future classes of supersonic aircraft, like those with maximum takeoff weights over 150,000 pounds.

The FAA developed this rule due to manufacturer request as well as a congressional directive for the FAA to take a leadership role in supersonic policy. The DOT and FAA anticipate additional regulatory action to enable the development of supersonic aircraft.

Source: FAA

FAA Neighborhood Environmental Survey

The FAA undertook a multi-year research effort to quantify the impacts of aircraft noise exposure on

communities around commercial service airports in the United States. The goal of the research was to provide an updated and nationally representative curve showing the relationship between aircraft noise exposure and community annoyance for the US.

The FAA published a technical report, *Analysis of Neighborhood Environmental Survey*, on January 11, 2021 and issued a Federal Register Notice (FRN) on January 13, 2021.

The survey included 10,000 people near 20 airports across the US and began in 2015. It was provided in English and Spanish. The survey asked the respondent how much they were annoyed by aircraft noise and given the choices of: Not at all, Slightly, Moderately, Very, or Extremely.

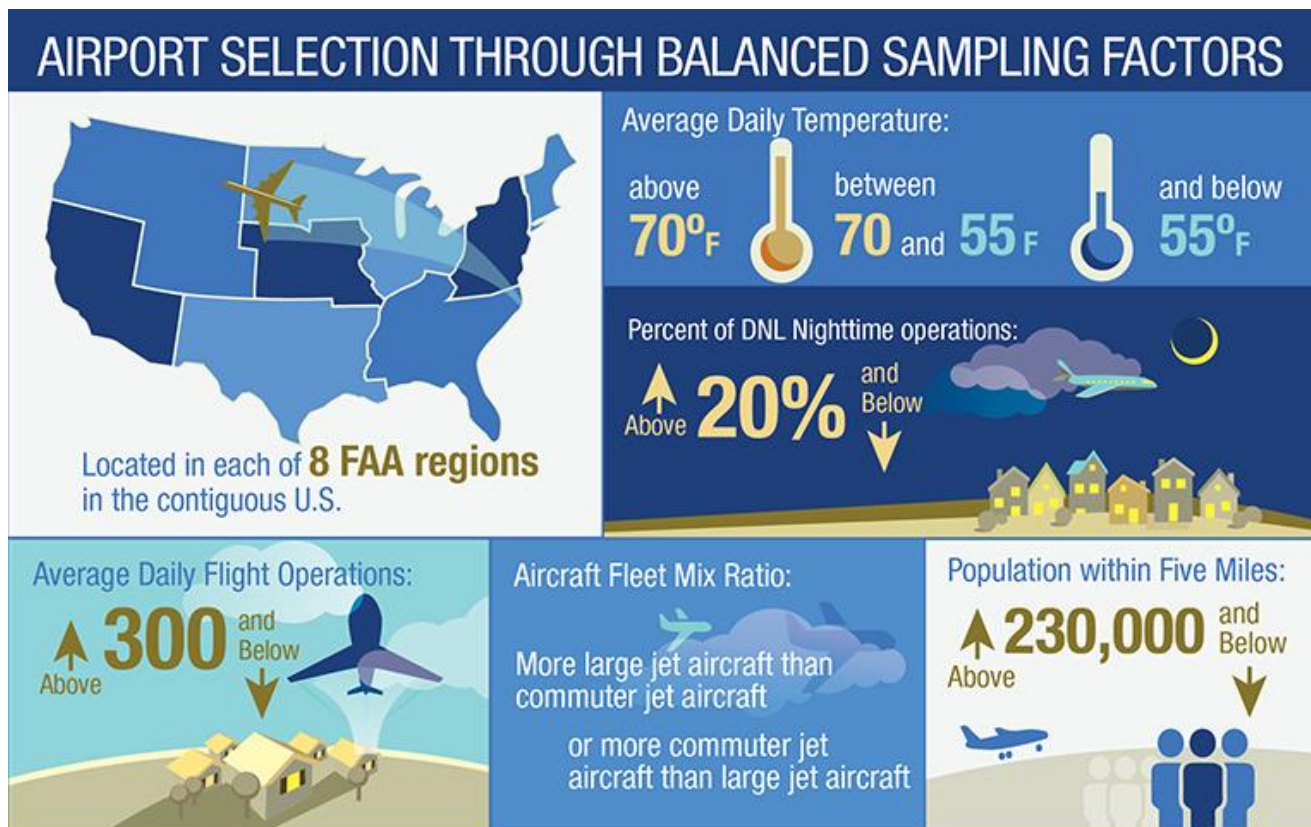


Figure 1. Airport Selection Criteria

Source: FAA

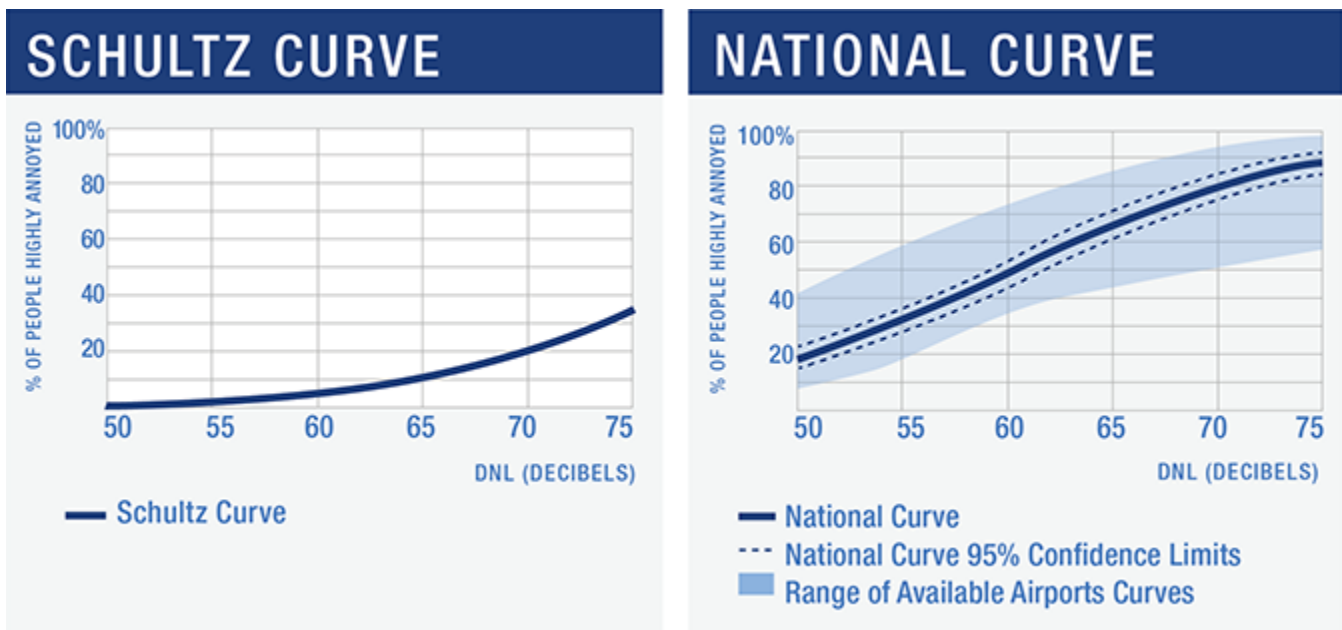


Figure 2. National Dose-Response Curve (NES), with 95 Percent Confidence Intervals (CI) on Annoyance for a given DNL. TNO, FICON and ISO Curves with Constants 65 and 68 are Shown Below the National Curve. (Figure 8-4 of NES report)

Source: FAA

If they answered “very” or “extremely”, they were classified as being “highly annoyed.” A follow-up phone survey, which included 2,000 responses, may provide additional direction for further research. Figure 1 shows how FAA balanced sampling through selection criteria for airports.

Day-Night Average Sound Level (DNL) was modeled with the FAA’s Integrated Noise Model (INM) using flight track data from 2012-2013.

NES results show more people are “highly annoyed” at a given noise exposure level compared to historical data. Approximately 66 percent of respondents were highly annoyed at 65 DNL while 20 percent of respondents were highly annoyed at 50 DNL. See Figure 2.

FAA is accepting input on research activities until March 15, 2021.

Source: FAA

FAA Report to Congress on Airport Noise Mitigation and Safety

The FAA released a report to Congress on the progress in meeting the requirements of Section 308 of the FAA Reauthorization Act of 2018 (Pub. L. 115-254). Section 308 directed the FAA, in coordination with the Chairman of the National Transportation Safety Board, to initiate a study of airport noise mitigation and safety. Findings in the report include general aviation safety data from January 1, 2000, to December 31, 2018.

Regarding noise, the main conclusions of the included MIT report (ICAT-2020-03) are as follows:

- Changes in aircraft climb speed after initial acceleration do not noticeably affect the overall aircraft takeoff noise due to the dominance of engine noise
- Delaying the deceleration of the aircraft on approach could reduce noise between 4 and 8 dB (noticeable) 10 to 25 miles from touch down

- Additional work is required to validate this potential noise benefit and resolve implementation challenges

Source: FAA

Other Noise News

- As of November 30, 2020, \$112.2 billion in Passenger Facility Charges (PFC) revenue has been collected since 1991, and noise mitigation projects account for \$3.54 billion of that, according to FAA data.
- On December 18, 2020, Kansas Gov. Laura Kelly (D) announced that the Kansas Department of Transportation (KDOT) and the FAA have finalized an agreement to establish the Kansas Supersonic Transportation Corridor (SSTC) for use in testing non-military aircraft that fly faster than the speed of sound.
- On December 28, 2020, 17 members of the House Quiet Skies Caucus urged President-elect Joe Biden to appoint FAA officials who will use creative approaches to solve aircraft noise problems.

SAN FRANCISCO AIRPORT COMMISSION



CALENDAR

Tuesday, December 1, 2020

9:00 A.M.

Meeting held by teleconference pursuant to the Governor's Executive Order N-29-20 and the Twenty-Fourth Supplement to Mayoral Proclamation Declaring the Existence of a Local Emergency

WATCH

<https://bit.ly/2IBhlug>

LISTEN/PUBLIC COMMENT CALL-IN

Phone: 1-415-655-0002 | Access Code: 145 652 9118 # #

LONDON N. BREED, MAYOR

COMMISSIONERS

LARRY MAZZOLA

President

ELEANOR JOHNS

Vice President

RICHARD J. GUGGENHIME

EVERETT A. HEWLETT, JR.

MALCOLM YEUNG

IVAR C. SATERO

Airport Director

C. CORINA MONZÓN

Commission Secretary

SAN FRANCISCO INTERNATIONAL AIRPORT

SAN FRANCISCO, CALIFORNIA 94128

During the Coronavirus Disease (COVID-19) emergency, the Airport Commission's regular meeting room, City Hall, Room 400, is closed. Commissioners and Airport staff will convene remotely. The public is encouraged to submit comments in advance of the meeting in one of three ways: (1) email AirportCommissionSecretary@flysfso.com, (2) record a message on the Airport's multilingual (English, Spanish, Chinese, and Filipino) public comment line (650) 821-5050 or (3) complete an [Online Form](#). Comments submitted **by 5 pm on Monday, November 30** will be provided to the Commission and included in the meeting record.

AIRPORT COMMISSION CALENDAR
Tuesday, December 1, 2020

ORDER OF BUSINESS

A.	CALL TO ORDER:.....	5
B.	ROLL CALL:	5
C.	ADOPTION OF MINUTES: Regular meeting of November 10, 2020.	5
D.	DIRECTOR’S REPORT (Discussion Only):.....	5
E.	ITEMS INITIATED BY COMMISSIONERS (Discussion Only):.....	5
F.	ACTION ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:	5
G.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:	8
H.	NEW BUSINESS:.....	10
I.	CORRESPONDENCE:.....	10
J.	CLOSED SESSION:.....	10
K.	ADJOURNMENT:.....	10

AIRPORT COMMISSION CALENDAR
Tuesday, December 1, 2020

ORDER OF BUSINESS

A. CALL TO ORDER:

B. ROLL CALL:

C. ADOPTION OF MINUTES: Regular meeting of November 10, 2020.

D. DIRECTOR'S REPORT (Discussion Only):

- COVID-19 Recovery to Resilience Update
- Report on other recent San Francisco International Airport activities, events, and announcements

E. ITEMS INITIATED BY COMMISSIONERS (Discussion Only):

F. ACTION ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:

1. **Approval of Amended and Restated Trust Agreement, Relating to \$260,000,000 Aggregate Principal Amount of Special Facility Revenue Bonds (San Francisco International Airport Hotel), Series 2018, and Related Matters**

Resolution approving to amend and restate Trust Agreement, relating to \$260,000,000 Aggregate Principal Amount of Special Facility Revenue Bonds (San Francisco International Airport), Series 2018, and Related Matters.

2. **Approval of Amendment No. 2 to the International Terminal Duty Free and Luxury Stores Lease No. 17-0303 DFS Group, L.P.**

Resolution (1) approving Amendment No. 2 to the International Terminal Duty Free and Luxury Stores Lease No. 17-0303 with DFS Group, L.P., temporarily modifying the Percentage Rent structure effective January 1, 2021 through no later than December 31, 2023, subject to tenant's timely completion of certain construction projects, and (2) directing the Commission Secretary to request approval by the Board of Supervisors.

3. **Approval of Modification No. 3 to Contract No. 50205 for Escalator and Electric Walk Maintenance, Repair, and On-Call Services KONE, Inc. \$9,000,000**

Resolution approving Modification No. 3 to Contract No. 50205 for Escalator and Electric Walk Maintenance, Repair, and On-Call Services to increase the Contract not-to-exceed amount by \$9,000,000 for a new Contract amount not to exceed \$18,765,600 with no change to the Contract term, and directing the Commission Secretary to request approval by the Board of Supervisors.

4. **Award of Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project Fontenoy Engineering, Inc. \$3,528,854**

Resolution awarding Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project, to Fontenoy Engineering, Inc., in the amount of \$3,528,854 with a Contract duration of 240 consecutive calendar days, and with a corresponding amount in contingency authorization.

5. **Determination to Proceed with the As-Needed Airfield Electrical Testing, Repairs, and Construction Project and Authorization to Advertise for Bids for Contract No. 11643.50, As-Needed Airfield Electrical Testing, Repairs, and Construction Project**

Resolution determining to proceed with the As-Needed Airfield Electrical Testing, Repairs, and Construction Project and authorizing the Director to advertise for bids for Contract No. 11643.50, As-Needed Airfield Electrical Testing, Repairs, and Construction Project.

This action constitutes the Approval Action for the Project for the purposes of the California Environmental Quality Act, pursuant to Section 31.04(h) of the San Francisco Administrative Code.

6. **Determination to Proceed with the Master As-Needed Airport-Wide Electrical Repairs and Construction Project and Authorization to Issue a Request for Qualifications for Three Master As-Needed Agreements for Airport-Wide Electrical Repairs and Construction: Contract Nos. 11652.51, 11652.52, and 11652.53**

Resolution determining to proceed with the Master As-Needed Airport-Wide Electrical Repairs and Construction Project and authorizing the Director to issue a Request for Qualifications for three Master As-Needed Agreements for Airport-Wide Electrical Repairs and Construction: Contract Nos. 11652.51, 11652.52, and 11652.53.

This action constitutes the Approval Action for the Project for the purposes of the California Environmental Quality Act, pursuant to Section 31.04(h) of the San Francisco Administrative Code.

7. **Approval of Termination for Convenience to Contract No. 11118.76, Design-Build Services for the International Terminal Building Phase 1 Project**
Clark Construction Group – California LP

Resolution approving the termination for convenience of Contract No. 11118.76, Design-Build Services for the International Terminal Building Phase 1 Project, with Clark Construction Group – California LP, effective December 1, 2020.

8. **Approval of Modification No. 1 to Professional Services Contract No. 50123.01 for International Marketing Services in Overseas Locations**
San Francisco Travel Association
\$2,400,000

Resolution approving Modification No. 1 to Professional Services Contract No. 50123.01 with San Francisco Travel Association to exercise both one-year options to extend the Contract term for a new expiration date of December 31, 2022, and to increase the Contract amount by \$2,400,000 for a new not-to-exceed Contract amount of \$6,000,000.

9. **Approval of Modification No. 3 to Professional Services Contract No. 50123.02 for International Marketing Services in Overseas Locations**
Hill & Knowlton Strategies, LLC
\$400,000

Resolution approving Modification No. 3 to Professional Services Contract No. 50123.02 with Hill & Knowlton Strategies, LLC to exercise both one-year options to extend the Contract term for a new expiration date of December 31, 2022, and to increase the Contract amount by \$400,000 for a new not-to-exceed Contract amount of \$1,000,000.

G. CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:

Action Items. All matters listed under the Consent Calendar are considered to be routine in nature and will be considered and acted upon by a single vote of the Commission. There will be no separate discussion of these items unless a member of the Commission or the public so requests, in which event the matter will be discussed before a vote is taken.

10. Authorization to Issue Request for Proposals No. 50273 for Insurance Compliance Software and Professional Services

Resolution authorizing the issuance of Request for Proposals No. 50273 for Insurance Compliance Software and Professional Services and enter into negotiations with the top proposer.

**11. Approval of Phase D1 to Contract No. 10504.66, Design-Build Services for the AirTrain Extension and Improvements Program Skanska Constructors
\$1,100,000**

Resolution approving Phase D1 to Contract No. 10504.66, Design-Build Services for the AirTrain Extension and Improvements Program, with Skanska Constructors to revise the scope of work, increase the total not-to-exceed amount by \$1,100,000 for a total not-to-exceed Contract amount of \$163,025,000, and to extend the total Contract duration to 1,645 consecutive calendar days.

**12. Approval of Modification No. 6 (Annual Renewal) to Professional Services Contract No. 11104.44, Integrated Infrastructure Information Program Management Support Services DPR Construction
\$975,000**

Resolution approving Modification No. 6 (Annual Renewal) to Professional Services Contract No. 11104.44, Integrated Infrastructure Information Program Management Support Services, with DPR Construction to increase the Contract not-to-exceed amount by \$975,000 for a new Contract amount not to exceed \$7,975,000 and to extend the Contract for

an additional year of services.

13. **Authorization of the Director to Enter into a Reimbursable Agreement with the Federal Aviation Administration under Contract No. 11299.45, Technical Support Services for the Ground Based Augmentation System Project, and to seek appropriate waivers from the Board of Supervisors**
\$253,846

Resolution authorizing the Director to enter into a Reimbursable Agreement with the Federal Aviation Administration under Contract No. 11299.45, Technical Support Services for the Ground Based Augmentation System Project, in the amount of \$235,846 with a duration of five years, and to seek appropriate waivers of San Francisco Municipal Code requirements from the Board of Supervisors.

14. **Approval of Modification No. 2 (Annual Renewal) to Professional Services Contract No. 8354A.44, Engineering Support Services for the Airport Shoreline Protection Program Environmental Review Project**
COWI-TERRA Joint Venture

Resolution approving Modification No. 2 (Annual Renewal) to Professional Services Contract No. 8354A.44, Engineering Support Services for the Airport Shoreline Protection Program Environmental Review Project, with COWI-TERRA Joint Venture, a joint venture between COWI North America, Inc. and Terra Engineers, Inc., to extend the Contract for an additional year of services with no change to the Contract amount.

15. **Approval of Modification No. 2 to Contract No. 10555.61, Construction Services for the Field Lighting Building 1 Electrical System Upgrade Project**
Schembri Construction Company, Inc.

Resolution approving Modification No. 2 to Contract No. 10555.61, Construction Services for the Field Lighting Building 1 Electrical System Upgrade Project, with Schembri Construction Company, Inc., to extend the total Contract duration to 485 consecutive calendar days with no change to the Contract amount.

16. **Approval of Modification No. 2 to Professional Services Contract No. 50126 for Maintenance and Support of Baggage Handling Control Systems**
Brock Solutions U.S. Systems LLC

Resolution approving Modification No. 2 to Professional Services Contract No. 50126 for Maintenance and Support of Baggage Handling Control Systems with Brock Solutions U.S. Systems LLC to exercise the two-year option to extend the Contract term through December 31, 2022.

H. NEW BUSINESS:

Discussion only. This is the “Public Comment” section of the calendar. Individuals may address the Commission on any topic within the jurisdiction of the Airport Commission for a period of up to two (2) minutes. Please refer to Page 2 for public comment instructions.

I. CORRESPONDENCE:

J. CLOSED SESSION:

There are no planned agenda items for a Closed Session for the current meeting.

In the event of any urgent matter requiring immediate action which has come to the attention of the Airport Commission after the agenda was issued and which is an item appropriately addressed in Closed Session, the Airport Commission may discuss and vote whether to conduct a Closed Session under Brown Act (California Government Code Sections 54954.2(b)(2) and 54954.5) and Sunshine Ordinance (San Francisco Administrative Code Section 67.11).

If the Airport Commission enters Closed Session under such circumstances, the Airport Commission will discuss and vote whether to disclose action taken or discussions held in Closed Session under the Brown Act (California Government Code Section 54957.1) and Sunshine Ordinance (San Francisco Administrative Code Section 67.12).

K. ADJOURNMENT:



MEMORANDUM

December 1, 2020

TO: AIRPORT COMMISSION
Hon. Larry Mazzola, President
Hon. Eleanor Johns, Vice President
Hon. Richard J. Guggenhime
Hon. Everett A. Hewlett, Jr.
Hon. Malcolm Yeung

FROM: Airport Director

SUBJECT: Award of Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project

DIRECTOR’S RECOMMENDATION: AWARD CONTRACT NO. 11299.61, CONSTRUCTION SERVICES FOR THE GROUND BASED AUGMENTATION SYSTEM INFRASTRUCTURE PROJECT, TO FONTENOY ENGINEERING, INC., IN THE AMOUNT OF \$3,528,854, WITH A CORRESPONDING CONTINGENCY, AND WITH A CONTRACT DURATION OF 240 CONSECUTIVE CALENDAR DAYS.

Executive Summary

The Ground Based Augmentation System (GBAS) Infrastructure Project (Project) will provide the San Francisco International Airport (Airport) provisioned infrastructure to allow for the installation of the GBAS to enhance arrival and landing operations by providing the ability for aircraft to fly satellite-based approaches. GBAS is a modern precision navigation system that operates by monitoring the Global Positioning System (GPS) signal and can provide multiple landing approaches to deliver safer and quieter paths to all runways. GBAS-enabled flight procedures may provide community noise reduction benefits, more efficient approaches, increased safety, and reduced delays during low-visibility weather conditions.

This Contract will provide construction services for the Project.

Background

On August 11, 2020, by Resolution No. 20-0140, the Commission authorized the Director to advertise for bids for construction services for the Project. The estimated construction cost at the time of bid advertisement was between \$4,300,000 and \$4,800,000 with a Contract duration of 240 consecutive calendar days. Refer to Attachment A – Summary of Commission Actions for this Contract.

On September 22, 2020, the Airport received four bids for the Project. Firms who are certified as a Local Business Enterprise (LBE) received a discount of 10% on their bid for the purposes of evaluation. Staff received three bids from certified LBEs and applied the 10% discount to each of those bids. The total bid amounts, including bid discounts, are as follows:

THIS PRINT COVERS CALENDAR ITEM NO. 4

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

LONDON N. BREED MAYOR LARRY MAZZOLA PRESIDENT ELEANOR JOHNS VICE PRESIDENT RICHARD J. GUGGENHIME EVERETT A. HEWLETT, JR. MALCOLM YEUNG IVAR C. SATERO AIRPORT DIRECTOR

	Total Bid Amount	LBE Discount	Final Amount with Discount
1. Fontenoy Engineering, Inc.	\$3,528,854	10%	\$3,175,968.60
2. Schembri Construction Co., Inc.	\$4,497,269	10%	\$4,047,542.10
3. Galliera Inc., dba Trico Construction	\$4,526,068	10%	\$4,073,461.20
4. Vellutini Corporation dba Royal Electric Company	\$4,666,666	0%	\$4,666,666.00

On September 29, 2020, Schembri Construction Co., Inc. submitted a written bid protest against Fontenoy Engineering, Inc. Schembri contended Fontenoy's bid failed to meet the experience qualifications and failed to list a qualified subcontractor for the installation of the work as required. Staff reviewed the protest and applicable information and determined that Schembri's bid protest is without merit. The City's Contract Monitoring Division (CMD) and Airport staff determined that Fontenoy Engineering, Inc. is the responsible bidder with the lowest responsive bid. Staff recommends the Commission award the Contract to Fontenoy Engineering, Inc.

CMD approved an LBE subcontracting participation requirement of 16% for this Contract. Fontenoy Engineering, Inc. has committed to achieving 38.3% LBE subcontractor participation.

In light of the COVID-19 crisis and its impact on Airport finances, the Airport has structured its capital program to fund the highest priority projects with the funding available through the most recent bond issuance, with the intent of deferring the implementation of lower priority projects in the Ascent Program to allow for conditions to improve in the bond market. Staff confirms that this project is a priority, and this action conforms with the above.

Recommendation

I recommend the Commission award Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project, to Fontenoy Engineering, Inc., in the amount of \$3,528,854, with a contingency in the amount of \$352,885, and with a Contract duration of 240 consecutive calendar days. I further recommend the Commission authorize the Director to accept the work upon completion and make final payment provided the work is completed in accordance with the Commission's established procedures.



Ivar C. Satero
Airport Director

Prepared by: Geoffrey W. Neumayr
Chief Development Officer
Planning, Design & Construction

Attachments

ATTACHMENT A
SUMMARY OF COMMISSION ACTIONS
 December 1, 2020

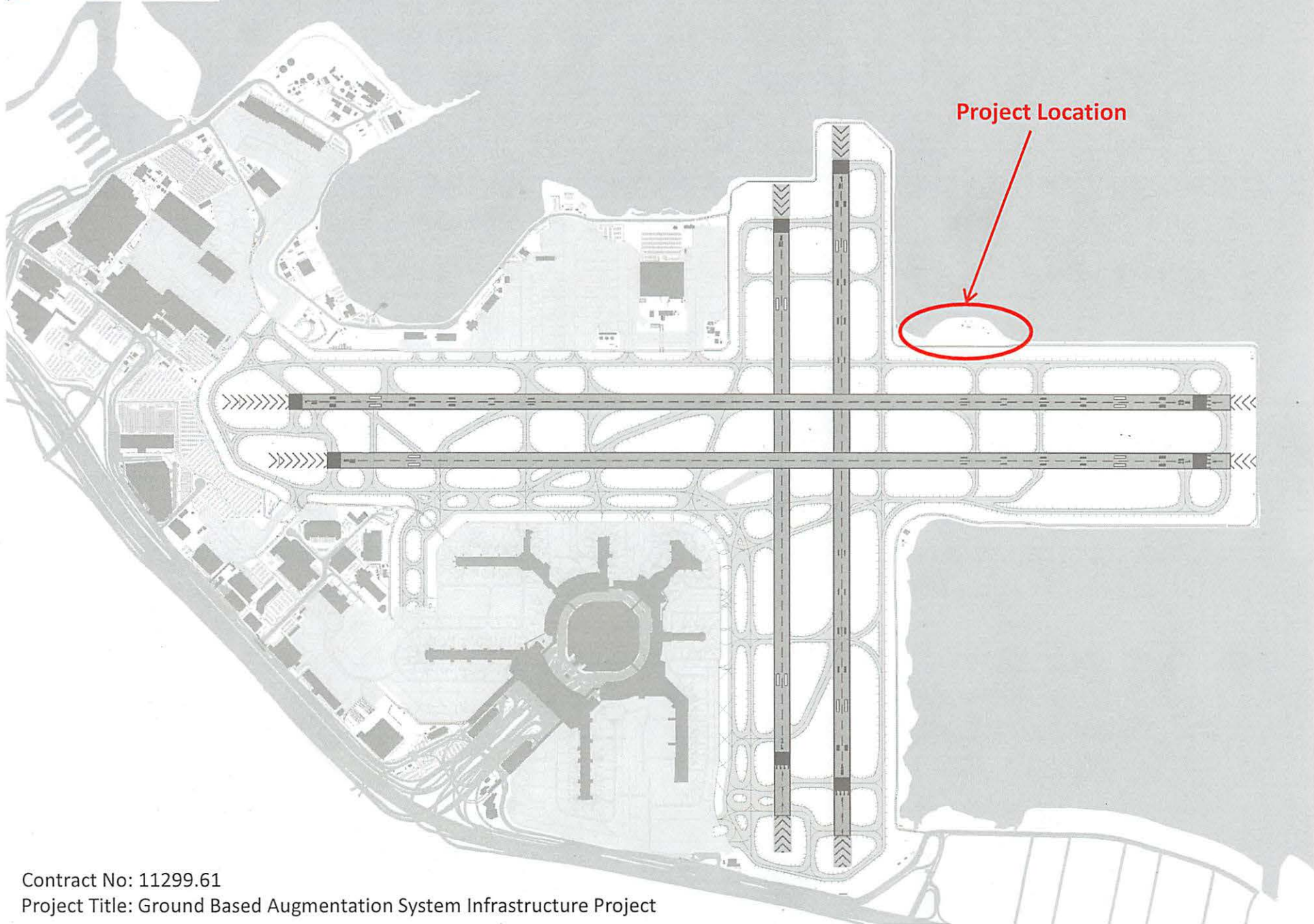
Contract No.: 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project

Contractor: Fontenoy Engineering, Inc.

Award of Contract

Date	Modification No.	Resolution No.	Description	Scope	Amount
6/16/2020	-	20-0114	Environmental Review	Commission affirmed Categorical Exemption and determined to proceed with the project. This action constitutes the Approval Action pursuant to Section 31.04(h) of the San Francisco Administrative Code.	\$0
8/11/2020	-	20-0140	Advertise for Bids	Authorization to advertise Contract for bids	\$0

Authorized Contract Amount to Date	\$0
Award of Contract	<u>\$3,528,854</u>
Proposed Contract Amount	\$3,528,854



Project Location

Contract No: 11299.61
Project Title: Ground Based Augmentation System Infrastructure Project

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. _____

AWARD OF CONTRACT NO. 11299.61, CONSTRUCTION SERVICES FOR THE GROUND BASED AUGMENTATION SYSTEM INFRASTRUCTURE PROJECT, TO FONTENOY ENGINEERING, INC., IN THE AMOUNT OF \$3,528,854, WITH A CORRESPONDING CONTINGENCY, AND WITH A CONTRACT DURATION OF 240 CONSECUTIVE CALENDAR DAYS

- WHEREAS, the Ground Based Augmentation System (GBAS) Infrastructure Project (Project) will provide the Airport provisioned infrastructure to allow for the installation of the GBAS to enhance arrival and landing operations by providing the ability for aircraft to fly satellite-based approaches; and
- WHEREAS, on August 11, 2020, by Resolution No. 20-0140, the Commission authorized the Director to advertise for bids for construction services for the Project; and
- WHEREAS, the estimated construction cost at the time of bid advertisement was between \$4,300,000 and \$4,800,000 with a Contract duration of 240 consecutive calendar days; and
- WHEREAS, on September 22, 2020, the Airport received four bids for the Project; and
- WHEREAS, the City's Contract Monitoring Division (CMD) and Airport staff determined that Fontenoy Engineering, Inc. is the responsible bidder with the lowest responsive bid; and
- WHEREAS, Staff recommends the Commission award the Contract to Fontenoy Engineering, Inc.; and
- WHEREAS, CMD approved a Local Business Enterprise (LBE) subcontracting participation requirement of 16% for this Contract and Fontenoy Engineering, Inc. has committed to achieving 38.3% LBE subcontractor participation; now, therefore, be it
- RESOLVED, that the Commission hereby awards Contract No. 11299.61, Construction Services for the Ground Based Augmentation System Infrastructure Project, to Fontenoy Engineering, Inc., in the amount of \$3,528,854, with an additional amount of \$352,885 for contingency, and with a Contract duration of 240 consecutive calendar days; and, be it further
- RESOLVED, that the Commission authorizes the Director to accept the work upon completion and make final payment provided the work is completed in accordance with the Commission's established procedures.

*I hereby certify that the foregoing resolution was adopted by the Airport Commission
at its meeting of _____*

Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 32, Number 44

December 31, 2020

Legislation

NDA ESTABLISHES PILOT SIP FOR PROPERTIES IMPACTED BY MILITARY AIRCRAFT NOISE

The National Defense Authorization Act (NDA) for Fiscal Year 2021 – which the U.S. House of Representatives passed on Dec. 28 on an override of President Trump's veto – establishes a five-year sound insulation pilot program for properties around military bases impacted by military aviation noise.

Rep. Rick Larsen (D-WA), chairman of the House Transportation Committee's Aviation Subcommittee, said he secured \$4 million in the legislation for military jet noise reduction research.

The House voted 322-87 to override President Trump's veto of the NDA, easily surpassing the two-thirds majority needed to do so. The U.S. Senate is poised to vote to override Trump's veto and must do so by noon on Jan. 3, 2021, when the new Congress convenes. Otherwise, the bill expires and must be reintroduced.

The new sound insulation pilot program for communities around military bases is funded at a level of \$50 million for fiscal years 2021 and 2022 (through Sept. 30, 2022) in the omnibus federal agency appropriations bill signed into law on Dec. 27 by President Trump as part of the larger COVID relief measure.

(Continued on p. 178)

SSTs

KANSAS DOT, FAA TO ESTABLISH SUPERSONIC TRANSPORTATION CORRIDOR OVER STATE

The Kansas Department of Transportation (KDOT) and the FAA have finalized an agreement to establish the Kansas Supersonic Transportation Corridor (SSTC) for use in testing non-military aircraft that fly faster than the speed of sound, Kansas Gov. Laura Kelly (D) announced Dec. 18.

"To be able to deliver this new opportunity for our country is yet another example of Kansas cementing its reputation as a national leader in the aviation industry," Gov. Kelly said. "This high-altitude flight corridor gives Kansas a strategic advantage in attracting companies involved in the development of supersonic aircraft, and will play a significant role in our state's ability to encourage economic development as we recover from the COVID-19 pandemic."

KDOT Secretary Julie Lorenz commended the collaborative efforts resulting in Kansas securing the SSTC. She acknowledged Kansas Sen. Jerry Moran's (R) involvement in the process in coordination with the FAA, NASA, the Air Route Traffic Control Center and the National Institute of Aviation Research at Wichita State University.

Senator Moran said industry forecasts show a market for as many as 300 so-

(Continued on p. 179)

In This Issue...

Legislation ... The House of Representatives overrides President Trump's veto of the FY 2021 National Defense Authorization Act, which establishes a five-year pilot sound insulation program for properties in communities near military bases to be funded at a level of \$50 million for the first two years, among other aircraft noise mitigation provisions.

The omnibus bill also includes FY 2021 appropriations for FAA and NASA and provides \$20.3 million for FAA Environment and Energy efforts, of which up to \$3 million is additional funding to analyze noise at the national level using existing public health surveillance data sets and to conduct field studies - p. 177

SSTs ... FAA, Kansas DOT finalize agreement to establish a 770-mile long Kansas Supersonic Transportation Corridor over the state so developers of new commercial supersonic aircraft can test their designs and reduce noise impact - p. 177

NDA, from p. 177

The NDA legislation includes language noting that the issue of military aviation noise in communities surrounding military bases will continue as more fifth-generation jet fighter aircraft (such as F-15s, which are louder than the F-16s they are replacing) are deployed. The NDA encourages the Department of Defense to look for ways to work with communities to proactively address their concerns about aircraft noise.

Sen Patrick Leahy (D-VT) said he added language to the NDA ensuring that communities around Burlington International Airport, a joint use base with the Vermont Air National Guard, qualify for the pilot sound insulation program. New F-35 fighter jet aircraft are now based at the airport.

Sen. Tammy Baldwin (D-WI) also said that communities near Truax Field, a military base in Wisconsin, will be included in the new sound insulation program because F-15s will be based there.

The idea of establishing a sound insulation program in communities impacted by military aircraft noise appears to have originated with Rep. Mark Pocan (D-WI), whose district includes Truax Field. He added language to the original House NDA bill to provide \$50 million to support a sound insulation program for communities near military air bases for two years (32 ANR 114).

It is unclear who later changed Pocan's two-year program to a five-year *pilot* program and why such a lengthy pilot program is needed when acoustical consulting and sound insulation firms have decades of experience implementing civilian airport sound insulation programs.

Communities Must Enter Agreements with DoD

Under the pilot sound insulation program, the commander of a military installation may provide funds for the purpose of installing noise insulation "on covered property" impacted by military aviation noise from aircraft utilizing the installation.

The FY 2021 omnibus appropriations bill for DOT stipulates that \$50 million can be spent in fiscal years 2021 and 2022 on the pilot sound insulation program provided that:

- Such funds shall only be available to the Secretary of Defense, acting through the Office of Economic Adjustment of the Department of Defense, to make grants to communities impacted by military aviation noise for the purpose of installing noise mitigating insulation at covered facilities;

- To be eligible to receive a grant under the program, a community must enter into an agreement with the Secretary under which the community prioritizes the use of funds for the installation of noise mitigation at covered facilities in the community;

- As a condition of receiving funds under this section a State or local entity shall provide a matching share of ten percent;

- Grants under the program may be used to meet the Federal match requirement under the Airport Improvement Program established under subchapter I of 378. chapter 471 and

subchapter I of chapter 475 of title 49, United States Code;

- In carrying out the program, the Secretary of Defense shall coordinate with the Secretary of Transportation to minimize duplication of efforts with any other noise mitigation program compliant with part 150 of title 14, Code of Federal Regulations;

- In this section, the term "covered facilities" means hospitals, daycare facilities, schools, facilities serving senior citizens, and private residences that are located within one mile or a day-night average sound level of 65 or greater of a military installation or another location at which military aircraft are stationed or are located in an area impacted by military aviation noise within one mile or a day-night average sound level of 65 or greater, as determined by the Department of Defense or Federal Aviation Administration noise modeling programs.

Real-Time Noise Monitoring of Growlers

The 2021 DNA also includes a provision introduced by U.S. Sen. Maria Cantwell (D-WA) and U.S. Rep. Rick Larsen (D-WA) extending for 12 months a real-time noise monitoring program at two Navy installations in the state of Washington and to make the data publicly available.

Last year, the Navy added 36 Growler aircraft to Naval Air Station Whidbey Island, WA. The addition increased airfield activity by up to a third. Sen. Cantwell and Rep. Larsen's provision also requires the Secretary of the Navy to conduct real-time monitoring of field carrier landing practice at Naval Outlying Field Coupeville and Ault Field, also on Whidby Island. The results of the monitoring then must be made publicly available on a Department of Defense website

In addition, the provision requires a plan to conduct real-time noise monitoring above or adjacent to nearby public lands in Washington, including Olympic National Park, Olympic National Forest, and Ebey's Landing National Historical Reserve.

The Navy describes the EA-18G Growler as "a variant in the F/A-18 family of aircraft that combines the proven F/A-18F Super Hornet platform with a sophisticated electronic warfare suite."

"Real-time noise monitoring of Growler activity over Whidbey Island and Olympic National Park is crucial to ensure local communities have accurate information," Sen. Cantwell said. "I am pleased this provision has been extended, and I will continue to work to ensure the Navy conducts the monitoring and is fully transparent with the state and local communities on the issue."

"Having reliable data on aviation noise is essential to keeping communities informed and developing strategies to mitigate the impact of operations," said Rep. Larsen, a member of the House Armed Services Committee and the conference committee responsible for negotiating a final bill. "I am glad the final conference report study will extend the study and I will continue conducting oversight to ensure transparency and proper implementation."

Mitigation of Military Helicopter Noise

The final 2021 NDA bill also includes a provision that requires the Secretary of Defense to mitigate helicopter noise in the “National Capitol Region” (Washington, DC, metropolitan area) and to receive, track, and analyze complaints on an ongoing basis from individuals in that area.

The House conferees on the bill said that, “in addition to use of a public website, the Secretary of Defense should take steps to convene community noise roundtables in the National Capitol Region to facilitate meetings, at least twice per year, along with the Metropolitan Washington Airports Authority, for the purpose of discussing and identifying trends in community noise complaints associated with helicopter operations in the National Capital Region.”

Furthermore, the House conferees directed that “not later than six months after the date of enactment of this Act, the Secretary of Defense, in coordination with the Secretaries of the military departments, shall provide a briefing to the Committees on Armed Services of the Senate and House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, and the Transportation and Infrastructure Committee of the House of Representatives.

“The briefing shall address the coordination occurring between the Metropolitan Washington Airports Authority and Federal agencies and the proposed way ahead for the use of the existing noise inquiry websites, and other such actions taken by the Secretary of Defense related to helicopter noise concerns in the National Capital Region.”

Report on Noise Restrictions

The 2021 NDA also requires the Secretary of Defense to report on the effect of noise restrictions on military installations and operations and development and implementation of noise mitigation measures.

The NDA requires the Secretary of Defense to prepare the report in consultation with the Secretaries of the military departments.

The bill requires that not later than July 1, 2021, the Secretary of Defense shall submit to the congressional defense committees a report describing:

- (1) The types and extent of noise restrictions impacting military installations inside the United States, including outlying landing fields and training ranges;
- (2) The effect of such noise restrictions on the operational readiness and efficiency of aviation units stationed at or using the military installations;
- (3) The voluntary noise mitigation measures, encroachment management measures, and community relations initiatives used by the military departments to prevent or lessen the need for noise restrictions; and
- (4) The progress being made to develop and implement additional cost-effective technological measures to mitigate noise emanating from operations at military installations and to prevent or lessen the need for noise restrictions.

FAA/NASA Appropriations

The FY 2021 budget agreement for the FAA provides \$20,303,000 for Environment and Energy, of which up to \$3 million is additional funding for the FAA to analyze noise at a national level using existing public health surveillance datasets and to conduct field studies in the U.S.

The budget agreement provides \$31,465,000 for NextGen Environmental Research Aircraft Technologies and Fuels, of which up to \$3 million is additional funding to support the continuous lower energy, emissions and noise (CLEEN) program and \$15 million is for the FAA’s Center of Excellence for Alternative Jet Fuels and Environment (ASCENT).

The budget agreement directs the FAA to continue to provide resources to certify fuels for safe use in commercial aviation and their inclusion for meeting compliance obligations under the International Civil Aviation Organization’s Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) and encourages utilization of ASCENT researchers to address the entire sustainable aviation fuels supply chain to identify and enable industry to overcome key barriers to entry such as fuel costs.

The FAA appropriation provides \$3.35 billion for grant in aid to airports and \$15 million for FAA’s Airport Cooperative Research Program, which is managed by the Transportation Research Board.

The FY 2021 budget agreement also provides \$828.7 million for NASA’s Aeronautics Program.

SSTs, from p. 177

phisticated supersonic aircraft over a 10-year period, representing as much as \$40 billion in revenue and requiring a “deep bench of skilled manufacturing talent.”

“This year marks 73 years since Chuck Yeager broke the sound barrier, and with this supersonic flight corridor Kansas will have a unique role in the next generation of supersonic transportation,” Sen. Moran said.

The Kansas SSTC is a 770-nautical-mile racetrack-shaped corridor at or above an altitude of 39,000 feet. The FAA’s Kansas City Air Route Traffic Control Center assessed this route to protect the safety and efficiency of the National Airspace system. This corridor is entirely in federal airspace above Kansas, running the length of the state, just north of the Kansas-Oklahoma border. The route will support sustained flight up to Mach 3 and is within reach of numerous airports equipped to provide fuel, ground and technical support.

Bob Brock, KDOT Director of Aviation, said the SSTC gives innovators like Boeing, Lockheed Martin, Aerion, Spike and Boom Aerospace the airspace necessary to test aircraft designs that reduce the impact of sound on nearby communities. Brock said the Kansas supersonic corridor also offers logistical advantages by being the first and only such commercial supersonic flight test route in the nation’s interior.

ANR EDITORIAL ADVISORY BOARD

Peter J. Kirsch, Esq.

Kaplan, Kirsch & Rockwell LLP
Denver

Vincent E. Mestre, P.E.

President, Mestre Greve Associates
Laguna Niguel, CA

Steven F. Pflaum, Esq.

Neal, Gerber & Eisenberg LLP
Chicago

Gregory S. Walden, Esq.

Patton Boggs LLP
Washington, D.C.

NASA Welcomes SST Corridor

"I'm really excited about quiet supersonic technology and its ability to be transformative for flight and our economy," said Jim Bridenstine, Administrator of NASA.

Bridenstine said NASA is working with industry to build supersonic aircraft with "low-boom" or "no boom" flight characteristics.

To provide safety margins for these operations, the KDOT Division of Aviation, FAA Central Region, Air Route Traffic Control Center and Lemasters Group Consulting wrote new procedures for operators. Aircraft will only enter the SSTC at specific points and will be required to clear flight routes prior to takeoff. The SSTC is located in generally low-volume airspace, which will minimize any effect on existing flight routes and airports.

KDOT has partnered with Wichita State University's National Institute of Aviation Research (NIAR) to collect noise data and live telemetry from the aircraft that will be used by both the FAA and aircraft manufacturers to evaluate performance.

"We help manufacturers refine aircraft designs every day and flight tests are one of our core strengths," said Dr. John Tomblin, WSU Senior Vice President for Industry and Defense Programs and NIAR Executive Director. "This partnership with KDOT provides a sophisticated and cost-effective flight test capability within reach of every major aircraft manufacturer in the country."

FAA

FAA SEEKS PUBLIC COMMENT ON TWO INFORMATION COLLECTION RENEWALS

On Dec. 28, the FAA announced that the public has until Jan. 27, 2021, to comment on its intent to request Office of Management and Budget approval to renew the following two information collections:

- **Aircraft Noise Certification Documents for International Operation:** This collection helps make aircraft noise certification information easily accessible to flight crews and presentable upon request to the appropriate foreign officials for international airline operation of U.S. carriers.

- **Noise Certification Standards for Subsonic Jet Airplanes and Subsonic Transport Category Large Airplanes:** This collection compiles the results of aircraft noise certification tests that demonstrate compliance with FAA's Part 36 aircraft noise certification standards.

For further information, google "December 28, 2020, Federal Register" and scroll down to Federal Aviation Administration.

AIRPORT NOISE REPORT

Anne H. Kohut, Publisher

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

Authorization to photocopy items for internal or personal use, or the internal or personal use of specific clients, is granted by Aviation Emissions Report, provided that the base fee of US\$1.03 per page per copy is paid directly to Copyright Clearance Center, 222 Rosewood Drive, Danvers, MA 01923. USA.



**SANTA CLARA/SANTA CRUZ COUNTIES
AIRPORT/COMMUNITY ROUNDTABLE**

PO Box 3144
Los Altos, CA 94024

11/24/2020

Ms. Raquel Girvin
Regional Administrator, AWP-1
FAA Western-Pacific Region
777 South Aviation Boulevard, Suite 150
El Segundo, CA 90245

Subject: BDEGA Arrivals - FAA Questions

Dear Administrator Girvin,

As the FAA is aware, SFO BDEGA arrivals have a substantial negative impact on many Peninsula residents because BDEGA is a high-volume procedure (roughly 25% of SFO arrivals) and planes fly over the Peninsula the majority of the time (typically 70% or more) using the BDEGA-west leg¹ instead of the BDEGA-east leg² down over the Bay.

Both the SFO Roundtable and Select Committee made multiple recommendations to the FAA regarding increasing the use of the BDEGA-east leg, including returning to historical usage where BDEGA-east was used at least 50% of the time:

- See Appendix for data analyses (recent and historical).
- See the [November 2016 SFO Roundtable recommendations](#) (in particular pages 7-9 of the pdf document) and the [November 2016 Select Committee recommendations](#) (in particular section 2.2 on page 10 of report).

Through past FAA updates and comments at Roundtable meetings, the FAA indicated that BDEGA-east usage was constrained by DYAMD arrival volume and that the FAA would reinforce the use of BDEGA-east with Air Traffic Control staff.

If the FAA took specific actions to increase the percentage use of BDEGA-east, the SCSC Roundtable has not seen substantial progress since these recommendations were made. We were hoping, however, that the sharp downturn in SFO operations caused by the COVID-19 pandemic would allow the FAA to

¹ The SCSC Roundtable acknowledges that the FAA uses the term “BDEGA Arrival” instead of the BDEGA-west leg, which has been retained here for historical context.

² The SCSC Roundtable acknowledges that the FAA uses the term “downwind visual for the BDEGA Arrival” instead of the BDEGA-east leg over the Bay, which has been retained here for historical context.

substantially increase the use of BDEGA-east, therefore, reducing the impact on the residential communities of the Peninsula.

The SCSC Roundtable saw some improvement in May and June 2020, which we appreciate very much. Using BDEGA-east 40% of the time is great progress over the typical 28 or 30% usage of the last few years. However, the percentage split for BDEGA-east still falls short of historical values achieved when air traffic was much higher than now. For instance, BDEGA-east was used 57% of the time in May 2005 when traffic was almost three times as high. One would expect that the FAA would be able to achieve similar splits or exceed them when the volume of SFO operations is roughly one-third of what it was then. See the BDEGA-east analysis provided in the Appendix.

Given the limited improvement observed on the percentage use of BDEGA-east, the SCSC Roundtable therefore requests that the FAA address the following BDEGA questions:

1. What is preventing Air Traffic Control from using the BDEGA-east leg more during this period of drastically reduced air traffic volume at SFO?
 - o Please list all reasons with supporting data.
 - In particular, please specify whether NIITE/HUSSH departures or OAK departures to FFOIL with transition to YYUNG conflict with BDEGA-east arrivals.
 - o Please provide specific reasons why BDEGA-east was used only 40% of the time in May 2020, but 57% of the time in May 2005 when traffic volume was about three times higher.
 - o Identify what can be done to encourage ATC staff to use BDEGA-east much more during this very low traffic period.
2. Is the BDEGA-east leg down the Bay considered an integral part of the BDEGA arrivals procedure?
 - o If not, please explain why not and what needs to happen to change that.
3. Is the FAA willing to consider changes to enable the use of BDEGA-east at least 50% of the time?
 - o Please suggest all possible changes that would increase usage of BDEGA-east.
 - Changes may include but are not limited to increasing in-trail spacing on DYAMD, creating a curved arrival Required Navigation Procedure over the Bay, coordinating SFO or OAK departures to allow BDEGA-east arrivals if conflicts exist, and making BDEGA-east the default leg for SFO arrivals from the north during night time (10 PM to 7 AM).
 - o For each possible change, specify if the FAA is willing or not to evaluate the change.
 - If the FAA is willing, describe the process to initiate the change.
 - If the FAA is not willing, please share explanations.

Most Sincerely,



Mary-Lynne Bernald
Chairperson, SCSC Roundtable

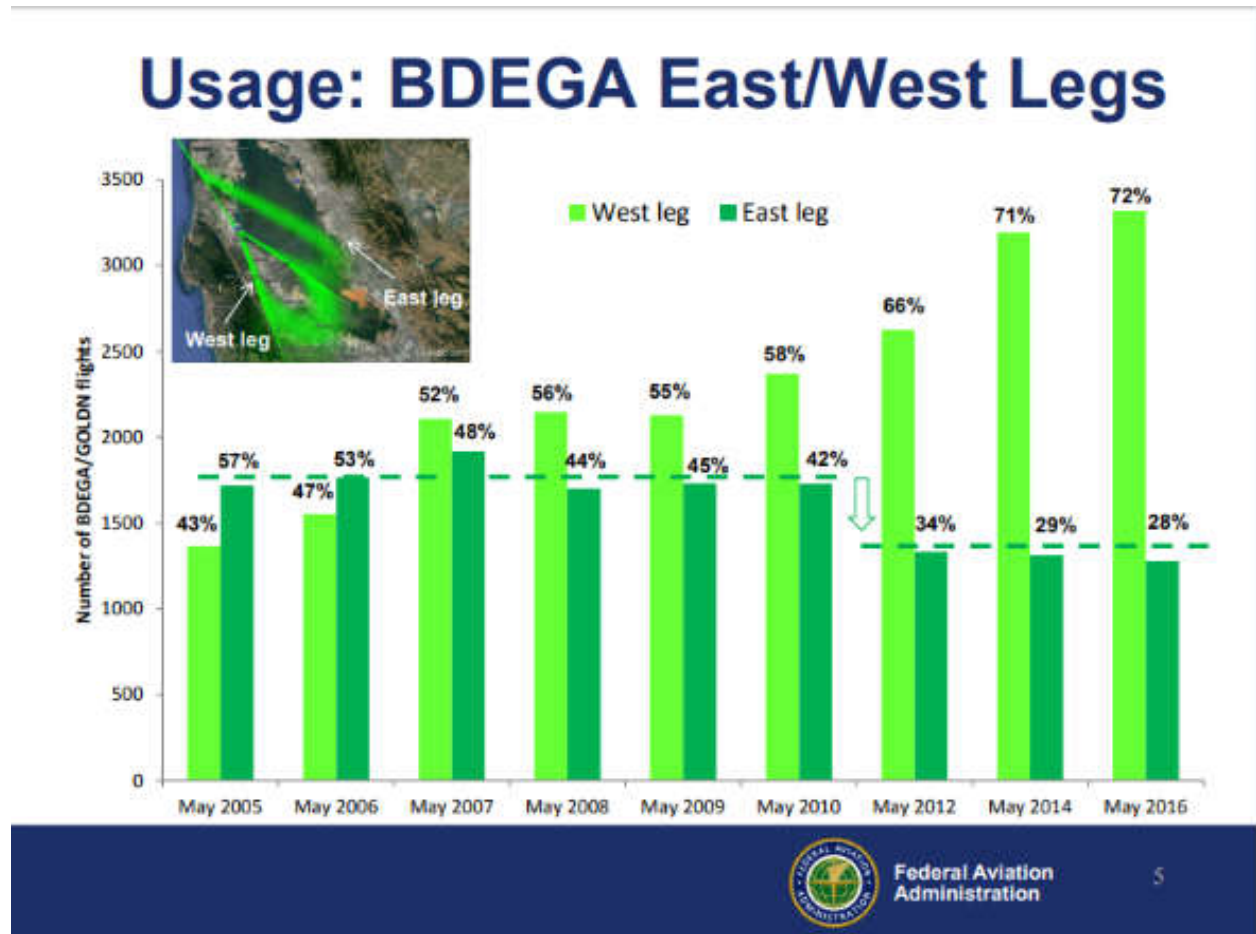
APPENDIX

BDEGA usage analysis

Sources: FAA data presented at the 09/29/2016 Select Committee meeting (see figure below), 2020 data provided by the SFO Noise Abatement Office (see table below), and [SFO Airport Director Reports](#).

- All BDEGA arrivals:
 - Current BDEGA arrivals are much lower than before: all BDEGA arrivals in May 2020 (~ 1150) were about 37% of all BDEGA arrivals in May 2005 (~ 3100).
 - The decrease in all BDEGA arrivals is consistent with the decrease in all SFO arrivals for the same months:
 - May 2020 SFO total arrivals (~ 4,400) were about 35% of the May 2005 SFO total arrivals (~ 12,500).
- BDEGA-east arrivals:
 - Between 2005 and 2016, the percentage use of BDEGA-east declined steadily:
 - Between May 2005 and May 2016, the percentage use of BDEGA-east was cut in half: 57% usage in May 2005 versus 28% usage in May 2016.
 - Since 2014, the percentage use of BDEGA-east has remained below 30% except for May and June 2020 when usage rose to 39.7% and 37.4%, respectively.
 - BDEGA-east was used 57% of the time in May 2005 versus 40% of the time in May 2020 even though there were almost 3 times as many BDEGA arrivals in May 2005 than in May 2020 as described above.
- Key observations:
 - Recent percentages of BDEGA-east usage remain low when compared to historical percentages given that current SFO traffic is much lower than historical values due to COVID-19.
 - The FAA was able to use BDEGA-east 57% of the time in May 2005 when SFO traffic was roughly three times higher than in May 2020.
 - In comparison, BDEGA-east was used only 40% of the time in May 2020 when traffic was about one third of what it was in May 2005.

FAA presentation at 09/29/2016 Select Committee meeting



BDEGA-east & BDEGA-west arrivals into SFO from January through June 2020

2020	SFO Total Operations*	SFO Arrivals (assumption: 1/2 of total operations)	BDEGA Arrivals		BDEGA East Arrivals		BDEGA West Arrivals	
			Number*	% SFO Arrivals	Number*	% split	Number*	% split
January	36,473	18,237	4,781	26.2%	1,300	27.2%	3,481	72.8%
February	33,991	16,996	4,636	27.3%	1,443	31.1%	3,193	68.9%
March	29,674	14,837	3,935	26.5%	1,028	26.1%	2,907	73.9%
April	7,576	3,788	906	23.9%	257	28.4%	649	71.6%
May	8,726	4,363	1,162	26.6%	461	39.7%	701	60.3%
June	11,275	5,638	1,491	26.4%	558	37.4%	933	62.6%
Totals:	127,715	63,858	16,911	26.5%	5,047	29.8%	11,864	70.2%

*Data source: SFO Airport Noise Abatement Office

Notes:

1. BDEGA is a major SFO arrival route, typically representing about 26.5% of SFO arrivals in the first 6 months of 2020.
2. In the first 3 months of 2020, the % split between BDEGA East and BDEGA West was aligned with the typical split observed for the last few years: BDEGA East was used between 26% and 31% of the time.
3. SFO Arrivals in April 2020 were only 20.7% of the January 2020 arrivals. Despite this sharp decrease in traffic, BDEGA East was used only 28.4% of the time in April 2020.
4. In May and June 2020, SFO arrivals started to increase again and the percentage usage of BDEGA East increased substantially to 39.7% and 37.4%, respectively.

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM WORK PLAN 2021

The Forum's Work Plan consists of three primary components:

1. Legislative and Regulatory Initiatives;
2. Studies; and
3. Presentations

1. LEGISLATIVE AND REGULATORY INITIATIVES

The “Initiatives” component of the Work Plan sets forth the Forum’s legislative and policy agenda with respect to broadening the Forum’s influence on federal aircraft noise and air quality legislation and the closing of ANCA loopholes for the benefit of communities affected by aircraft noise.

2. STUDIES

The “Study” component of the Work Plan is designed to address the technical issues of aircraft noise and air quality at OAK and its effects on local communities. In general, studies will require some degree of original research, technical analyses, and result in specific findings or conclusions and/or recommendations. The end product of a study task will be either a working paper or technical report prepared by a person or firm with the necessary qualifications and experience to develop a credible product.

3. PRESENTATIONS

The “Presentation” component of the Work Plan is an on-going feature of Forum meetings. Presentations are to be of an informational or educational nature, and are designed to inform Forum members on matters of interest. Presentations may also be made to interested groups as directed by the Forum. Presentations may be made by the facilitator, staff, advisors and other experts, individual Forum members, or members of the public. It will be the role of the Facilitator to arrange for informational presentations in accordance with the approved Work Plan. Individuals interested in an opportunity to make a presentation to the Forum should make a written request to the Facilitator. It would be up to the Forum to decide what additional presentations it would be interested in hearing. Individual presentations of more than five minutes must be placed on the Forum’s agenda.

WORK PLAN (Initiatives, Studies and Presentations listed in order of relative priority):

A. Initiatives.

- 1. Review and establish Forum positions on proposed aviation noise legislation, airplane noise research, air traffic noise and pollution, and airplane noise and pollution impacts mitigation.**
- 2. Review, comment on, and monitor status of “FAA Initiative to Address Concerns of Santa Cruz/Santa Clara/San Mateo/ San Francisco Counties”**

The FAA’s proposed initiative was instituted at the behest of several Peninsula Area Congressional Representatives. Because of its titular focus on the Peninsula area it is imperative that the Forum continue to make known that its communities are equally impacted by implementation of the Metroplex (OAPM) flight procedures and must be included in the FAA’s study.

Status: The FAA completed the first two phases of a three-phased study. In the first phase the FAA conducted an analysis and preliminary feasibility study of flight procedures criteria and overall “fly-ability” of new Performance Based Navigation (PBN) procedures, including potential modifications. Phase One also included an assessment of the impacts to operations and procedures at affected airports. In Phase Two the FAA considered any amendments and/or new procedures that were initially determined to be feasible, flyable, and operationally safe. As part of the Phase Two effort FAA conducted formal environmental and safety reviews, coordinated and sought feedback from the Forum, SFO Roundtable, members of affected industry and the National Air Traffic Controllers Association before initiating any formal amendments.

During Phase Three the FAA began to implement procedures, conduct any required airspace changes, and additional negotiated actions, as needed. Concerns raised by community groups and other organizations were elevated to the level of Congressional inquiries, which have resulted in additional coordination and communications between the FAA and affected parties to review the adverse noise effects of some of the proposed procedures. Certain of these procedures have been reviewed by a committee of the Forum and recommendations for amending the procedures have been forwarded to the FAA for review. In December 2018, the FAA provided an update to the status of its Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties. In July 2019, a further update on Phase Two was provided on the Peninsula’s Select Committee’s recommendations to the FAA. The FAA met with OAK and SFO representatives to discuss potential operational impacts of the HUSSH procedure. In October 2020 the FAA advised the Forum that its review of both the OAK and SFO HUSSH recommendations were under internal FAA review.

Previously, on March 9, 2018, the FAA entered into the IFP Gateway a proposed action to “create an OAK departure procedure that flies down the Bay during nighttime hours.” This proposed procedure has received initial feasibility and Regional Airspace and Procedures Team approval and anticipated a publication in Spring 2020.

3. Support and Maintain Forum Subcommittee to Address NextGen Implementation Issues Affecting East Bay Communities

The Forum has created a subcommittee to review the impacts of the implementation of NextGen (Metrolplex) flight procedures adversely impacting East Bay communities. The subcommittee has been charged with identifying problem areas and providing information to the FAA that will allow it to determine appropriate mitigation measures.

Status: The subcommittee continued its coordination and correspondence with the FAA concerning the status of the Forum’s NextGen recommendations. The subcommittee continues to meet with FAA technical representative and is looking forward to additional meetings. The subcommittee will continue to engage with the FAA’s technical experts on the following issues:

- Hold the FAA to its commitment to collaborate with the Forum and to provide appropriate technical personnel to work with the subcommittee to resolve NextGen issues;
- The Forum, as well as the SFO Roundtable and other airport noise groups, need to gain an understanding of the breadth and specificity of what the FAA requires of them when commenting on NextGen implementation issues and in the submittal of proposed solutions.
- The FAA needs to define what they mean with respect to the term “noise shifting” and how this is taken into account in their aircraft route planning and how it will be used going forward.

- The FAA should also be entreated to provide the Forum with definitive information on the timelines (schedules) and next steps in its review process for the HUSSH and WNDSR TWO procedures.

4. Support expanding opportunity for community engagement/review and eliminating Categorical Exclusions (CATEX) when implementing Performance Based Navigation (PBN)

This is a N.O.I.S.E. (National Organization to Ensure a Sound-Controlled Environment) legislative priority because PBN has the potential to bring significant changes to flight tracks. Although N.O.I.S.E. supports NextGen and its goal of modernizing the air traffic control system, it also contends that the community impacts of aviation noise should be considered as a crucial part of the calculation that determines the overall benefits of the proposed changes. Hence, the community impacts of aviation noise should be considered a crucial part of the calculation that determines the potential benefits of any proposed airspace utilization changes in addition to improved capacity and fuel savings. Changes should not be solely based on improved capacity and fuel savings. With the increased concentration of overflights due to the narrowing of flight paths and the decrease in separation between aircraft enabled by PBN, air traffic changes have become even more closely tied to impacts on the ground. The Forum supports N.O.I.S.E. on this issue and encourages the FAA to engage with affected communities to ensure that the impact and concerns of these communities are heard and incorporated into the final design of new airspace as much as fuel savings and efficiency of airspace. This would allow communities under a new or concentrated flight path guaranteed participation and due process during the implementation of PBN.

As a part of efforts to ensure adequate community engagement, the Forum supports N.O.I.S.E. in believing that both regulatory and legislative Categorical Exclusions or “CATEXs” in current NEPA regulation are not appropriate for the implementation of significant changes to our airspace system. The Forum supports N.O.I.S.E. in backing efforts by the FAA and Congress to develop, implement and maintain a more robust community impacts process, in addition to or outside of the traditional NEPA process. This process should insure that ground impacts are considered and community concerns are not only heard, but also incorporated into PBN and traditional track changes that will change noise exposure, even if it does not reach the current FAA threshold of “measurable impacts”

Status: N.O.I.S.E. continues to lobby for measures that will ensure adequate community engagement and require the FAA to conduct adequate environmental review to ensure that community concerns are adequately represented in discussions and the FAA decision making process.

5. Support FAA investigation and review of DNL and expanding the range of noise metrics to take into account the increased concentration of overflights due to narrowing of flight paths and decreased aircraft separation enabled by PBN procedures to ensure that these noise impacts are appropriately measured

The Forum adopts this initiative on the part of N.O.I.S.E. because to be able to fully understand and address the impacts of aviation noise, it is first necessary to establish suitable metrics to measure such impacts. N.O.I.S.E. advocates that the FAA consider alternative metrics to supplement or even replace DNL (CNEL in California). The Forum concurs with N.O.I.S.E. that lowering the DNL level may allow for further mitigation for impacted communities, however; this alone will not address impacts that are caused by concentrated flight paths as characterized by PBN procedures. As DNL is an average and humans do not perceive noise in averages but rather as individual events, the supports N.O.I.S.E. in its belief that it is time to investigate alternative metrics for assessing noise impacts such as:

- The psychological impact of concentrated, extended noise

- The physiological impact of infrequent, significant noise spikes during nighttime hours
- Impact of less audible low frequency noise and vibration
- The length of each period of frequent, regular noise spikes “rush hours” due to over-flights
- The number of rush hours per day
- The average dB of a rush hour’s noise—not day-night average
- The intensity of spikes above the average dB of a rush hour’s noise
- The intensity and number of spikes above the average, for non-rush hours from 10 p.m. to 7 a.m.

Investigating more appropriate metrics to measure aviation noise impacts is crucial and will supplement efforts to greater engage the community and to understand their concerns regarding impacts.

Status: N.O.I.S.E. is lobbying the FAA to develop a more appropriate metric to measure aviation noise impacts, which would allow for greater understanding of community concerns.

6. Support N.O.I.S.E. legislative priority for lowering of the FAA DNL standard from 65 decibels and to pursue a change in FAA Order 5010.1F (Environmental Impacts: Policies and Procedures) to consider what defines a significant noise impact for areas outside the 65 DNL contour.

Status: Even though most airports around the country have mitigated their noise impacts for areas within their DNL/CNEL 65 dB and above noise contours, there still remain a large number of communities where additional mitigation below the 65dB threshold would be beneficial. For 2021 the Forum should support N.O.I.S.E in this initiative.

7. Support a FAA headquarters initiative to continue research into NextGen air traffic control, including OPD procedures, R-NAV/RNP GPS-based approach/departure procedures, the application of flight management systems to noise abatement procedures, and to assist airports and ATC with implementing CDA/OPD and R-NAV noise abatement procedures in the vicinity of airports to reduce aircraft approach noise and reduce emissions.

Status: This is an on-going Forum Initiative that was expanded to include GPS, R-NAV/RNP, FMS and other satellite-based systems.

8. Monitor progress and evolution of FAA rule-making for civilian use of unmanned aerial vehicles (drones).

More and more local government agencies are opting for the use of unmanned aerial surveillance vehicles. These aircraft are flown remotely and are not subject to 14 CFR Part 36 noise limits or altitude restrictions. It is in the interest of Forum communities to monitor the development and application of this technology in the event that regulatory actions may be required. Work to define the noise related issues that are appropriate to the purpose and role of the Forum (allowing, as always, for the safety of aircraft in flight and for people and property on the ground, and public privacy concerns).

Status: For 2021 ask for presentation on current FAA regulatory actions on civilian use of drones and advocate with news organizations for the use of drones for covering news/traffic in lieu of helicopters for noise control and cost savings (if allowed under FAA guidelines).

9. Continue to work through North Field and South Field Research Groups to encourage voluntary noise compliance efforts on the part of aircraft operators at Oakland International Airport.

Status: This is an ongoing initiative whereby the Forum will continue to support the efforts and research needs of the NFRG and SFRG.

10. Continue to send member representatives to the FAA NORCAL TRACON and other FAA ATC facilities to familiarize them with FAA air traffic control procedures and provide first hand community input to FAA staff.

Status: This is an ongoing initiative and is subject to available funding and member interest.

11. Establish a Forum position on proposed FAA blocking of aircraft registration information.

Status: There is on-going debate between aircraft operators and the FAA over federal policy on blocked aircraft registration. The FAA was requiring a Certified Security Concern be provided to the FAA before being added to the nation's list of blocked aircraft. The Certified Security Concern requirement has now been dropped which makes it easier for flights to be conducted in US airspace and their identification not be disclosed to the public. This could have an impact on the monitoring and compliance of OAK operations, as more and more aircraft choose to operate as a "black" (unidentified) flight. Have the Forum's community noise consultant advise the Forum on the current status of the FAA's Blocked Flight Policy for the purpose of having the Forum adopt a position in favor of or in opposition to the FAA policy. Submit comments to FAA if policy is still undergoing review. For 2021 request Port to authorize HMMH to research current status and report back to Forum.

12. Undertake and Prepare Part 161 Status Report

Provide updated status reports on the Burbank (BUR) and Los Angeles World Airports (LAWA) Part 161 studies, including Los Angeles International (LAX) and Van Nuys (VNY) Airports.

Status: This initiative is monitored and reported on at the Forum's quarterly meetings. For 2021 the Forum will request a consolidated summary report on the status of current and completed Part 161 studies around the country, to include the sponsoring airport, filing date, proposed noise rule(s), procedure, cost, FAA findings, and staff/consultant opinion.

13. Continue to send Forum representatives to appropriate congressional meetings/hearings, industry conferences, and symposiums on aviation noise and air quality issues to support and actively seek measures in line with stated Forum legislative and regulatory goals, and to advance regulatory reform of key issues.

Status: This is an ongoing initiative and is subject to available funding.

14. Request additional funding from Port to pursue above initiatives.

Status: Forum to submit formal proposal(s) to Port, as may be necessary.

15. Seek legislative modification or relief from ANCA and FAR Part 161 limitations.

Status: This concern needs to be reiterated to Congress and the FAA. The Forum will continue to work with elected representatives and national and regional airport noise coalitions to advance this position. Forum will monitor the actions of other airport community groups and seek to be part of a broader, national coalition.

16. Continue to lobby for the mandatory phase-out of Stage III hush-kitted aircraft from the air carrier and air cargo fleets.

Status: This is an on-going Forum initiative. Forum should request report on status of Stage III hush-kitted air carrier and air cargo aircraft operating at OAK.

17. Formalize the Forum’s coalition building and outreach efforts with other regional/national noise forums.

Status: This is an on-going initiative. Plan and organize a joint meeting with key members of SFO Roundtable, Santa Clara/Santa Cruz Counties Roundtable and the OAK Forum. Develop an agenda around issues that could foster collaboration between the three noise committees. If successful, the prospect of an annual joint collaboration session/meeting between OAK Forum and SFO and SC/SC Counties Roundtables should be considered.

B. Studies. The following study topics are included in the Work Plan in order of their relative priorities:

1. Undertake a “data intelligence” study of noise data to determine if there are more incidents than as reported in noise complaints.
2. Study news helicopter operational activity and noise impacts on local communities, and possible noise abatement recommendations including the use of drones in lieu of helicopters. Include local TV news organizations in process.
3. Continue to study the progress toward developing a National Stage 5 noise limit and the phase-out of aircraft not meeting Stage 4 limits.
4. Request NFG/SFG initiate study of aircraft noise and overflights in the Hayward/Castro Valley/San Lorenzo corridor.
5. Monitor and support NASA aeronautics and other aviation industry research programs having the potential to produce important advances and improvements in environmental impacts (esp. noise and air quality), performance, efficiency, and safety of engines, airframes, and other components of aircraft construction.
6. Continue to study the potential benefit of Optimal Profile Descent (OPD) procedures to provide noise reduction in the approach corridor to OAK. Review OPD procedures for potential benefits and/or impacts.
7. Study potential for Optimized Ascent procedures as noise abatement measure.
8. Agendize a special presentation on helicopter operations and issues, and have representative(s) of news helicopter organizations make presentation(s) to the Forum.
9. Study effects of NextGen and other satellite-based aircraft advanced flight tracking capabilities using and their potential for significant noise reduction.
10. Study and recommend specific actions to be taken with re: ALUC adoption of CNEL 65dB noise limit and recommend noise easements for any new residential development near OAK with noise levels above CNEL 65dB and encourage communities to adopt same requirement.

C. Presentations. The following informational presentations are included in the Work Plan:

1. Noise 101 Program.
2. RAPC presentation on status of Regional Airport System Plans.
3. Ongoing updates of the Burbank, Van Nuys, and other Part 161 processes.
4. Status report on NextGen ATC program implementation.
5. Provide for ongoing updates and recommendations from the South Field and North Field Research Groups, and conduct further studies/programs as identified (for example rolling takeoffs, etc.).

6. The ALUC Planning Process and the State of California Land Use Planning Handbook.
7. Physical and physiological effects of noise on people.
8. Synthetic fuels development updates.
9. Port Air Quality and Environmental program updates.
10. Monitor AB 32 and other climate change initiatives.
11. Tours of the FAA's Oakland Air Traffic Control Tower for Forum members and advisors.
12. Tours of the FAA's Northern California TRACON air traffic Control Center.

D. Completed Studies and Presentations. The following major studies and presentations have been completed and are deleted or suspended from the current Work Plan. They may be recalled for updating at the Forum's pleasure:

- Implement a Noise Abatement Award Program (last program held in July 2013/Reconsider for 2022).
- RNP Noise Analysis.
- Review and evaluate noise abatement procedures, and develop new or revised procedures.
- Investigate the feasibility of operating restrictions or curfews, including restrictions on low overflights, and nighttime operations by large aircraft.
- Run-ups and airport policy.
- FAA air traffic control procedures and airspace use.
- FAR Part 36 and Stage 3 aircraft noise standards.
- The California Airport Noise Standards.
- North Field operations.
- Bay Area airport development plans (OAK, SFO & SJC).
- New, quieter jet engine technologies.
- Existing airport and airline noise abatement procedures.
- OAK flight activities by time of day.
- Feedback on noise complaints (Hotline).
- Characteristics of noise.
- Runway reconfiguration study.
- Curfews Presentation.
- "Silent 7" type departure to the south.
- General aviation preferential.
- Continuous Descent Approach.
- Crosswind Runway Analysis.
- VFR operations noise analysis.
- Runway 29 Rolling Takeoff Procedure.
- Runway 29 arrivals over Silverlock neighborhood in Fremont.
- Runway 29 ILS arrival over Hayward.
- Runway 29 departure turns below 3000 feet over Alameda.
- SALAD 1 departure procedures.
- Quiet Aircraft Technology Developed for the Boeing 787 and Emerging New Technologies;
- New Light Jets and Their Potential Effect on Aircraft Noise and Airport Operations, Including Small Aircraft Transportation, SAT.
- Reports on OAK Airport Master Plan Progress.
- Runway 11 Nighttime Right Turn Departure Procedure.
- North Field corporate jet operations and compliance issues.

- Review nighttime FedEx operational anomalies.
- Review corporate jet noise procedures/noise transfer impacts.
- Investigate helicopter noise issues.
- Status of Port LEED projects.
- Operations by lighter-than-air craft (blimps/zeppelins).
- Phase 1 study of temperature inversion effect on GRE noise.
- SWA presentation on new B-737 Max acquisitions and related technology.
- Runway 27 Preferential Runway Study (completed in 2012 with no action recommended).

E. Link to N.O.I.S.E. Legislative Priorities

N.O.I.S.E. assists and advises communities in working with Congress to address the issue of excessive aviation noise. Many of these issues may be addressed through changes in federal law. Over the years, N.O.I.S.E. has maintained an active set of Legislative Priorities and has represented local communities through participation in FAA and other advisory and policy panels. The following is a link to N.O.I.S.E.'s current list of legislative priorities: <http://www.aviation-noise.org/legadvocacy>

Work Plan approved on January 20, 2021

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM WORK PLAN ~~2020~~ 2021

DRAFT

Proposed new text or changes

~~Proposed text to be deleted~~

The Forum's Work Plan consists of three primary components:

1. Legislative and Regulatory Initiatives;
2. Studies; and
3. Presentations

1. LEGISLATIVE AND REGULATORY INITIATIVES

The “Initiatives” component of the Work Plan sets forth the Forum’s legislative and policy agenda with respect to broadening the Forum’s influence on federal aircraft noise and air quality legislation and the closing of ANCA loopholes for the benefit of communities affected by aircraft noise.

2. STUDIES

The “Study” component of the Work Plan is designed to address the technical issues of aircraft noise and air quality at OAK and its effects on local communities. In general, studies will require some degree of original research, technical analyses, and result in specific findings or conclusions and/or recommendations. The end product of a study task will be either a working paper or technical report prepared by a person or firm with the necessary qualifications and experience to develop a credible product.

3. PRESENTATIONS

The “Presentation” component of the Work Plan is an on-going feature of Forum meetings. Presentations are to be of an informational or educational nature, and are designed to inform Forum members on matters of interest. Presentations may also be made to interested groups as directed by the Forum. Presentations may be made by the facilitator, staff, advisors and other experts, individual Forum members, or members of the public. It will be the role of the Facilitator to arrange for informational presentations in accordance with the approved Work Plan. Individuals interested in an opportunity to make a presentation to the Forum should make a written request to the Facilitator. It would be up to the Forum to decide what additional presentations it would be interested in hearing. Individual presentations of more than five minutes must be placed on the Forum’s agenda.

WORK PLAN (Initiatives, Studies and Presentations listed in order of relative priority):

A. Initiatives.

- 1. Review and establish Forum positions on *proposed aviation noise legislation, airplane noise research, air traffic noise and pollution, and airplane noise and pollution impacts mitigation.* ~~and air traffic noise and pollution.~~**

2. Review, comment on, and monitor status of “FAA Initiative to Address Concerns of Santa Cruz/Santa Clara/San Mateo/ San Francisco Counties”

The FAA’s proposed initiative was instituted at the behest of several Peninsula Area Congressional Representatives. Because of its titular focus on the Peninsula area it is imperative that the Forum continue to make known that its communities are equally impacted by implementation of the Metroplex (OAPM) flight procedures and must be included in the FAA’s study.

Status: The FAA ~~has~~ completed the first two phases of a three-phased study. In the first phase the FAA conducted an analysis and preliminary feasibility study of flight procedures criteria and overall “fly-ability” of new Performance Based Navigation (PBN) procedures, including potential modifications. Phase One also included an assessment of the impacts to operations and procedures at affected airports. In Phase Two the FAA considered any amendments and/or new procedures that were initially determined to be feasible, flyable, and operationally safe. As part of the Phase Two effort FAA conducted formal environmental and safety reviews, coordinated and sought feedback from the Forum, SFO Roundtable, members of affected industry and the National Air Traffic Controllers Association before initiating any formal amendments.

During Phase Three the FAA began to implement procedures, conduct any required airspace changes, and additional negotiated actions, as needed. Concerns raised by community groups and other organizations were elevated to the level of Congressional inquiries, which have resulted in additional coordination and communications between the FAA and affected parties to review the adverse noise effects of some of the proposed procedures. Certain of these procedures have been reviewed by a committee of the Forum and recommendations for amending the procedures have been forwarded to the FAA for review. In December 2018, the FAA provided an update to the status of its Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties. *In July 2019, a further update on Phase Two was provided on the Peninsula’s Select Committee’s recommendations to the FAA. The FAA met with OAK and SFO representatives to discuss potential operational impacts of the HUSSH procedure. In October 2020 the FAA advised the Forum that its review of both the OAK and SFO HUSSH recommendations were under internal FAA review.*

Previously, on March 9, 2018, the FAA entered into the IFP Gateway a proposed action to “create an OAK departure procedure that flies down the Bay during nighttime hours.” This proposed procedure has received initial feasibility and Regional Airspace and Procedures Team approval and anticipated a publication in Spring 2020.

3. Support and Maintain Forum Subcommittee to Address NextGen Implementation Issues Affecting East Bay Communities

The Forum has created a subcommittee to review the impacts of the implementation of NextGen (Metroplex) flight procedures adversely impacting East Bay communities. The subcommittee has been charged with identifying problem areas and providing information to the FAA that will allow it to determine appropriate mitigation measures.

Status: The subcommittee continued its *coordination and* correspondence with the FAA concerning the status of the Forum’s NextGen recommendations. The subcommittee continues to meet with FAA technical representative and is looking forward to additional meetings. The subcommittee will continue to engage with the FAA’s technical experts on the following issues:

- Hold the FAA to its commitment to collaborate with the Forum and to provide appropriate technical personnel to work with the subcommittee to resolve NextGen issues;
- The Forum, as well as the SFO Roundtable and other airport noise groups, need to gain an understanding of the breadth and specificity of what the FAA requires of them when commenting on NextGen implementation issues and in the submittal of proposed solutions.
- The FAA ~~also~~ needs to define what they mean with respect to the term “noise shifting” and how this is taken into account in their aircraft route planning and how it will be used going forward.
- *The FAA should also be entreated to provide the Forum with definitive information on the timelines (schedules) and next steps in its review process for the HUSSH and WNDSR TWO procedures.*

4. Support expanding opportunity for community engagement/review and eliminating Categorical Exclusions (CATEX) when implementing Performance Based Navigation (PBN)

This is a N.O.I.S.E. (National Organization to Ensure a Sound-Controlled Environment) legislative priority because PBN has the potential to bring significant changes to flight tracks. Although N.O.I.S.E. supports NextGen and its goal of modernizing the air traffic control system, it also contends that the community impacts of aviation noise should be considered as a crucial part of the calculation that determines the overall benefits of the proposed changes. Hence, the community impacts of aviation noise should be considered a crucial part of the calculation that determines the potential benefits of any proposed airspace utilization changes in addition to improved capacity and fuel savings. Changes should not be solely based on improved capacity and fuel savings. With the increased concentration of overflights due to the narrowing of flight paths and the decrease in separation between aircraft enabled by PBN, air traffic changes have become even more closely tied to impacts on the ground. The Forum supports N.O.I.S.E. on this issue and encourages the FAA to engage with affected communities to ensure that the impact and concerns of these communities are heard and incorporated into the final design of new airspace as much as fuel savings and efficiency of airspace. This would allow communities under a new or concentrated flight path guaranteed participation and due process during the implementation of PBN.

As a part of efforts to ensure adequate community engagement, the Forum supports N.O.I.S.E. in believing that both regulatory and legislative Categorical Exclusions or “CATEXs” in current NEPA regulation are not appropriate for the implementation of significant changes to our airspace system. The Forum supports N.O.I.S.E. in backing efforts by the FAA and Congress to develop, implement and maintain a more robust community impacts process, in addition to or outside of the traditional NEPA process. This process should insure that ground impacts are considered and community concerns are not only heard, but also incorporated into PBN and traditional track changes that will change noise exposure, even if it does not reach the current FAA threshold of “measurable impacts”

Status: N.O.I.S.E. continues to lobby for measures that will ensure adequate community engagement and require the FAA to conduct adequate environmental review to ensure that community concerns are adequately represented in discussions and the FAA decision making process.

5. Support FAA investigation and review of DNL and expanding the range of noise metrics to take into account the increased concentration of overflights due to narrowing of flight paths and decreased aircraft separation enabled by PBN procedures to ensure that these noise impacts are appropriately measured

The Forum adopts this initiative on the part of N.O.I.S.E. because to be able to fully understand and address the impacts of aviation noise, it is first necessary to establish suitable metrics to measure such impacts. N.O.I.S.E. advocates that the FAA consider alternative metrics to supplement or even replace DNL (CNEL in California). The Forum concurs with N.O.I.S.E. that lowering the DNL level may allow for further mitigation for impacted communities, however; this alone will not address impacts that are caused by concentrated flight paths as characterized by PBN procedures. As DNL is an average and humans do not perceive noise in averages but rather as individual events, the supports N.O.I.S.E. in its belief that it is time to investigate alternative metrics for assessing noise impacts such as:

- The psychological impact of concentrated, extended noise
- The physiological impact of infrequent, significant noise spikes during nighttime hours
- Impact of less audible low frequency noise and vibration
- The length of each period of frequent, regular noise spikes “rush hours” due to over-flights
- The number of rush hours per day
- The average dB of a rush hour’s noise—not day-night average
- The intensity of spikes above the average dB of a rush hour’s noise
- The intensity and number of spikes above the average, for non-rush hours from 10 p.m. to 7 a.m.

Investigating more appropriate metrics to measure aviation noise impacts is crucial and will supplement efforts to greater engage the community and to understand their concerns regarding impacts.

Status: N.O.I.S.E. is lobbying the FAA to develop a more appropriate metric to measure aviation noise impacts, which would allow for greater understanding of community concerns.

6. Support N.O.I.S.E. legislative priority for lowering of the FAA DNL standard from 65 decibels and to pursue a change in FAA Order 5010.1F (Environmental Impacts: Policies and Procedures) to consider what defines a significant noise impact for areas outside the 65 DNL contour.

Status: Even though most airports around the country have mitigated their noise impacts for areas within their DNL/CNEL 65 dB and above noise contours, there still remain a large number of communities where additional mitigation below the 65dB threshold would be beneficial. For 2021 the Forum should support N.O.I.S.E. in this initiative.

7. Support a FAA headquarters initiative to continue research into NextGen air traffic control, including OPD procedures, R-NAV/RNP GPS-based approach/departure procedures, the application of flight management systems to noise abatement procedures, and to assist airports and ATC with implementing CDA/OPD and R-NAV noise abatement procedures in the vicinity of airports to reduce aircraft approach noise and reduce emissions.

Status: This is an on-going Forum Initiative that was expanded to include GPS, R-NAV/RNP, FMS and other satellite-based systems.

8. Monitor progress and evolution of FAA rule-making for civilian use of unmanned aerial vehicles (drones).

More and more local government agencies are opting for the use of unmanned aerial surveillance vehicles. These aircraft are flown remotely and are not subject to 14 CFR Part 36 noise limits or altitude restrictions. It is in the interest of Forum communities to monitor the development and application of this technology in

the event that regulatory actions may be required. Work to define the noise related issues that are appropriate to the purpose and role of the Forum (allowing, as always, for the safety of aircraft in flight and for people and property on the ground, and public privacy concerns).

Status: For ~~2020~~ 2021 ask for presentation on current FAA regulatory actions on civilian use of drones and advocate with news organizations for the use of drones for covering news/traffic in lieu of helicopters for noise control and cost savings (if allowed under FAA guidelines).

9. Continue to work through North Field and South Field Research Groups to encourage voluntary noise compliance efforts on the part of aircraft operators at Oakland International Airport.

Status: This is an ongoing initiative whereby the Forum will continue to support the efforts and research needs of the NFRG and SFRG.

10. Continue to send member representatives to the FAA NORCAL TRACON and other FAA ATC facilities to familiarize them with FAA air traffic control procedures and provide first hand community input to FAA staff.

Status: This is an ongoing initiative and is subject to available funding and member interest.

11. Establish a Forum position on proposed FAA blocking of aircraft registration information.

Status: There is on-going debate between aircraft operators and the FAA over federal policy on blocked aircraft registration. The FAA was requiring a Certified Security Concern be provided to the FAA before being added to the nation's list of blocked aircraft. The Certified Security Concern requirement has now been dropped which makes it easier for flights to be conducted in US airspace and their identification not be disclosed to the public. This could have an impact on the monitoring and compliance of OAK operations, as more and more aircraft choose to operate as a "black" (unidentified) flight. Have the Forum's community noise consultant advise the Forum on the current status of the FAA's Blocked Flight Policy for the purpose of having the Forum adopt a position in favor of or in opposition to the FAA policy. Submit comments to FAA if policy is still undergoing review. For ~~2020~~ 2021 request Port to authorize HMMH to research current status and report back to Forum.

12. Undertake and Prepare Part 161 Status Report

Provide updated status reports on the Burbank (BUR) and Los Angeles World Airports (LAWA) Part 161 studies, including Los Angeles International (LAX) and Van Nuys (VNY) Airports.

Status: This initiative is monitored and reported on at the Forum's quarterly meetings. For ~~2020~~ 2021 the Forum will request a consolidated summary report on the status of current and completed Part 161 studies around the country, to include the sponsoring airport, filing date, proposed noise rule(s), procedure, cost, FAA findings, and staff/consultant opinion.

13. Continue to send Forum representatives to appropriate congressional meetings/hearings, industry conferences, and symposiums on aviation noise and air quality issues to support and actively seek measures in line with stated Forum legislative and regulatory goals, and to advance regulatory reform of key issues.

Status: This is an ongoing initiative and is subject to available funding.

14. Request additional funding from Port to pursue above initiatives.

Status: Forum to submit formal proposal(s) to Port, as may be necessary.

15. Seek legislative modification or relief from ANCA and FAR Part 161 limitations.

Status: This concern needs to be reiterated to Congress and the FAA. The Forum will continue to work with elected representatives and national and regional airport noise coalitions to advance this position. Forum will monitor the actions of other airport community groups and seek to be part of a broader, national coalition.

16. Continue to lobby for the mandatory phase-out of Stage III hush-kitted aircraft from the air carrier and air cargo fleets.

Status: This is an on-going Forum initiative. Forum should request report on status of Stage III hush-kitted air carrier and air cargo aircraft operating at OAK.

17. Formalize the Forum's coalition building and outreach efforts with other regional/national noise forums.

Status: This is an on-going initiative. Plan and organize a joint meeting with key members of SFO Roundtable, Santa Clara/Santa Cruz Counties Roundtable and the OAK Forum. Develop an agenda around issues that could foster collaboration between the three noise committees. If successful, the prospect of an annual joint meeting should be pursued.

B. Studies. The following study topics are included in the Work Plan in order of their relative priorities:

1. Undertake a "data intelligence" study of noise data to determine if there are more incidents than as reported in noise complaints.
2. Study news helicopter operational activity and noise impacts on local communities, and possible noise abatement recommendations including the use of drones in lieu of helicopters. Include local TV news organizations in process.
3. Continue to study the progress toward developing a National Stage 5 noise limit and the phase-out of aircraft not meeting Stage 4 limits.
4. Request NFG/SFG initiate study of aircraft noise and overflights in the Hayward/Castro Valley/San Lorenzo corridor.
5. Monitor and support NASA aeronautics and other aviation industry research programs having the potential to produce important advances and improvements in environmental impacts (esp. noise and air quality), performance, efficiency, and safety of engines, airframes, and other components of aircraft construction.

6. Continue to study the potential benefit of Optimal Profile Descent (OPD) procedures to provide noise reduction in the approach corridor to OAK. Review OPD procedures for potential benefits and/or impacts.
7. Study potential for Optimized Ascent procedures as noise abatement measure.
8. Agendize a special presentation on helicopter operations and issues, and have representative(s) of news helicopter organizations make presentation(s) to the Forum.
9. Study effects of NextGen and other satellite-based aircraft advanced flight tracking capabilities using and their potential for significant noise reduction.
10. Study and recommend specific actions to be taken with re: ALUC adoption of CNEL 65dB noise limit and recommend noise easements for any new residential development near OAK with noise levels above CNEL 65dB and encourage communities to adopt same requirement.

C. Presentations. The following informational presentations are included in the Work Plan:

1. Noise 101 Program.
2. RAPC presentation on status of Regional Airport System Plans.
3. Ongoing updates of the Burbank, Van Nuys, and other Part 161 processes.
4. Status report on NextGen ATC program implementation.
5. Provide for ongoing updates and recommendations from the South Field and North Field Research Groups, and conduct further studies/programs as identified (for example rolling takeoffs, etc.).
6. The ALUC Planning Process and the State of California Land Use Planning Handbook.
7. Physical and physiological effects of noise on people.
8. Synthetic fuels development updates.
9. Port Air Quality and Environmental program updates.
10. Monitor AB 32 and other climate change initiatives.
11. Tours of the FAA's Oakland Air Traffic Control Tower for Forum members and advisors.
12. *Tours of the FAA's Northern California TRACON air traffic Control Center.*

D. Completed Studies and Presentations. The following major studies and presentations have been completed and are deleted or suspended from the current Work Plan. They may be recalled for updating at the Forum's pleasure:

- Implement a Noise Abatement Award Program (last program held in July 2013/Reconsider for ~~2021~~ 2022).
- RNP Noise Analysis.
- Review and evaluate noise abatement procedures, and develop new or revised procedures.
- Investigate the feasibility of operating restrictions or curfews, including restrictions on low overflights, and nighttime operations by large aircraft.
- Run-ups and airport policy.
- FAA air traffic control procedures and airspace use.
- FAR Part 36 and Stage 3 aircraft noise standards.
- The California Airport Noise Standards.
- North Field operations.
- Bay Area airport development plans (OAK, SFO & SJC).

- New, quieter jet engine technologies.
- Existing airport and airline noise abatement procedures.
- OAK flight activities by time of day.
- Feedback on noise complaints (Hotline).
- Characteristics of noise.
- Runway reconfiguration study.
- Curfews Presentation.
- "Silent 7" type departure to the south.
- General aviation preferential.
- Continuous Descent Approach.
- Crosswind Runway Analysis.
- VFR operations noise analysis.
- Runway 29 Rolling Takeoff Procedure.
- Runway 29 arrivals over Silverlock neighborhood in Fremont.
- Runway 29 ILS arrival over Hayward.
- Runway 29 departure turns below 3000 feet over Alameda.
- SALAD 1 departure procedures.
- Quiet Aircraft Technology Developed for the Boeing 787 and Emerging New Technologies;
- New Light Jets and Their Potential Effect on Aircraft Noise and Airport Operations, Including Small Aircraft Transportation, SAT.
- Reports on OAK Airport Master Plan Progress.
- Runway 11 Nighttime Right Turn Departure Procedure.
- North Field corporate jet operations and compliance issues.
- Review nighttime FedEx operational anomalies.
- Review corporate jet noise procedures/noise transfer impacts.
- Investigate helicopter noise issues.
- Status of Port LEED projects.
- Operations by lighter-than-air craft (blimps/zeppelins).
- Phase 1 study of temperature inversion effect on GRE noise.
- SWA presentation on new B-737 Max acquisitions and related technology.
- Runway 27 Preferential Runway Study (completed in 2012 with no action recommended).

E. Link to N.O.I.S.E. Legislative Priorities

N.O.I.S.E. assists and advises communities in working with Congress to address the issue of excessive aviation noise. Many of these issues may be addressed through changes in federal law. Over the years, N.O.I.S.E. has maintained an active set of Legislative Priorities and has represented local communities through participation in FAA and other advisory and policy panels. The following is a link to N.O.I.S.E.'s current list of legislative priorities for 2019. Link to 2019 legislative priorities: <http://www.aviation-noise.org/legadvocacy>

Work Plan approved on ~~July 15, 2020~~ January 20, 2021