



# Meeting Packet

## Regular Meeting

Meeting No. 330  
Wednesday, April 7, 2021 - 7:00 p.m.

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

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/91796247858>

Or Dial in:

US: +1(669)900-6833 Webinar ID: 917 9624 7858

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](mailto:amontescardenas@smcgov.org), and should include specific agenda item to which you are commenting. Spoken public comments will also be accepted on Items NOT on the Agenda, before adoption of Consent Agenda, and Regular Agenda during the meeting.

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

**AGENDA**

7:00p

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**

7:15p

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. Public Comment is received prior to approval of the Consent Agenda.

1. Airport Director's Reports pg.7  
January - February 2021

2. Minutes from the February 3, 2021, Regular Meeting pg.17

**REGULAR AGENDA**

7:20p

Public Comment received on Regular Agenda items prior to action.

3. Approve Work Plan (2021-2022) pg.24

**PRESENTATIONS**

4. Chairman's Update pg. 28 7:35p  
Ricardo Ortiz, Roundtable Chairperson

5. Subcommittee Updates 7:45p

- a. Standing Committees Future Meeting Dates pg. 33
- b. Technical Working Group pg. 34  
Ricardo Ortiz, Roundtable Chairperson
- c. Ground-Based Noise Subcommittee pg. 36  
Ann Schneider, Subcommittee Chairperson
- d. Legislative Subcommittee pg. 46  
Al Royse, Subcommittee Chairperson

6. San Francisco Airport Commission Update – Director Report 8:00p  
Ivar Satero, Airport Director, San Francisco International Airport

- a. General Airport Update
- b. Enviro-Suite Aircraft Noise Reporting Software Revision

7. Overview of Aircraft Procedures & Roundtable Recommendations pg. 49 8:15p  
Justin Cook, Roundtable Technical Consultant, HMMH

8. Member Communications / Announcements 8:35p  
Roundtable Members and Staff

- a. February 23 -25 Air Symposium Feedback

**MEETING CLOSURE**

8:50p

9. Adjourn  
Ricardo Ortiz, Roundtable Chairperson

**Information Only**

- 1. Airport Commission – Memorandum for RFQ for Noise Insulation Program – Replacement Initiative – February 9, 2021 pg. 68
- 2. Airport Noise Reports:
  - a. Bills Reintroduced in Congress, Vol. 33 No. 6 – February 19, 2021 pg. 72
  - b. FAA Approves San Carlos Airport Noise Program, Vol. 33 No. 6 – March 5, 2021 pg. 76
  - c. Responses to FAA Neighborhood Environmental Survey. Vol. 33 No. 9 – March 19, 2021 pg. 80
- 3. HMMH Prepared Materials:

## Regular Meeting Agenda

April 7, 2021 / Meeting No. 330

Page 3 of 3

- a. LAX Roundtable: Evaluation of Speed on Aircraft Noise pg. 84
- b. Instrument Flight Procedures (IFP) Gateway Review (February and March 2021) pg. 96
- c. Noise News pg. 109
- d. SFORT Roundtable 101 pg. 116
4. SFO Noise Glossary and Terms pg. 137
5. Brad Mims, FAA Deputy Director, interview transcript/resume. pg. 154
6. Introduction of new FAA Community Engagement Officer pg. 158

### **\*\*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](mailto: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 ZOOM meeting at the following times: a) Items NOT on the Agenda; b) On Consent Calendar Agenda; c) after each Regular Agenda Items; and d) at the end of all Presentations. Please read the following instructions carefully:

1. The April 7, 2021 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/91796247858>. The meeting ID: 917 9624 7858. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 917 9624 7858, 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.

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**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](http://www.sforoundtable.org).



# Member Roster

February 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**  
Tom McCune  
Alternate: Davina Hurt

**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**  
Jeff Aalfs  
Alternate: Craig Hughes

**CITY OF REDWOOD CITY**  
Jeff Gee  
Alternate: Giselle Hale

**CITY OF SAN BRUNO**  
Tom Hamilton  
Alternate: none

**CITY OF SAN CARLOS**  
John Dugan  
Alternate: Adam Rak

**CITY OF SAN MATEO**  
Amourence Lee  
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 Assistant  
Angela Montes, Roundtable Administrative Assistant  
Gene Reindel, Technical Consultant (HMMH)  
Justin Cook, Technical Consultant (HMMH)  
Adam Scholten, Technical Consultant (HMMH)

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



# Welcome

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

- You may email your comments ahead of time to [amontescardenas@smcgov.org](mailto: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 April 7, 2021  
Airport Community Roundtable  
Meeting

Aircraft Noise Abatement Office  
January 2021



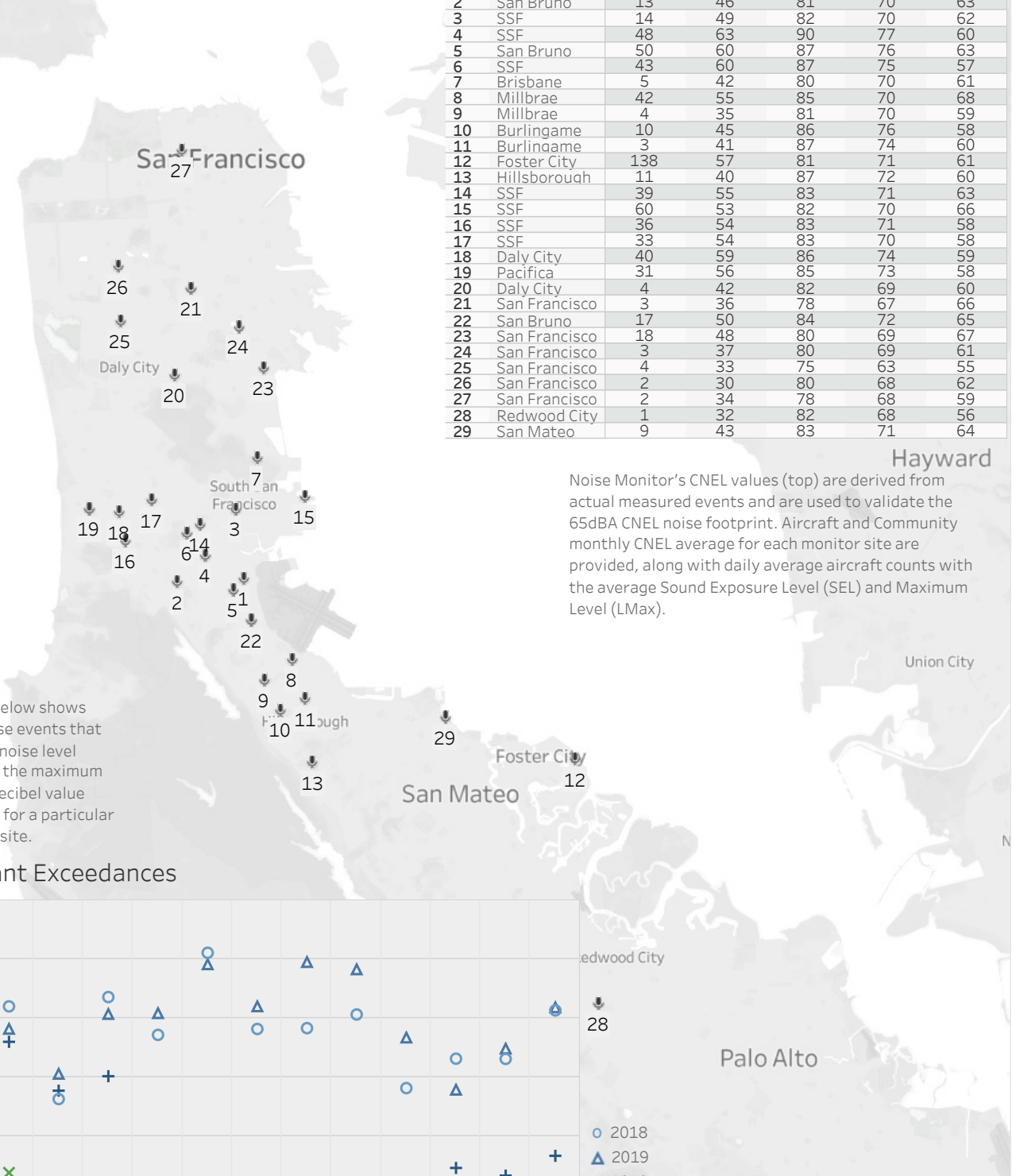
San Francisco  
International  
Airport

# Aircraft Noise Levels

January 2021

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.

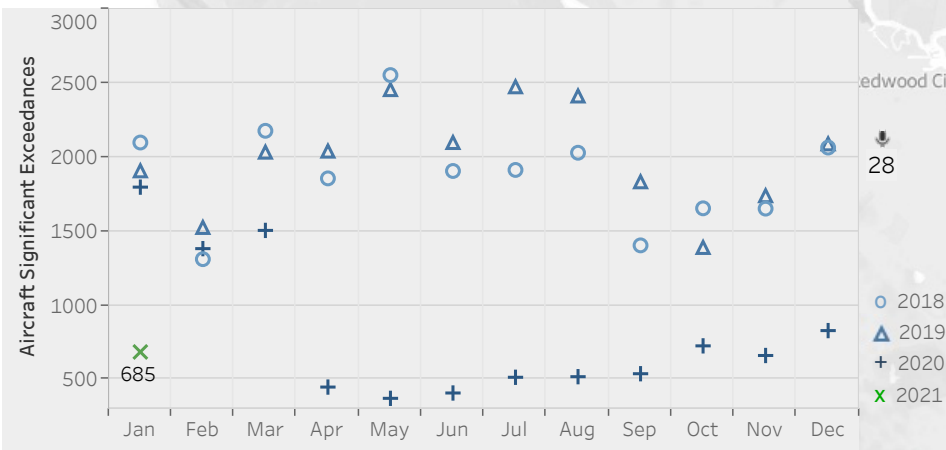
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	59	67	93	81	68
2	San Bruno	13	46	81	70	63
3	SSF	14	49	82	70	62
4	SSF	48	63	90	77	60
5	San Bruno	50	60	87	76	63
6	SSF	43	60	87	75	57
7	Brisbane	5	42	80	70	61
8	Millbrae	42	55	85	70	68
9	Millbrae	4	35	81	70	59
10	Burlingame	10	45	86	76	58
11	Burlingame	3	41	87	74	60
12	Foster City	138	57	81	71	61
13	Hillsborough	11	40	87	72	60
14	SSF	39	55	83	71	63
15	SSF	60	53	82	70	66
16	SSF	36	54	83	71	58
17	SSF	33	54	83	70	58
18	Daly City	40	59	86	74	59
19	Pacifica	31	56	85	73	58
20	Daly City	4	42	82	69	60
21	San Francisco	3	36	78	67	66
22	San Bruno	17	50	84	72	65
23	San Francisco	18	48	80	69	67
24	San Francisco	3	37	80	69	61
25	San Francisco	4	33	75	63	55
26	San Francisco	2	30	80	68	62
27	San Francisco	2	34	78	68	59
28	Redwood City	1	32	82	68	56
29	San Mateo	9	43	83	71	64



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



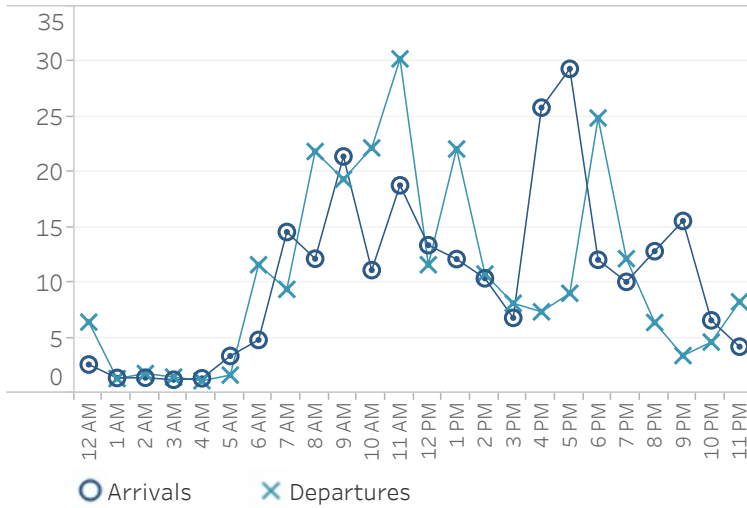
# Operations

January 2021

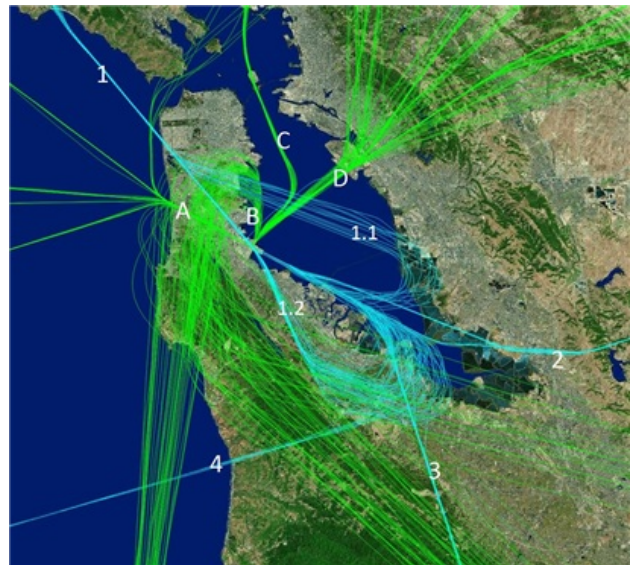
Monthly Ops    AVG Daily Ops    12 Month AVG    YOY Growth

15,694	506	17,278	-132%
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January 2021 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 92%

Top Destinations

LAX	SEA	SAN
9%	5%	4%

Down the Bay vs Peninsula

1.1 BDEGA East	35%
1.2 BDEGA West	65%

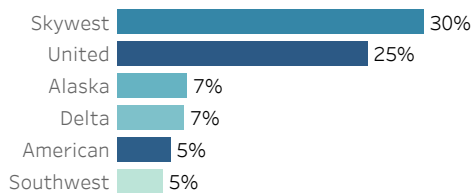
Arrival Route

1. BDEGA	28%
2. DYAMD	34%
3. SERFR	30%
4. PIRAT	8%

Departure Route

A. GAP	21%
B. SSTIK	32%
C. NIITE	6%
D. TRUKN RWY 01	36%
D. TRUKN RWY 28	5%

Airlines with the Most Operations



Non Airline



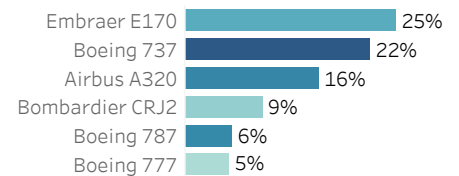
Narrow Body



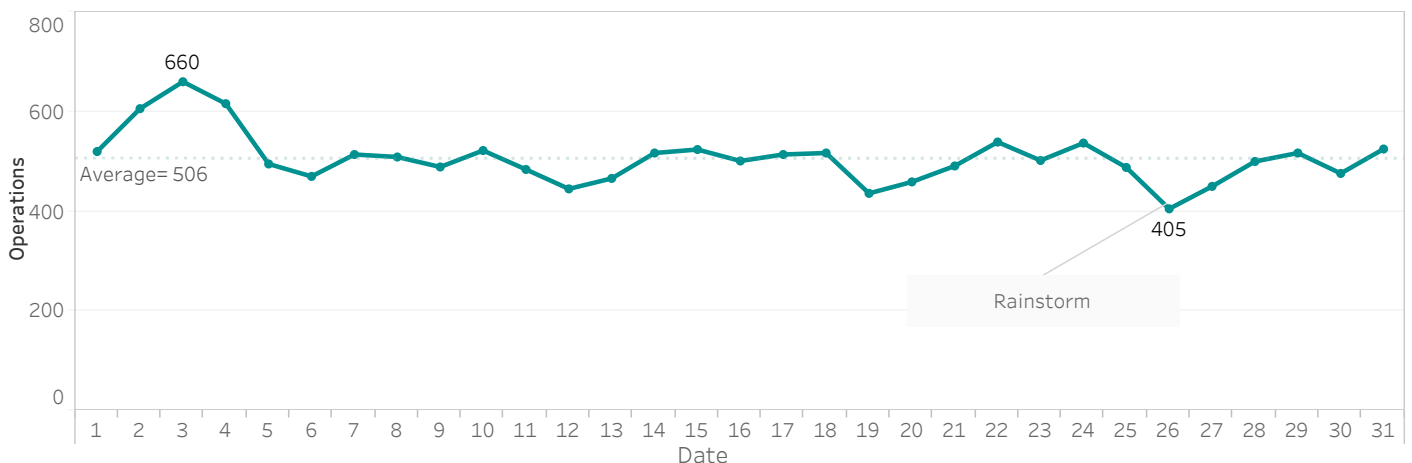
Wide Body



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		1% 81		71% 5,227
10 L/R		0% 27		8% 603
19 L/R		8% 575		0% 26
28 L/R		91% 6,577		20% 1,485

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

	Departures	
10 L/R		9% 13
01 L/R		42% 59
28 L/R		49% 69

## Runway Utilization

Arrivals	
28L	28R
44%	56%
Night (10pm-7am)	
17%	83%

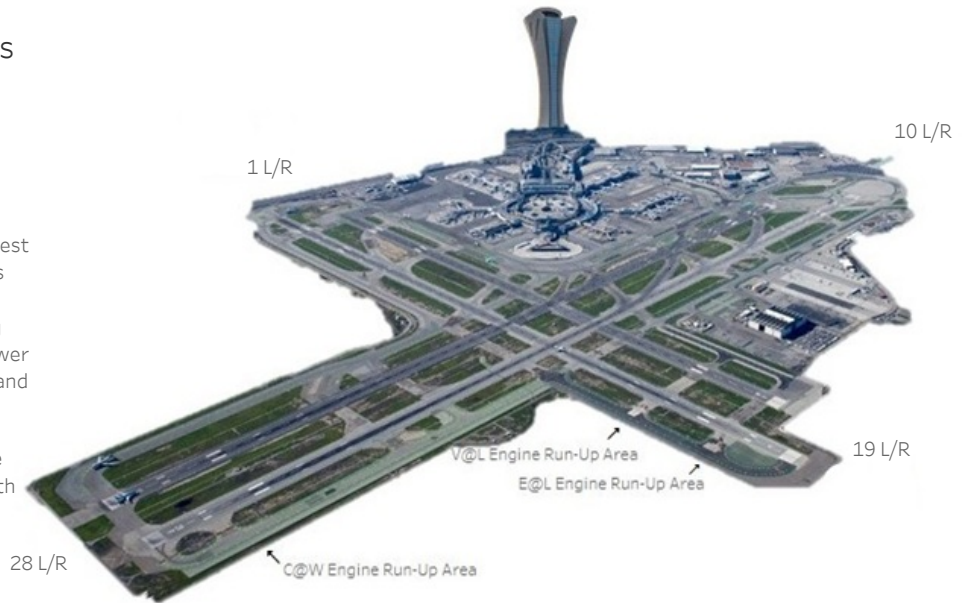
## Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	1
American Airlines	5
United Airlines	2

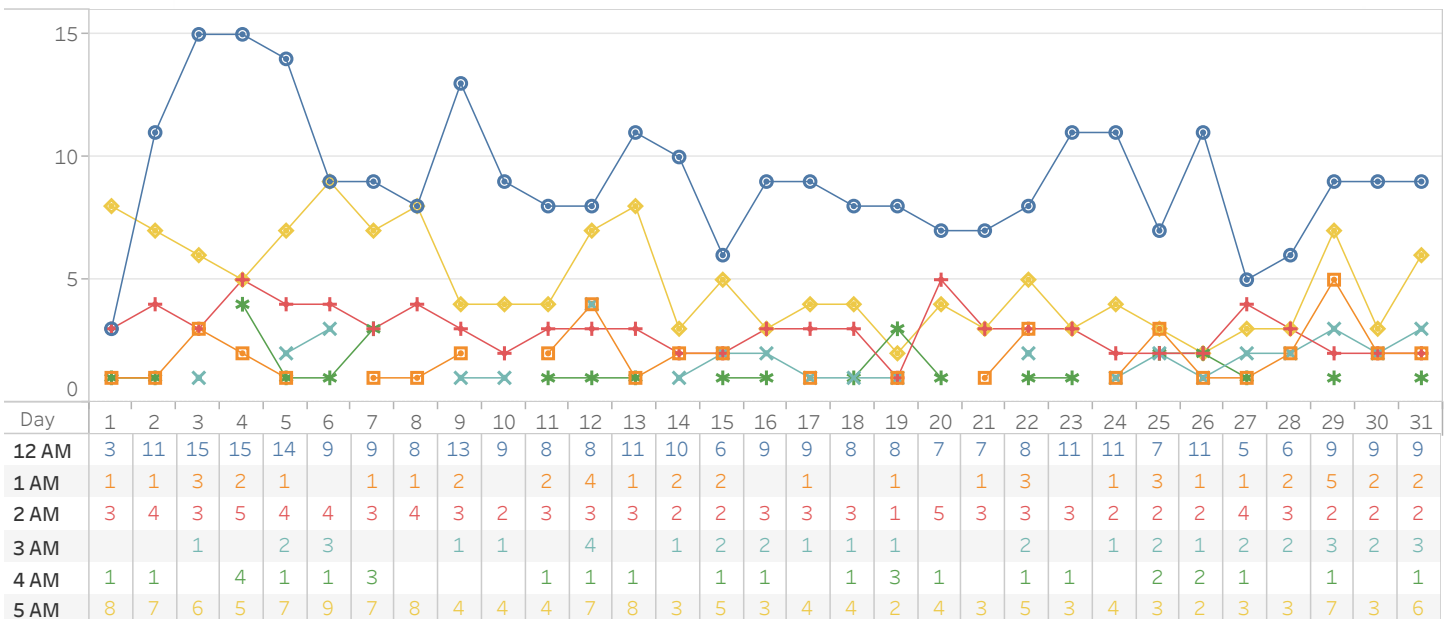
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



## Hourly Nighttime Operations

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



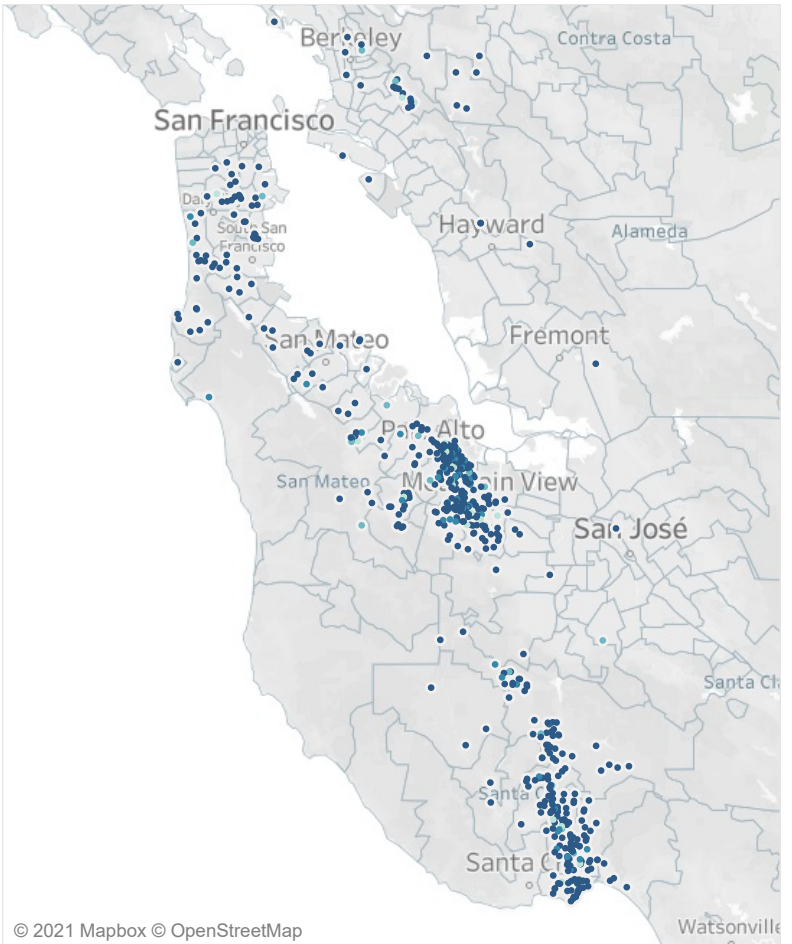
# Noise Reports

Noise Reporters / Noise Reports

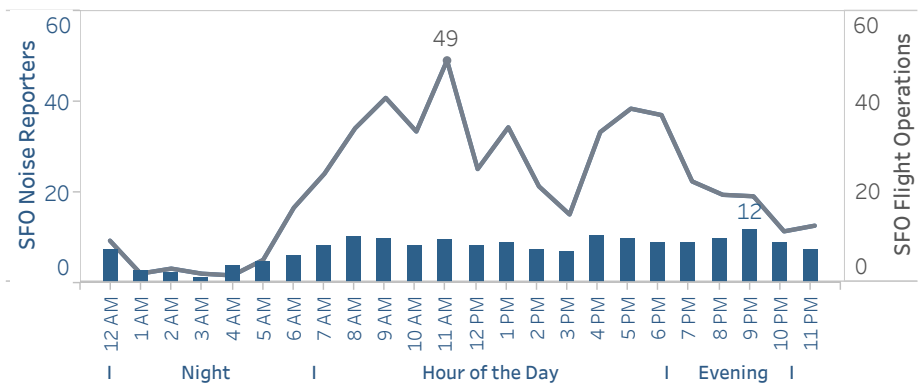
	Noise Reporters	Noise Reports
Atherton	4	663
Belmont	1	181
Brisbane	8	380
Burlingame	2	30
Daly City	8	1,122
El Granada	1	372
Foster City	2	6
Hillsborough	1	1
Menlo Park	10	431
Millbrae	1	1
Montara	1	77
Pacifica	13	518
Portola Valley	23	18,332
Redwood City	5	3,409
San Bruno	3	19
San Carlos	3	107
San Francisco	21	2,336
San Mateo	9	581
South San Francisco	7	13
Woodside	6	1,427
Alameda	2	94
Aptos	4	16
Ben Lomond	1	2
Berkeley	5	636
Boulder Creek	3	3
Capitola	12	616
Castro Valley	2	2
Cupertino	2	234
East Palo Alto	1	13
Emerald Hills	5	1,213
Felton	3	129
Fremont	1	14
Hayward	1	121
Lafayette	2	3
Los Altos	68	9,025
Los Altos Hills	22	1,692
Los Gatos	54	5,598
Moraga	3	220
Mountain View	19	2,496
Oakland	14	4,291
Orinda	1	5
Palo Alto	126	21,118
Penngrrove	1	1
Richmond	4	928
San Jose	1	155
Santa Cruz	67	9,197
Saratoga	1	149
Scotts Valley	43	3,685
Soquel	43	3,826
Stanford	3	582
Sunnyvale	2	81
Watsonville	1	78
<b>Grand Total</b>	<b>646</b>	<b>96,229</b>

Reporters Annual AVG	749
Reports Annual AVG	103,756
New Reporters	19
New Reporters Top City	San Francisco
South San Francisco	
Furthest Report	64 miles
Reports per SFO Operation	6
Top Aircraft Types	B737 E75L A320
Top Flight Numbers	KAL214 TAT560 AAR284

Noise Reporters Location Map



Hourly Noise Reporters (Average Day in a Month) ■ Noise Reporter — Operation



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

Source: SFO Intl Airport Noise Monitoring System

## Airports



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



# Airport Director's Report

Presented at the April 7, 2021 Airport  
Community Roundtable Meeting

Aircraft Noise Abatement Office  
February 2021



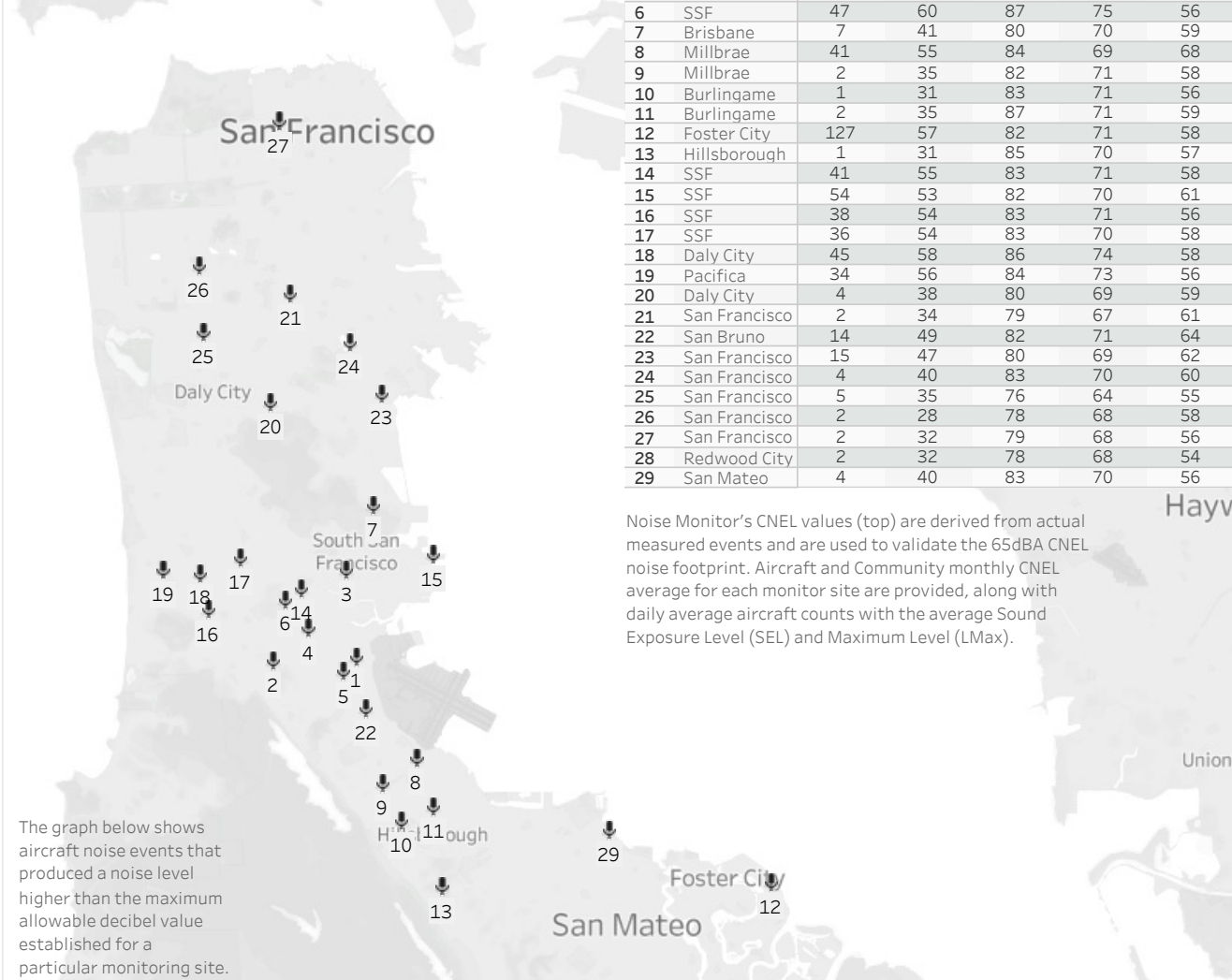
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# Aircraft Noise Levels

February 2021

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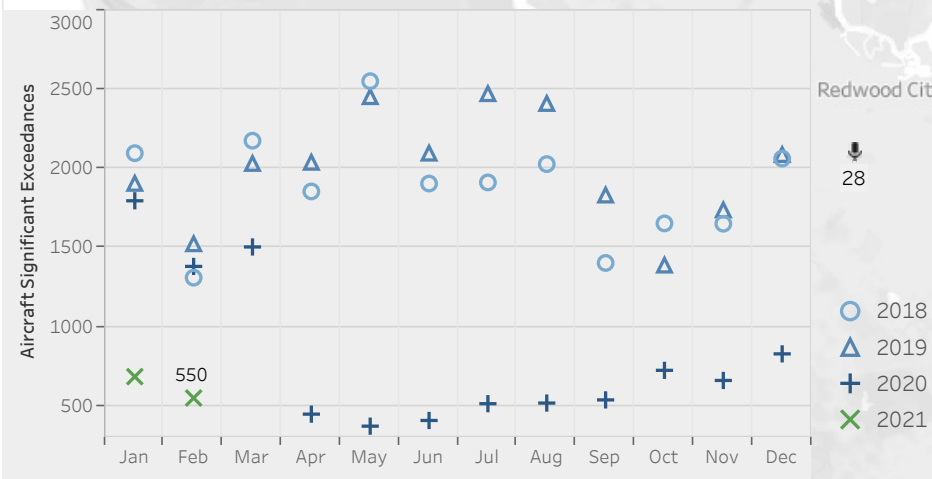
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8	Millbrae	41	55	84	69	68
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10	Burlingame	1	31	83	71	56
11	Burlingame	2	35	87	71	59
12	Foster City	127	57	82	71	58
13	Hillsborough	1	31	85	70	57
14	SSF	41	55	83	71	58
15	SSF	54	53	82	70	61
16	SSF	38	54	83	71	56
17	SSF	36	54	83	70	58
18	Daly City	45	58	86	74	58
19	Pacifica	34	56	84	73	56
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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



# Operations

February 2021

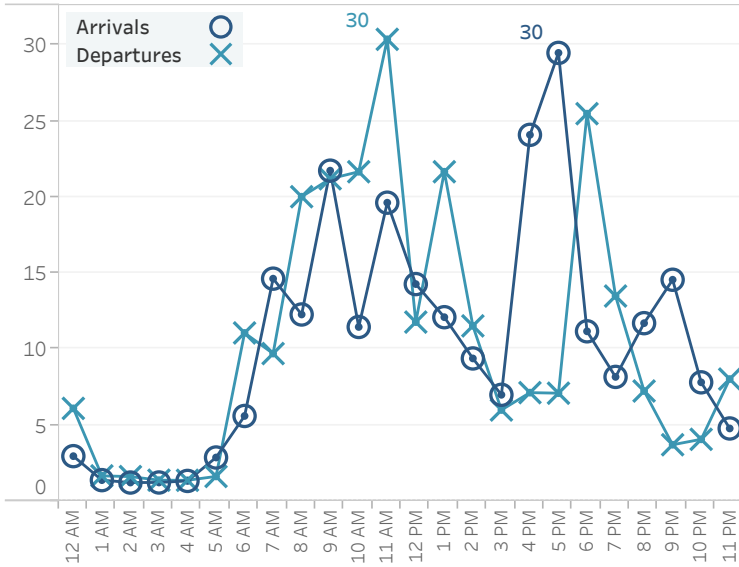
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
14,025	501	15,614	-142%

Major Arrival and Departure Routes (West Flow)



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

February 2021 Average Day (Hourly)



Top Destinations

Los Angeles	Seattle	San Diego	Las Vegas
9%	6%	4%	4%

Down the Bay vs Peninsula

1.1 BDEGA East	39%
1.2 BDEGA West	61%

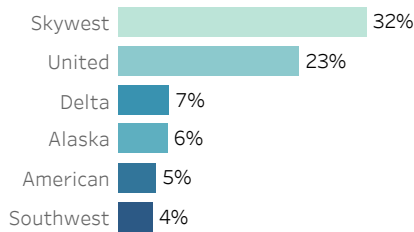
Arrival Route

1. BDEGA	30%
2. DYAMD	33%
3. SERFR	30%
4. PIRAT	7%

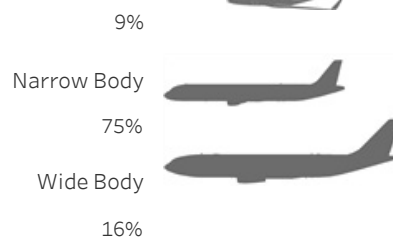
Departure Route

A. GAP	22%
B. SSTIK	32%
C. NIITE	6%
D. TRUKN RWY 01	36%
D. TRUKN RWY 28	5%

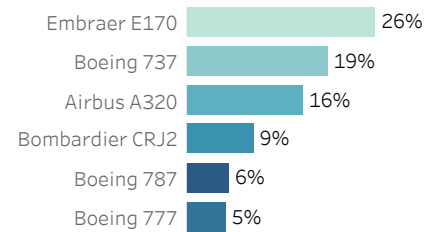
Airlines with the Most Operations



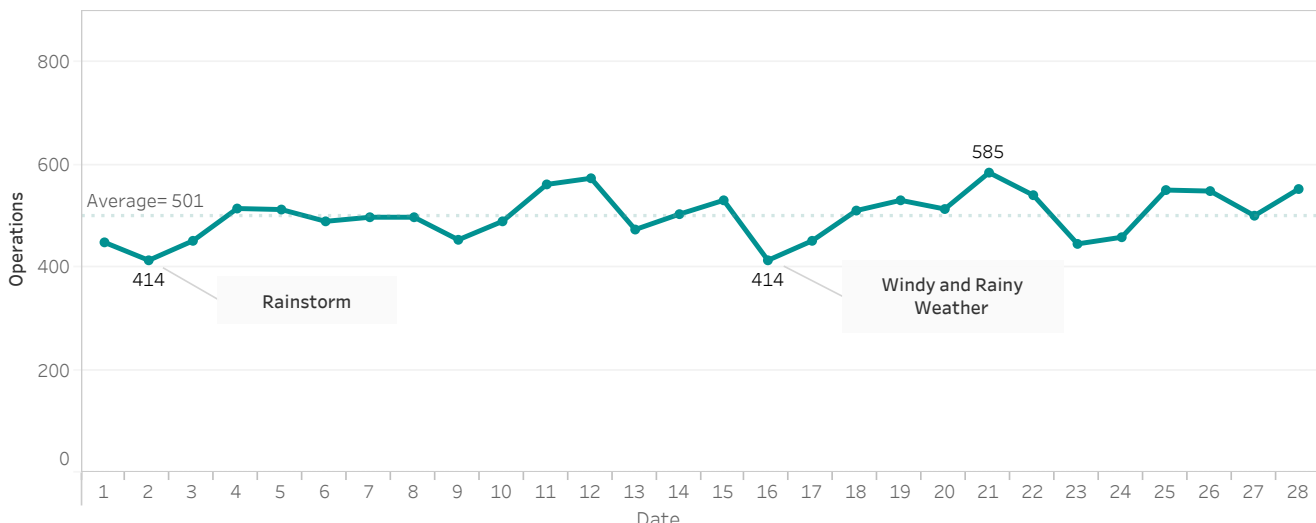
Non Airline



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% 4,895
10 L/R		3% 197
19 L/R	3% 189	
28 L/R	97% 6,218	21% 1,366

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

	Departures
10 L/R	3% 3
01 L/R	42% 50
28 L/R	55% 65

## Runway Utilization

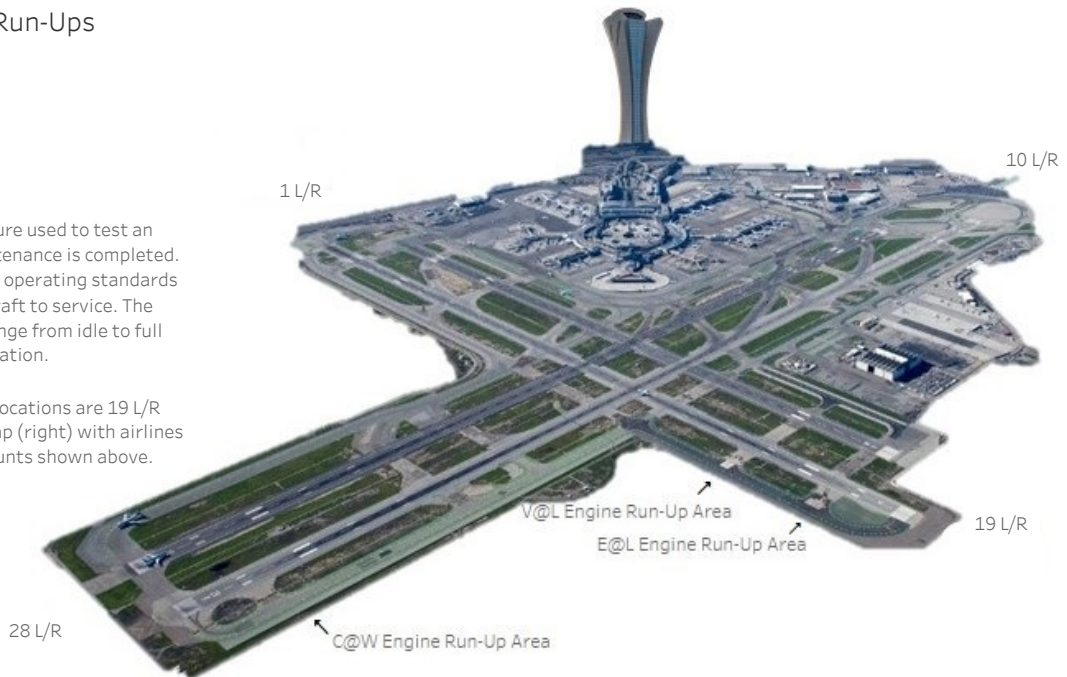
	Arrivals	
	28L	28R
	42%	58%
Night (10pm-7am)		
	5%	95%

## Nighttime Power Run-Ups 10pm-7am

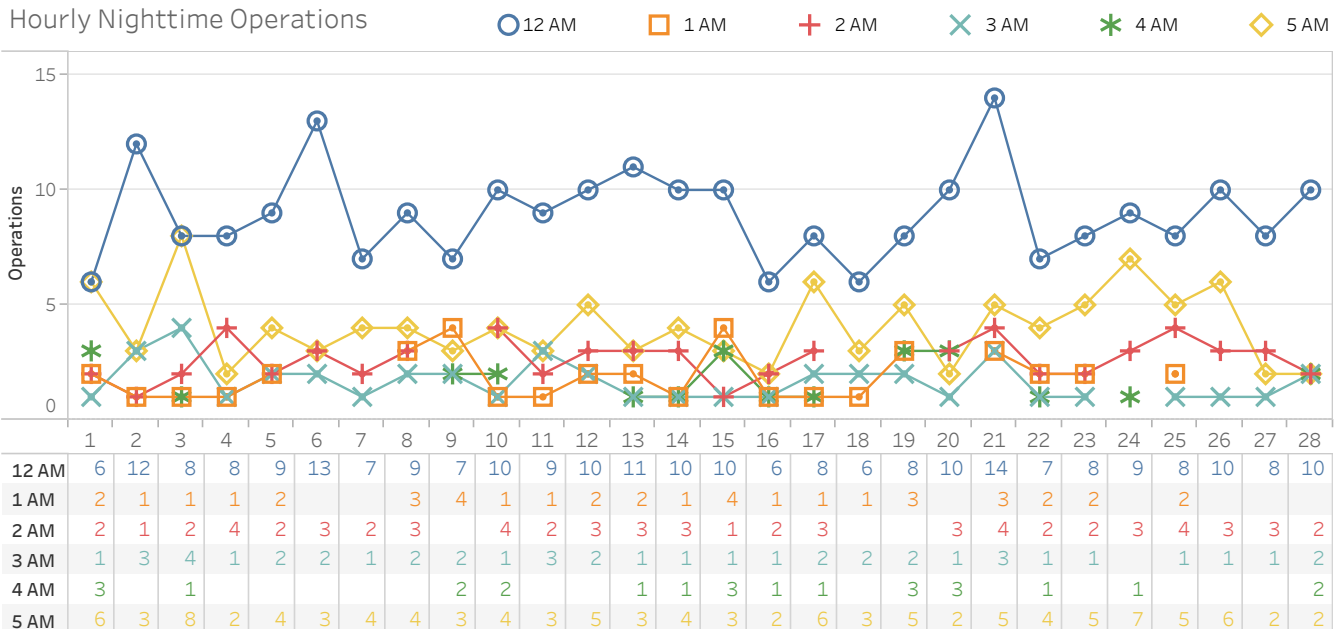
American Airlines	7
Korean Airlines	1
United Airlines	6

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

Reporters Annual AVG

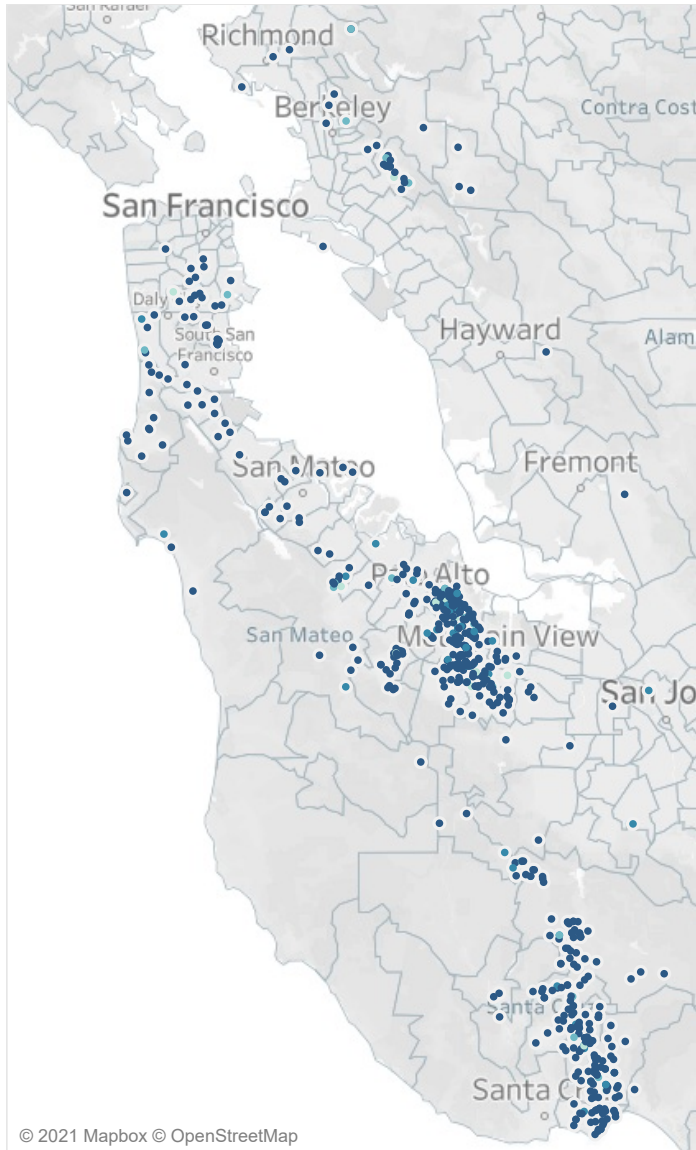
## Noise Reporters Location Map

February 2021

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
<b>Roundtable</b>		
Atherton	5	500
Belmont	2	131
Brisbane	8	347
Burlingame	1	18
Daly City	7	970
El Granada	1	409
Foster City	2	7
Half Moon Bay	2	3
Menlo Park	9	832
Millbrae	3	4
Montara	1	90
Pacifica	11	385
Portola Valley	23	16,393
Redwood City	6	2,729
San Bruno	4	66
San Carlos	2	76
San Francisco	15	2,398
San Mateo	9	339
South San Francisco	4	11
Woodside	6	1,240
<b>Other</b>		
Alameda	1	14
Aptos	1	2
Ben Lomond	2	5
Berkeley	5	625
Capitola	10	417
Cupertino	2	181
East Palo Alto	1	6
Emerald Hills	5	1,025
Felton	4	108
Fremont	1	62
Hayward	1	73
Kensington	1	1
La Honda	1	8
Los Altos	66	8,640
Los Altos Hills	21	1,271
Los Gatos	51	4,955
Moraga	3	159
Mountain View	18	1,943
Oakland	15	3,810
Orinda	1	12
Palo Alto	123	18,325
Richmond	5	907
San Jose	1	294
Santa Clara	1	1
Santa Cruz	65	6,207
Saratoga	1	65
Scotts Valley	39	3,142
Soquel	37	3,230
Stanford	4	414
Sunnyvale	3	45
Watsonville	1	75
<b>Grand Total</b>	<b>611</b>	<b>82,970</b>

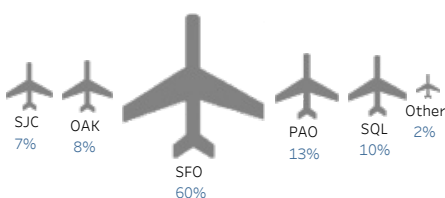
726
Reports Annual AVG
97,819
New Reporters
5
New Reporters Top City
*See below
Furthest Report
64 miles
Reports per SFO Operation
6
Top Aircraft Types
E75L B737 A320
Top Flight Numbers
KAL214 AAR284 AAR286



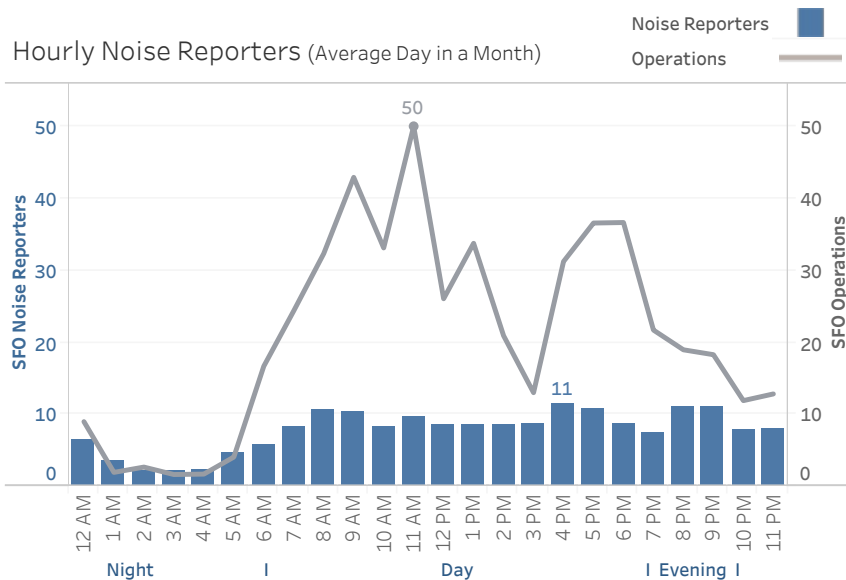
\*New Reporters Top City: Los Gatos, Millbrae, Oakland, Kensington, Richmond

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.



Source: SFO Intl Airport Noise Monitoring System



## **SFO Airport/Community Roundtable**

Meeting No. 329 Minutes

Wednesday, February 3, 2021

### **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**

Alexandra Sweet – 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)  
Bill Widmer – Town of Atherton  
Tom McCune – 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  
Deborah Ruddock – City of Half Moon Bay  
Al Royse – Town of Hillsborough  
Cecilia Taylor – City of Menlo Park  
Ann Schneider – City of Millbrae  
Mike O'Neill – City of Pacifica  
Jeff Aalfs – Town of Portola Valley  
Jeff Gee – City of Redwood City  
Tom Hamilton – City of San Bruno  
John Dugan – City of San Carlos  
Amourence Lee – City of San Mateo  
Mark Addiego – City of South San Francisco  
John Carvell – Town of Woodside

#### **REGULAR MEMBERS ABSENT**

City and County of San Francisco Board of Supervisors

#### **ROUNDTABLE STAFF**

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

#### **SAN FRANCISCO INTERNATIONAL AIRPORT STAFF**

Bert Ganoung – Noise Office Manager  
Doug Yakel – Public Information Officer

## Public Comments for Items NOT on the Agenda

Jennifer Landesmann from Palo Alto  
Darlene Yaplee from Palo Alto  
Ken Winters from Scotts Valley  
Mike Shull from Palo Alto  
Rebecca Ward from Palo Alto  
Peter Grace from Brisbane

ACTION: Al Royse **MOVED** to set agenda and approve consent items 1, 3, 4, 5, 6. The motion was seconded by Terry O'Connell and **CARRIED**, roll call vote passed.

ACTION: Al Royse **MOVED** to approve consent item 2. The motion was seconded by Terry O'Connell and **CARRIED**, roll call vote passed.

## 7. 2021 Roundtable Subcommittees (00:32:20)

Chairman Ortiz gave a brief description on what subcommittees represent.

Michele Rodriguez gave an oral presentation to the membership and referred to a spreadsheet that outlined committee descriptions and current members.

### Subcommittee:

Work Program: Work on next fiscal year work program.

Operations and Efficiency: Initiate this subcommittee as needed.

Legislative: Al Royse, subcommittee Chair. Members Ann Schneider and Pamela DiGiovanni on subcommittee.

Technical Working Group: Ricardo subcommittee Chair. Members Sam Hindi, Jeff Aalfs, Bill Widmer, Ann Schneider, Terry O'Connell on subcommittee.

Ground-Based Noise (GBN): Ann Schneider, subcommittee Chair. Members Terry O'Connell, Dave Pine, Al Royse on subcommittee.

Portable Noise Monitor Placement: Terry O'Connell, subcommittee Chair. Members Mike O'Neill Cecilia Taylor on subcommittee and to remain Ad-Hoc.

Strategic Plan: Ricardo Ortiz, subcommittee Chair. Members Dave Pine, Cecilia Taylor, Ann Schneider, Mike O'Neill, Terry O'Connell on subcommittee and to remain Ad-Hoc, completed through 2024.

GBN Chair Ann Schneider gave background to the membership as to when the GBN Ad-Hoc Subcommittee originated recommended given the amount of work remaining to make the GBN a Standing Committee.

ACTION: Ann Schneider **MOVED** to have Ground-Based Noise Subcommittee as standing committee and no longer ad-hoc. The motion was seconded by Cecilia Taylor and **CARRIED**, roll call vote passed. (Abstentions: Bill Widmer, Tom McCune, Amourence Lee. Noes: Carol Ford)

Chair Ortiz opened public comment.

Jennifer Landesmann from Palo Alto

Chair Ortiz closed public comment.

## **8. Chairman's Report (00:59:00)**

Chairman Ortiz gave an oral report and began by welcoming all new members to the Roundtable. He encouraged new members to connect with any other members and to please ask questions on acronyms if it gets too technical.

He addressed comment made about Palo Alto membership, he ensured to be transparent. He also said that though meetings for strategic and work plan were not conducted in public, staff did allow time for public input and multiple responses were received.

Ms. Rodriguez added that the membership voted against including the issue of new membership in the strategic plan instead to focus on technical issues including specific flight paths. The public feedback on the strategic plan and work plan occurred before the process started with a community survey, and after the draft was developed by the subcommittee at the Membership meeting. She said that over the years there have been multiple meetings about membership expansion and she would be happy to bring forth that information.

Mike Shull from Palo Alto  
Liz Lopez from San Francisco  
Marie-Jo Fremont from Palo Alto  
Rebecca Ward from Palo Alto  
Lydia Ko from Palo Alto  
Greer Stone – Palo Alto City Council  
Peter Grace from Brisbane  
Jennifer Landesmann from Palo Alto

## **9. FAA Noise Annoyance Survey (01:23:35)**

HMMH President & CEO, Mary Ellen Eagan gave a verbal presentation to the membership on the overview of the FAA's Neighborhood Environmental Survey.

She began with a history on aviation noise measurement. She spoke on the methodology for the research, including what airports participated in the study, surveys conducted, noise modeling, and results of that work. beginning with airport selection to be representative of US airports. She said they created a sampling frame to participate in study. She said the FAA identified 3 airports they wanted included in the study, Atlanta, Chicago and Los Angeles. She said they also wanted to include La Guardia. She said that HMMH randomly identified 16 airports for the study. She said a questionnaire was sent to 24,000 people across these 20 airport communities, every 2 months a sample was randomly sent. They sent a 13-item questionnaire and an embedded question about aircraft noise.

### **Primary results**

She shared a curve graph of the primary results through the entire set of data, not an average. She noted that at 65 decibels the annoyance rate is 66% of people highly annoyed. She said based on the results of this data there are more people highly annoyed.

### **Next Steps**

She said the survey and information can be found on FAA website, she said the report was released through federal register notice and is currently receiving feedback and encourage people to comment.

Member O'Connell said that FAA has promised a Noise Health Study, and if there is any information on that study. Mary Ellen said HMMH is not involved in the health study, but it is underway. She cannot comment on when results will be available but she now the research is being provided by Boston University.

Member Widmer commented that if the community was being affected they probably had noise ordinances that said 65 decibels was outlawed and said he was not surprised by results. He said population is denser now.

Member Dave Pine asked what happened next, are we to see a reevaluation on DNL standards? Mary Ellen said the FAA is looking for feedback on what the public would like them to do with the data. She said likely this data will lead to policy discussion, but she said does not know the time frame.

Member Schneider asked if airports chosen were similar in topography at SFO. Mary Ellen said they would look into this as an action item. Mary Ellen confirmed to Ms. Schneider that the airports surveyed were those the fell within the 55-65 contours.

Member Royse, asked about the context of the responses, he wanted to know about the period of time. Mary Ellen said the noise level was computed on the day the person was surveyed. He asked if there was difference in the timing of the noise, Mary Ellen said that is not written into the data.

Member Ford asked if only the people that wanted to complain responded. She said that when people are frustrated they complain more and that airports are a good target. Mary Ellen said that these are all factors of increased annoyance.

Member Hindi asked who created the survey questions. Mary Ellen said the survey was administered by another agency not HMMH. She said that the specific question is a standardize that has been vetted through international standard organization for decades.

Chair Ortiz opened public comment.

Darlene Yaplee from Palo Alto  
Mark Shull from Palo Alto  
Jennifer Landesmann from Palo Alto  
Liz Lopez from San Francisco

Chair Ortiz closed public comment.

Member Royse asked for comments to be submitted to staff and be brought forward at the Legislative Subcommittee.

## **10. Subcommittee Meetings Update (02:08:40)**

### **a. Technical Working Group**

#### **i. Ground-Based Augmentation System**

#### **ii. Remote Monitoring Terminal Threshold Study**

Chair Ortiz gave a brief oral report. He encouraged interested parties to look at materials from January 21, 2021, subcommittee meeting.

Michele gave an oral update on GBAS and RMT Threshold Study.

Mr. Cook added that they received a second final revision from BridgeNet where HMMH's comments were addressed all comments and they will provide detailed information at next TWG meeting.

**b. Ground-Based Noise**

Subcommittee Chair Ann Schneider gave a brief oral report. She gave new members a brief timeline of how GBN was started and the work done. She said that comments on GBN Modeling study are due February 19, 2021. She also noted that the City of Millbrae disagrees with the decision to move monitor #8 out of Millbrae.

Mr. Bert Ganoung noted that SFO is currently evaluating potential replacement sites for NM#8 within Millbrae. He said they are looking to get one that correlates well to the airport aircraft noise levels and does not have freeway and other noise removed. He said this monitor is not a sufficient Title 21 monitor.

Chair Ortiz opened public comment.

Marie-Jo Fremont from Palo Alto  
Jennifer Landesmann from Palo Alto  
Darlene Yaplee from Palo Alto

Chair Ortiz closed public comment.

Mr. Ganoung addressed some comments and concerns from public members.

**11. San Francisco Airport Commission Update – Director Report**

**a. Airport Update**

Ivar Satero gave a verbal update to the Roundtable. He began by saying SFO continues to see low levels of passenger traffic. SFO is finishing 2020 at 72% down from prior year, and they are trending at 80% down as they enter 2021. He said they continue to look at aggressive cost reduction efforts and continue to look at all contracts for reduction opportunities and preservation of cash.

He assured that even with all reductions, SFO is committed to noise insulation and taking advantage of federal dollars to the extent possible. He said they are fully committed to GBAS as well and are hopeful it will be for community benefit. He commented on public concern and assured appropriate level of community engagement.

Vice Chair Hindi followed up on public input on GBAS, he said the concern he heard is that once the Concept is submitted to FAA, public input is muted and not taken into consideration. He asked when does Mr. Satero see public engagement. Mr. Satero responded by saying his team is preparing presentation on what plan is for community engagement, he said they are delayed and it will take through end of year, at least for overlays. He said he is committed to presenting a plan for community engagement.

SFO Director of Planning Nupur Sinha, clarified that the CEQA Categorical Exception done was for equipment installation not on flight procedures. She said they will not do a CEQA on flight procedures because it is not their jurisdiction. She also said NEPA is not in their purview either.

She also reiterated importance on community engagement. Nupur Sinha clarified concerns that were raised on overlays and flight procedures. She said that unless procedures get full approval from the Roundtable they will not go be submitted to the FAA.

Chair Ortiz opened public comment.

Jennifer Landesmann from Palo Alto  
Marie-Jo Fremont from Palo Alto

Chair Ortiz closed public comment.

### **b. Sound Insulation Program Update**

Luis Moreno, SFO Project Manager, gave a verbal presentation to the membership and referred to his PowerPoint presentation. He gave an overview of the SFO Noise Insulation Program and two sub-programs which are the Second Chance and Replacement Initiative.

Member Ann Schneider asked to clarify on what homes would qualify.

Member Addiego said this is great and what was put together is remarkable he said SSF citizen will benefit greatly from this.

### **c. Web Trak App Reports Content Review**

Mr. Bert Ganoung shared that the roll out of the noise app was presented in October and made major changes in the backend and they will be rolling out in community workshops and will be interfacing with Roundtable and community groups to get final feedback for changes needed.

Member Ortiz opened and closed public comment as there were none.

## **12. Update on Aviation Noise Issues**

### **a. Instrument Flight Procedures (IFP) Gateway Review**

#### **b. Noise News**

Justin Cook, HMMH Technical Consultant, gave a brief oral presentation to the membership.

Chair Ortiz open public comment.

Jennifer Landesmann from Palo Alto  
Darlene Yaplee from Palo Alto  
Marie-Jo Fremont from Palo Alto

Chair Ortiz closed public comment.

## **13. Member Communications / Announcements**

None

## **14. Adjourn**

Chairperson Ortiz adjourned the meeting at approximately 10:06 p.m.

**Regular Meeting Action Minutes / Meeting No. 329**

February 3, 2021

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*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.*



April 7, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Work Plan and Budget (FY 2021-2022)

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**EXECUTIVE SUMMARY:** Roundtable members should direct staff on a process for developing the proposed FY 2021-2022 Work Plan and Budget for consideration at the June 2, 2021 meeting.

**RECOMMENDATION:** Staff recommends continuing use of the existing Work Plan into the 2021-2022 FY.

**BACKGROUND:** Article VIII, of the Roundtable Bylaws requires the adoption of an annual budget between May 31, and October 31 of each calendar year. The fiscal year is from July 1 to June 30. According to the MOU, Objective 4, the Roundtable shall develop and implement an annual 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. The annual Roundtable Budget and Work Program areas are based on revenue provided by all Roundtable members.

*Budget:* The Membership approved at their October 7, 2020 meeting the Roundtable Budget for FY 2020-2021. Work completed at that time included an audit and reconciliation of the Roundtable Trust Fund, and a four-year budget projection through FY2023-24. YTD Quarterly Budget Actuals are included in each Membership Meeting agenda packet. Please note the projection through 2024, with the unchanged Membership dues and Airport revenue, and increasing administration and operation costs shows a dwindling revenue contingency and year-end balance. Adjustments in the 2021-2022 budget are expected as Membership Meetings are likely to transition back to in-person meetings as well as in-person attendance at Noise Conference and TRACON field trip. These expenses are not shown to exceed revenue in the next fiscal year. Staff can return to the June meeting with the 2022-2023 budget for your review.

*Work Plan:* At the October 7, 2020 Membership Meeting a Strategic Plan/Work Plan Ad-Hoc Committee was formed to develop and recommend to the Membership a four-year Strategic Plan and one-year Work Plan. The Committee members included the following Members:

- Ricardo Ortiz, Roundtable Chairman and Vice Chair, City of Burlingame
- Dave Pine, Supervisor, County of San Mateo
- Cecilia Taylor, Mayor, City of Menlo Park
- Ann Schneider, Vice Mayor, City of Millbrae
- Janet Borgens, Council Member, City of Redwood City (retired)



**Budget & Work Program**

April 2, 2021

Page 2 of 4

- Mike O’Neill, Council Member, City of Pacifica
- Terry O’Connell, Mayor, City of Brisbane

Prior to the initial meeting, a Membership survey, and public survey were distributed. The purpose of the Membership survey was to obtain feedback on Roundtable accomplishments, values, improvements, and priorities for the Ad-Hoc Committee to consider in developing the Strategic Plan, and Work Plan. The purpose of the public survey was to obtain recommendations on Strategic Plan goals or actions, and Work Plan tasks. The Ad-hoc Committee met three times (October 22, 2020; November 2, 2020; and November 9, 2020) to develop a draft strategic plan and work plan to recommend to the Membership. The membership approved at its December 2, 2020 meeting the Strategic Plan (2020-2024) and Work Plan (2020-2021).

Several accomplishments have been completed in the few months since adoption, and more work is in progress. In addition to the Work Plan goals addressed below, other work being completed include Membership Meetings of August 8; October 7; December 2, 2020; and February 3; April 7; and June 2, 2021. Also, bi-monthly Coordinator meetings with SFO Staff, Aviation Consultant, N.O.I.S.E. Executive Director, Airport Commission, and following the SF Airport Commission agendas for important content.

Goal	Completed	Pending
<p>Goal 1: Review Aircraft Procedures</p>	<p>-FAA update on <b>NIITE HUSSH</b> at the July 29, 2020 TWG Meeting.                      -TWG Meeting on prioritization and next step of <b>NIITE HUSSH</b>, 28R and 28L, and <b>SERFR</b> and <b>PIRAT STAR</b> on 3/24/21. HMMH Presentation. Coordination with Congresswomen Speier Office.                      -TWG Subcommittee meetings: July 29; November 19, 2020; Jan 21; March 24, 2021.</p>	<p>-Implement TWG recommendations on next steps from 3/24/21.</p>
<p>Goal 2: Address Airport Operation Noise</p>	<p><i>SFO Strategic Plan, Development Plan, Noise Action Plan</i>                      -Reviewed SFO Strategic Plan, Development Plan, and Noise Action.                      -Bi-monthly review of Airport Commission Agenda.                      -Bi-monthly meetings with SFO staff to review operational issues, including Title 21 compliance, GBAS, NMT/Threshold Study, GBN, Airport Strategic Plan, Development Plan, and Noise Action Plan.                      - SFO presentation at the 12/2/20 Membership Meeting on Noise Action Plan.</p> <p><i>Ground Based Augmentation System (GBAS)</i>                      -SFO presentation <b>GBAS</b> update at TWG on 11/19/20.                      - SFORT Airport Commission letter and presentation on <b>GBAS</b> Dec 1, 2020.</p> <p><i>Ground Based Noise</i></p>	<p>- HMMH review of Noise Action Plan.                      - Send letter on Environmental Justice recommendations.                      - GBAS Procedure review and acceptance by TWG, and Membership before Procedure Concept submitted to FAA submittal.                      -GBAS: encourage SFO public outreach, marketing program, feedback.                      -GBN Subcommittee meeting in April 2021 to identify next steps.</p>

**Budget & Work Program**

April 2, 2021

Page 3 of 4

	<ul style="list-style-type: none"> <li>-Ground Based Noise Subcommittee meetings of July 30 and November 6, 2020; January 27, 2021.</li> <li>-Completed scope of work, and contract for Ground Based Noise Study.</li> <li>-Met with staff from four member cities to discuss scope, location of measurement, how to use the study.</li> <li>-Completed final Ground Based Noise Study.</li> <li>- Included GBN as topic in letter to FAA.</li> </ul>	
<p>Goal 3: Lobby for Aircraft Noise Reduction.</p>	<ul style="list-style-type: none"> <li>-Ongoing twice monthly meetings N.O.I.S.E. Executive Director, Emily Tranter.</li> <li>-HMMH President presentation on FAA Aircraft Noise Policy and Research Efforts/Neighborhood Environmental Survey- at 2/3/21 Membership Meeting.</li> <li>- N.O. I.S.E. President presentation at the December 2020 meeting on NEXT GEN.</li> <li>-N.O.I.S.E presentation at Legislative Subcommittee on FAA2021-0037.</li> <li>- Legislative Subcommittee consideration and draft of letter to FAA-2021-0037 Noise Policy and Research (pending Membership approval on 4/7/21).</li> <li>-SFORT spoke at N.O.I.S.E. Annual Legislative Summit on FAA2021-0037 priorities.</li> <li>-Ongoing monitoring, Quiet Skies Caucus.</li> <li>- Shared Quiet Skies Caucus letter with member (February meeting materials).</li> </ul>	<ul style="list-style-type: none"> <li>-Complete and submit Legislative Committee letter to FAA on Aircraft Noise Policy and Research Efforts/Neighborhood Environmental Survey.</li> <li>-Conduct Legislative Subcommittee meeting on legislation, coordinating with Congresswomen Speier’s office.</li> </ul>
<p>Goal 4: Airline Award Program</p>		<ul style="list-style-type: none"> <li>-Provide Noise Office feedback on new Plan content.</li> </ul>
<p>Goal 5: Address Community Concerns:</p>	<p><i>Revamp SFORT website.</i></p> <ul style="list-style-type: none"> <li>-Research ongoing, including options to use internal County platform or outside consultant. Completed comparison of needs and wants.</li> </ul> <p><i>Conduct 40<sup>th</sup> Anniversary Report</i></p> <ul style="list-style-type: none"> <li>- Internal draft complete.</li> </ul> <p><i>Analysis Noise Monitor Methodology</i></p> <ul style="list-style-type: none"> <li>-Coordinated with SFO on getting report.</li> <li>-Scope of work for review with HMMH.</li> <li>-Completed review, provided comments.</li> <li>-Received revision. Presented to Membership.</li> </ul>	<ul style="list-style-type: none"> <li>-Continue to work with County on revamping website.</li> <li>-Publish 40<sup>th</sup> Anniversary Report, present in June 2021.</li> <li>-Obtain (2017 – 2021) Title 21 reports, coordinate with County of San Mateo on review for compliance, submittal to Cal Trans, and make available to the public.</li> </ul>

**Budget & Work Program**

April 2, 2021

Page 4 of 4

		-Noise Monitor Methodology coordination with SFO for other NMTs.
Goal 6: Improve Roundtable Effectiveness	-Noise 101 Training: planned for April 2021. -Create New Member Packet, completed Jan 2021. -Created Roundtable 101 packet for April Membership packet. -Included glossary of terms in April Membership packet.	- Ongoing: avoid using technical jargon.

**OPTIONS:** Given that the most recently approved Work Plan was approved in December, and less than one-year old, and there are still several substantive pending items, it may not be necessary to revisit or revise the Work Plan. Further, it might be prudent to spend time implementing the existing Work Plan, versus reconvening a Subcommittee to update the Work Plan. That said, there are two options to consider for the Budget and Work Plan (2021-2022):

1. Approve the existing Work Plan as adopted to carry over to the period of July 1, 2021-June 30, 2022. Staff will return to the June 2, Membership meeting with an updated budget for approval.
2. Direct the Standing Work Plan Subcommittee to meet to review the adopted Work Plan and recommend possible additional actions to be completed between July 1, 2021 – June 30, 2022. The Chair may wish to ask the Members that participated in the development of the existing Work Plan, and any additional Member volunteers for this role. However, given the current workload of the Roundtable’s part-time staff, a Work Plan Subcommittee held in May would necessitate the cancelation of one of the Roundtable’s standing committees, as staff can only facilitate two meetings between Membership meetings. The subcommittees that are pending are the Technical Working Group, Legislative, and Ground Based Noise.

**ATTACHMENTS:**

- September 29, 2020 Budget Adoption Memo and Budget 2017-2024.
- Strategic Plan (2020 – 2024)
- Work Plan 2020-2021



TO: SFO Roundtable Members  
FROM: Linda Wolin, Acting Roundtable Coordinator  
RE: Process for Amending Roundtable Membership  
DATE: July 31, 2020

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The San Francisco Airport Community Roundtable (“Roundtable”) is governed by a Memorandum of Understanding (MOU) signed by participating jurisdictions in 1981, and amended over time, as well as organizational Bylaws, also amended over time and last ratified in 2015. Below is a summary of the membership addition/withdrawal process as outlined in these two governing documents. [Links to these documents can be found here: [Roundtable MOU](#) and [Roundtable Bylaws](#).]

#### **Request for Voting Membership: Jurisdictions Located *Within* San Mateo County**

As provided in Article III of the Roundtable MOU, incorporated towns and/or cities located within San Mateo County may request voting membership on the Roundtable by adopting a resolution:

- Authorizing two members of the city/town council (A Representative and Alternate) to represent the city/town on the Roundtable;
- Agreeing to comply with the MOU and all related amendments and any bylaws approved in accordance with the MOU; and
- Agreeing to contribute annual funding to the Roundtable in the same amount as current city/town members contribute, at the time of membership request or such annual funding as approved by the Roundtable for new members.

#### **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 withdrawal.

#### **Requesting Voting Membership: Jurisdictions Located *Outside* San Mateo County**

The MOU does not allow membership for jurisdictions located outside of San Mateo County. The only way to allow for this type of expanded membership would be to amend the MOU. Article V sets for the process for amending the MOU, which is described below in the context of expanding membership beyond jurisdiction in San Mateo County.

In order for a jurisdiction outside San Mateo County to be recommended for voting membership, the following steps must occur:

- At a Regular Roundtable Meeting, a current voting member must make a motion to amend the MOU’s membership provisions to allow jurisdictions outside San Mateo County to be members and to set forth a process for doing so.
- The motion must receive a second from another voting member.
- At least two-thirds of the Roundtable’s voting members must approve the motion.

**Process for Amending Roundtable Membership Memo**

July 31, 2020

Page 2 of 2

If the motion passes (receives at least the necessary two-thirds votes for approval), then the following additional steps must occur:

- The amendment to the MOU shall be forwarded to the respective councils/boards of the existing voting Roundtable member agencies/bodies for consideration/action.
- Two-thirds of the existing Roundtable member agencies/bodies must approve the MOU amendment by a majority vote.

If less than two-thirds of the member agencies/bodies approve the proposed MOU amendment, the proposal fails.

YTD-Q3 ACTUALS FOR JULY 1, 2020 THROUGH JUNE 30, 2021

A	SOURCES	2020-2021	
		BUDGET	ACTUAL
	Revenue		
	San Francisco Airport Commission	\$220,000	\$ 220,000
	Roundtable Membership	\$40,500	\$ 28,500
	<i>In Kind Contributions from Millbrae</i>		
	Total Revenue	\$260,500	\$ 248,500
	Fund Balance	\$210,971	
	<b>Total Sources</b>	<b>\$471,471</b>	<b>\$ 248,500</b>

B	EXPENSES	BUDGET	
		BUDGET	ACTUAL
	County of San Mateo Coordination Services	\$139,534	\$ 64,872
	Roundtable Aviation Technical Consultant	\$90,000	\$ 36,419
		<b>\$229,534</b>	<b>\$ 101,291</b>

ADMINISTRATION / OPERATIONS		BUDGET	
	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	\$ 2,070
		<b>\$12,700</b>	<b>\$ 2,428</b>

PROJECTS, PROGRAMS, & OTHER		BUDGET	
	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	\$ 4,300
	Fly Quiet Awards	\$0	
	Ground-Based Noise Study	\$50,000	\$ 49,852
		<b>\$55,550</b>	<b>\$ 55,152</b>

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

EXPENSES SUBTOTAL		BUDGET	
		<b>\$337,784</b>	<b>\$ 158,871</b>

UNCOMMITTED FUNDS / YEAR END BALANCE		PROJECTED	
		<b>\$133,688</b>	<b>\$ 89,630</b>



## NOISE 101

**DATE:** April 19, 2021

**TIME:** 12:00 – 2:00 PM

**WHERE:** [Zoom](#)

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

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### WORKSHOP AGENDA

1. Welcome / Introductions / Opening Remarks
2. Workshop Session:
  - A. Workshop Purpose / Focus / Format – Bert Ganoung, San Francisco International Airport Aircraft Noise 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



April 7, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Update on Roundtable Technical Consultant Selection Process

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**EXECUTIVE SUMMARY:** This information only memo provides status of the Request for Proposals (RFP) for the Roundtable Aviation 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.

**UPDATE:** On January 4, 2021, the County of San Mateo issued a Request for Proposals. Two vendors submitted proposals, and one met the minimum requirements. A Roundtable Technical Consultant Interview Panel was assembled and comprised of the Roundtable Chair, Roundtable Vice Chair, and representative from San Francisco International Airport, and the San Mateo County Board of Supervisors. The Interview Panel met on February 17, 2021, to interview the qualified applicant. The panel unanimously recommended Harris, Miller, Miller and Hanson (HMMH) to be the aviation technical consultant because they possess the relevant experience and expertise the Roundtable requires. The Board of Supervisors will consider this recommendation on their Consent Calendar at the May 4, 2021 meeting. The start date of this contract, if approved, will be July 1, 2021.



## SFO Airport/Community Roundtable 2021 Meeting Schedule

Meeting Date	Agenda Review	Materials Due	Final Revisions	Publish
2/3	1/4	1/22	1/26	1/27
4/7	3/8	3/26	3/30	3/31
4/29	4/15	4/22	4/23	4/26
5/11	4/27	5/3	5/4	5/5
5/26	5/12	5/18	5/19	5/20
6/2 **	5/3	5/19	5/20	5/21
7/13	6/29	7/5	7/6	7/7
7/28	7/14	7/20	7/21	7/22
7/29	7/15	7/22	7/23	7/26
8/4	7/5	7/23	7/27	7/28
9/14	8/31	9/6	9/7	9/8
9/22	9/8	9/14	9/15	9/16
9/30	9/16	9/23	9/24	9/27
10/6	9/6	9/24	9/28	9/29
11/9	10/26	11/1	11/2	11/3
11/24	11/10	11/16	11/17	11/18
12/1	11/8	11/19	11/23	11/24
12/30	12/16	12/21	12/22	12/21

**KEY:**

Regular Meeting

LEG

TWG

GBN

**NOTES:**

Staff can accommodate 2 Subcommittee meetings in between meeting months

Draft agendas sent out 24 hours before agenda review

\*\* Accelerated deadline

Dates are subject to change



# Meeting Announcement

## Technical Working Group

Wednesday, March 24, 2021

12:00 p.m. – 1:30 p.m.

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

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/99846389039>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 998 4638 9039

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

## AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

### AGENDA ITEMS

1. **Work Plan: Goal 1: Review and Comment on Aircraft Procedures**  
*Discussion, Direction to Staff / Consultants on Next Steps, and Priorities*
  - a. FAA NIITE and HUSSH Departures
  - b. Nighttime Arrivals on Runways 28R and 28L
  - c. Redirect Southern Arrivals (SERFR) and PIRAT STAR Airspace arrival*Attachments: Roundtable Annual Work Plan*
2. **Update on Ground-Based Augmentation System (GBAS): Timeline Update, Status, and NEPA/CEQA**  
*Bert Ganoung, SFO Noise Office Manager and Paul Hannah, Consultant*  
*Attachments: November 19, 2020 Presentation on GBAS to Technical Working Group*
3. **Status of Title 21 Reports, Threshold Waiver Request, and Aircraft Detection Methods other non-Title 21 sites.**  
*Bert Ganoung, SFO Noise Office*  
*Attachments: Remote Monitoring Terminal Threshold Report Dec 30, 2020 and Appendix dated August 17, 2020 BridgeNet*
4. **Adjourn**

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

## Technical Working Group Subcommittee Meeting

March 24, 2021

Page 2 of 2

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 [amontescardenas@smcgov.org](mailto: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 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 on Items NOT on the Agenda, and at the end of each Agenda Item. It is up to the Chairperson to increase the frequency of public comments, such as after each Agenda Item. Please read the following instructions carefully:

1. The March 24, 2021 Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/99846389039>. The meeting ID: 998 4638 9039. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 998 4638 9039, 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.

# Summary of San Francisco International Airport Ground Based Noise Modeling Study

By: Justin Cook & Tim Middleton  
For: SFO/Community Roundtable  
January 2021

# Outline

- Project Description
- Noise Model Inputs
- Summary of Results
- Next Steps



## Project Description

### *Motivation:*

Based upon the direction of the subcommittee, a project study area was developed to incorporate SFO and areas directly adjacent and to the southwest of Runways 1L and 1R of SFO. The project study area encompasses SFO and the cities/towns of San Bruno, Millbrae, Burlingame and Hillsborough. The majority of the project study area contains the City of Millbrae which is the closest adjacent city southwest of SFO.

### *Goals:*

- 1. To better understand how ground based noise propagates through the communities adjacent to SFO from aircraft departures.*
- 2. To assess vegetation as a means to reducing ground based noise from SFO aircraft departures.*

# Noise Model Inputs

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- Geographic and Land Use Data Sourced From:
  - San Mateo County: location and description of local municipal boundaries
  - ESRI: location of all roadway/highway centerlines
  - Microsoft via GitHub: three-dimensional building footprints with elevations
  - CalTrans: roadway/highway right of way boundaries
  - USGS: three-dimensional digital elevation data; 3-meter resolution
  - SFO: digital Airport Layout Plan (ALP)
  - NearMap USA: aerial photography
- 28 Receptor Locations (Increase of 16 from Scope of Work)
- Three Aircraft Types
  - Boeing 737-800
  - Airbus A320
  - Boeing 77W
- Vegetation
  - 50 feet thick
  - Located on CalTrans right of way, 4,511 feet long
  - 46 feet tall





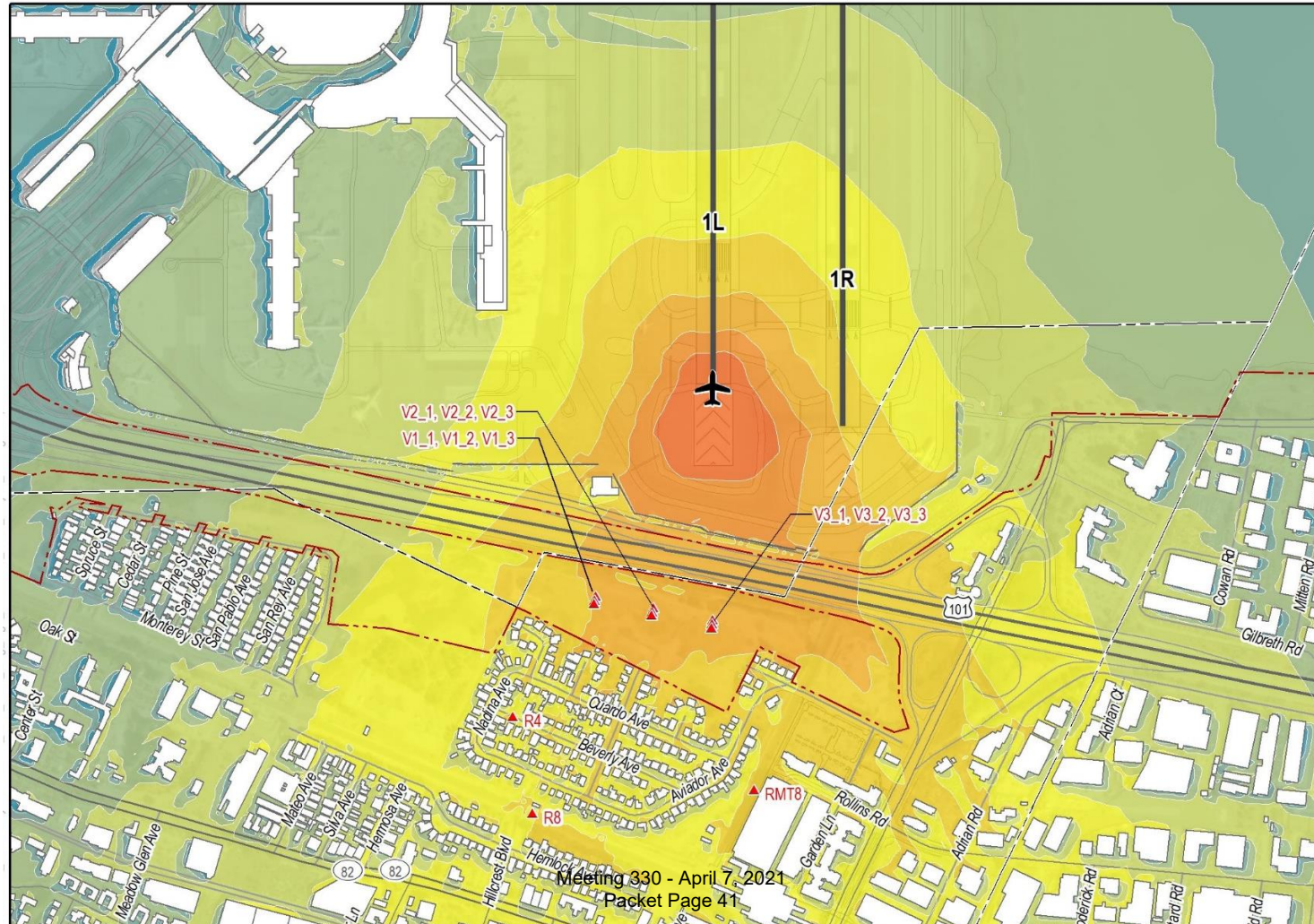
# Noise Model Scenarios

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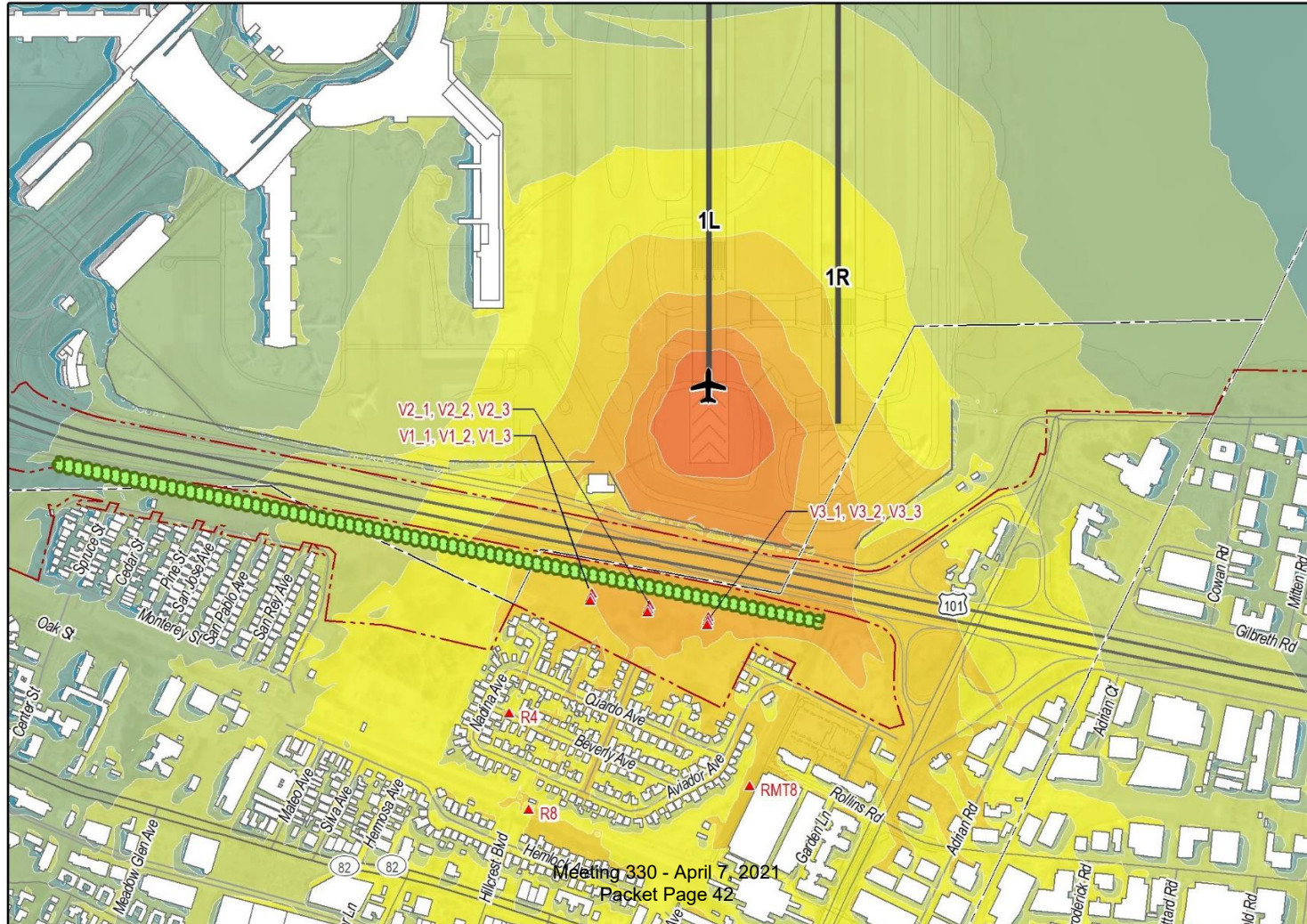
- **Scenario 1** consisted of two aircraft types, a B738 and an A320 departing Runway 1L, with noise modeled at the start of takeoff roll.
- **Scenario 2** consisted of two aircraft types, a B738 and an A320 Departing Runway 1R, with noise modeled at the start of takeoff roll.
- **Scenario 3** consisted of two aircraft types, a B738 and an A320 departing Runway 1L, with noise modeled at a secondary takeoff point; the point of rotation where a departing aircraft becomes airborne from the runway.
- **Scenario 4** consisted of two aircraft types, a B738 and an A320 departing Runway 1R, with noise modeled at a secondary takeoff point; the point of rotation where a departing aircraft becomes airborne from the runway.
- **Scenario 5** consisted of two aircraft types, a B738 and an A320 departing at the same time but with staggered starting takeoff roll locations on Runway 1L and 1R.
- **Scenario 6** consisted of two aircraft types, a B77W departing Runway 28L and an B738 departing Runway 28R with noise modeled at secondary takeoff points; the point of rotation where a departing aircraft becomes airborne from the runway.



# Scenario 1 A320 w/out Vegetation



# Scenario 1 A320 w/ Vegetation



# Summary of Results

- The effectiveness of vegetation at reducing noise from aircraft departing SFO was shown as delta changes throughout the results tables. Only receptor locations “V”, which are behind the vegetation, had reductions in noise from vegetation; both in terms of Lmax dB and unweighted spectral Leq dB noise levels.
- As seen in the noise contour figures (especially the enlarged figures of Appendix H), the highest levels of noise reduction occur when the receptors are directly behind the vegetation.
  - HMMH recommends that if vegetation is planned to be utilized as a mitigation measure, that it be located as close to the noise sensitive receptor as possible.
- The change in noise levels from without and with vegetation vary by frequency but are all well below 3 dB and therefore are likely not discernable by a human ear; a change of 3 dB is a barely perceivable change in noise level.
- However, if vegetation is to be utilized as a means to provide some ground based noise reduction, it should have a minimum thickness between 33 and 66 feet. It should also have a height that breaks line of sight to the source and be located as close to the noise sensitive receptor as possible.

# Next Steps

- Outreach and Communication with Local Planning Departments
  - Share the results of this GBN study and provide a general level of understanding of how ground based noise propagates through their community, and
  - Discuss how they may be able to effectively incorporate noise mitigation principals (such as with vegetation) into the design of new or re-development project.
- Create a GBN handout
- Ongoing Communication with SFO
  - Keep updated on items that could affect ground based noise, i.e.
    - New terminal and other construction
    - Runway modifications or improvements
    - Other new construction such as sea walls
- Future modeling efforts
  - Some of the conditions that may warrant additional modeling efforts include but are not limited to:
    - Other possible mitigation measures (not vegetation) such as walls, berms or sound barriers that may include variables such as location, height, construction details, etc.
    - Updates to terrain and/or buildings at SFO or within local municipalities to the southwest of SFO based on future building plans or other local input
    - Additional vegetation locations, thickness, and heights

# Questions?

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March 15, 2021

Steve Dickson, Administrator  
U.S. Department of Transportation  
Federal Aviation Administration  
Office of the Administrator  
800 Independence Avenue, S.W.  
Washington, DC 20591

Regarding: Docket No. FAA-2021-0037 - FAA Aircraft Noise Policy and Research Efforts: Request for Input on Research Activities to Inform Aircraft Noise Policy

Dear Administrator Dickson:

The San Francisco International Airport/Community Roundtable (SFORT) has been in existence for 40-years. The SFORT represents 23 elected or appointed officials from governing bodies in the counties of San Francisco, and San Mateo Counties, representing a population of 1,648,122<sup>1</sup>. The overall purpose of the SFORT is foster and enhance cooperative relationships to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will reduce the impacts of aircraft and airport noise in neighborhoods and communities in San Francisco, and San Mateo Counties.

At its regular Membership Meeting of February 3, 2021, the SFORT received a presentation from HMMH President Mary Ellen Eagan, on the FAA Neighborhood Environmental Survey (NES). On March 1, 2021, the SFORT Legislative Subcommittee met to discuss the FAA Aircraft Noise Policy and Research Efforts (Docket No. FAA-2021-0037) where the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.) provided their Board recommendations, and HMMH gave an overview of the findings and conclusions on FAA's key research, tools, and technology programs. SFORT Members heard the presentations, and community feedback at each meeting.

This letter represents SFORT's consensus recommendations to the FAA on how resources should be directed to address community aircraft noise exposure.

SFORT believes that swift concrete action is necessary to modify the noise measurement methodology, report and share information with communities, and increase noise mitigation measures in communities. The NES results provide evidence to support what has been known anecdotally for years: Even though NextGen increased the efficiency of flight operations, the intensification of flights particularly over residential communities has resulted in cumulative noise disturbance that significantly reduces the quality of life for our residents that cannot be measured properly by the definition of significance at 65 dB CNEL/DNL.

The following are our recommend actions on key research, tools, and technology programs:

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<sup>1</sup> U.S. Census, Population Estimate, July 1, 2019.

1. Effects of Aircraft Noise on Individuals and Communities

- a. Develop an Environmental Justice metric that recognizes disadvantaged communities and measures the impact of aviation noise specifically on those communities.
- b. Prioritize all SFO flights, over water instead of over land, for departures and arrivals.
- c. Establish new policy to employ the NES, rather than the FICON/Schultz Curve, to better represent aircraft noise impacts to communities.
- d. Reinstitute the FAA Office of Environment and Energy to address community noise impacts.
- e. Disallow use of the FICON/Schultz curve in Part 150 and NEPA environmental reviews. Add air quality emissions, health impacts (including psychological impact) from flights over land. Add low frequency noise, such as ground based noise.
- f. Modify the NEPA thresholds of significance based on the findings of the NES and replacement of the CNEL/DNL metric.
- g. Eliminate NEPA Categorical Exemptions for new and updated RNAV procedures such as those for GBAS (SFO specific). Require all go through a full environmental analysis and review process.

2. Noise Modeling, Noise Metrics, and Environmental Data Visualization

- a. Replace agency-wide use of the CNEL/DNL metric with a supplemental metric such as NA (Number Above) number of events above a certain decibel level such as in NEPA, Part 150, and AIP/PFC Funding of Noise Mitigation.
- b. Consider duration within the agency approved metric(s). Use a supplemental metric that factors in duration, such as TA (Time Above).
- c. Break out noise metric standards in terms of frequency (such as low and high frequencies).
- d. Include actual real-time noise metrics, not a 24-hour average noise metric, to include the NIITE HUSSH and GBAS (SFO specific) concentrated air traffic corridors, leaf blower, freeway, and the airplane when determining community impact.
- e. Overlay on mapping, disadvantaged communities using new Environmental Justice metric recognizing communities already over-burdened by pollution, socioeconomic, and health impacts. FAA should prioritize expenditure in these communities to reduce noise pollution, and recognize the relationship between NextGen or GBAS (SFO specific) narrowing and focusing of flight paths.
- f. Recommend transparent dialogue and sharing of data and information between the FAA and its partners such as the ASCENT Program to partner with Roundtables on pilot programs to test noise metrics, noise measurement in varied topography, and inclusion and testing of ground-based noise and mitigation.
- g. Implement the environmental visualization tool to help communicate aircraft noise data to the public.
- h. Update the Aviation Environmental Design Tool (AEDT) to account for aircraft vibration, and tones of multi-rotorcraft.
- i. Vet thru Roundtables the use of updated noise screening tool to simplify modeling processes, to facilitate expedited review of proposed Federal actions where significant noise impacts are not expected (where it could qualify for a categorical exclusion).
- j. Provide funding to Airports to accommodate sound insulation treatments on properties that opted out previously, or are outside the 65 CNEL/DNL contour but underneath a flight path, or where noise reduction treatments have worn out and no longer effective. Promote the installation and

use of HEPA air filters as part of sound insulation treatment packages to purify air from aircraft emissions; ultra-fine particles are of utmost concern.

- k. Develop Noise and Operations Monitoring System (NOMS) standards and consider the use of noise monitoring data to calibrate noise modeled contours.
- l. Establish a framework for tracking and including ground-based-noise, using the SFORT-funded ground based noise study, completed on January 19, 2021, as a baseline study.

3. Reduction, Abatement and Mitigation of Aviation Noise

- a. Include broader definition of noise in Continuous Lower Energy, Emissions, and Noise (CLEEN) Program, to include all types of noise such as vibration.
- b. Develop Advanced Air Mobility (AAM) operational standards and procedures and noise abatement procedures for multi-rotor and vertical aircraft. Consider municipal-level standards for uses such as air taxis, or local good delivery and interface and transition to municipal multi-model transportation hubs.
- c. The likelihood of home-based package deliveries trending upward is likely to continue. In planning for increases in cargo (whether as part of larger aircraft types or within bellies of smaller commercial aircraft), include nighttime curfews for airports in urban areas.

4. Miscellaneous: Range of Factors / Additional Categories

- a. Clarify the role of the Community Engagement Officers (CEO) to actively engage in a transparent, complete, and forthright collaboration, sharing, and pilot testing programs with Roundtables.
- b. Address the Final Recommendations of the Select Committee on South Bay Arrivals dated November 17, 2016; and the SFORT recommendations.
- c. FAA should provide guidance to airports on the removal and relocation of Noise Monitoring Systems (NMT) as part of an existing noise monitoring system.
- d. Complete the Certification of Supersonic Airplanes SFORT recommendations (FAA-2020-0316) dated June 8, 2020.
- e. Voluntarily implement provisions of proposed legislation on community noise reduction, such as Rep. Jackie Speier REST Act, to enable airports to impose noise deterrence penalties and impose access restrictions between 10:00p-7:00a, or SNORE Act to noise insulate 200+ homes annually; or FAIR Act to add to the FAA Mission noise and health impacts, along with safety; and LEAVE Act to create standards and remedies related to ground-based noise.
- f. Partner with regional governments to discuss electric and vertical aircraft (such as air taxis) on municipal buildings and provide standards, suggested zoning, and best practices for interface with multi-model transportation hubs and emergency services.

Please consider the SFORT a partner to the FAA. We are interested in discussing in more detail the challenges in the San Francisco Bay Area. Thank you.

Sincerely,

Ricardo Ortiz, City of Burlingame, Vice Mayor  
Chairman of the Roundtable



# 2020/2021 Work Plan - Goal #1: Review and Comment on Aircraft Procedures

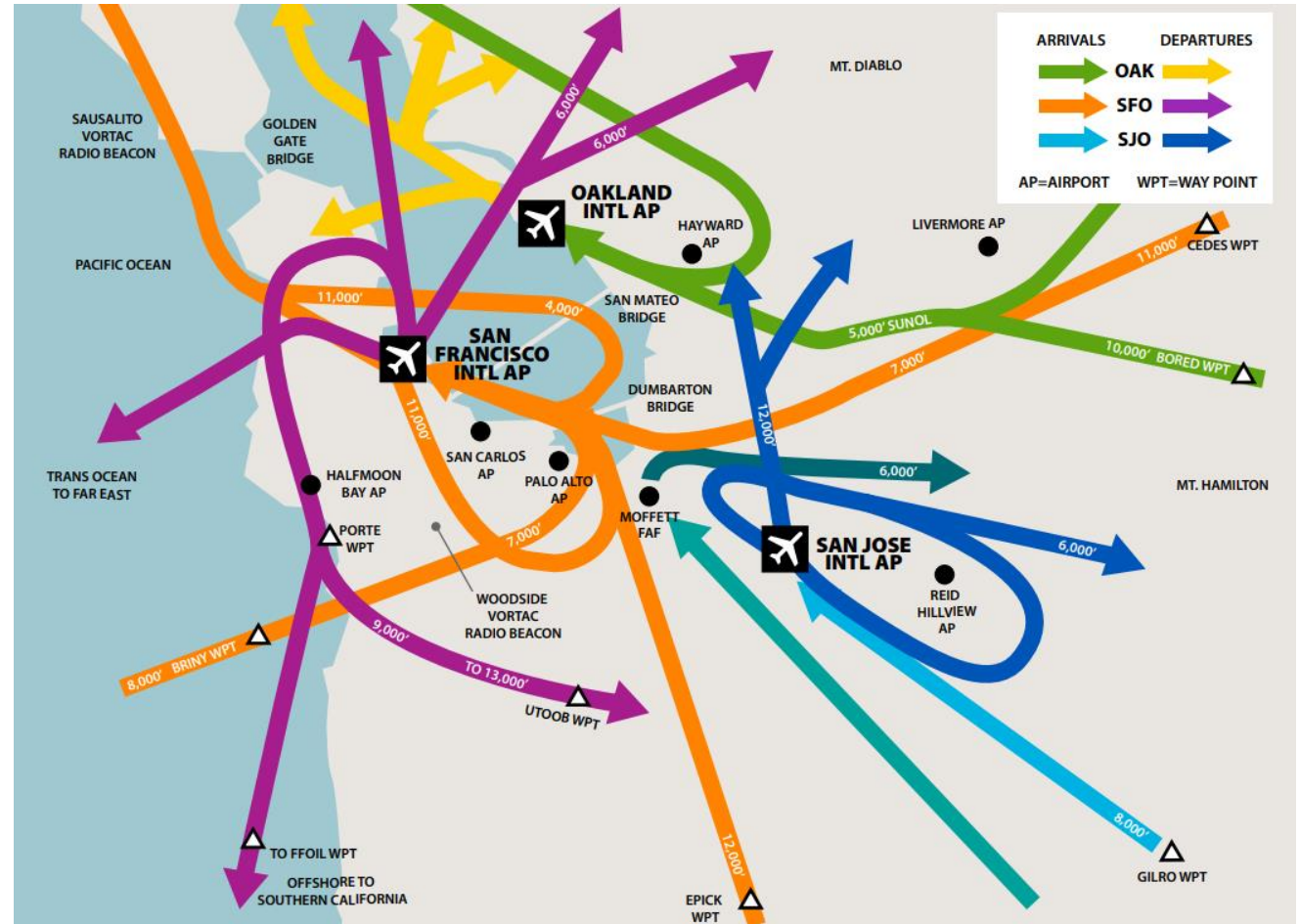
By: Justin W. Cook – INCE, LEED GA

For: Regular Roundtable Meeting

April 7, 2021

# Outline

- Select Committee on South Bay Arrivals
- Historical Timeline
- Roundtable 2020/2021 Work Plan Goal #1
  - NIITE/HUSSH Procedures
  - Runways 28L/R Procedures



# Select Committee on South Bay Arrivals

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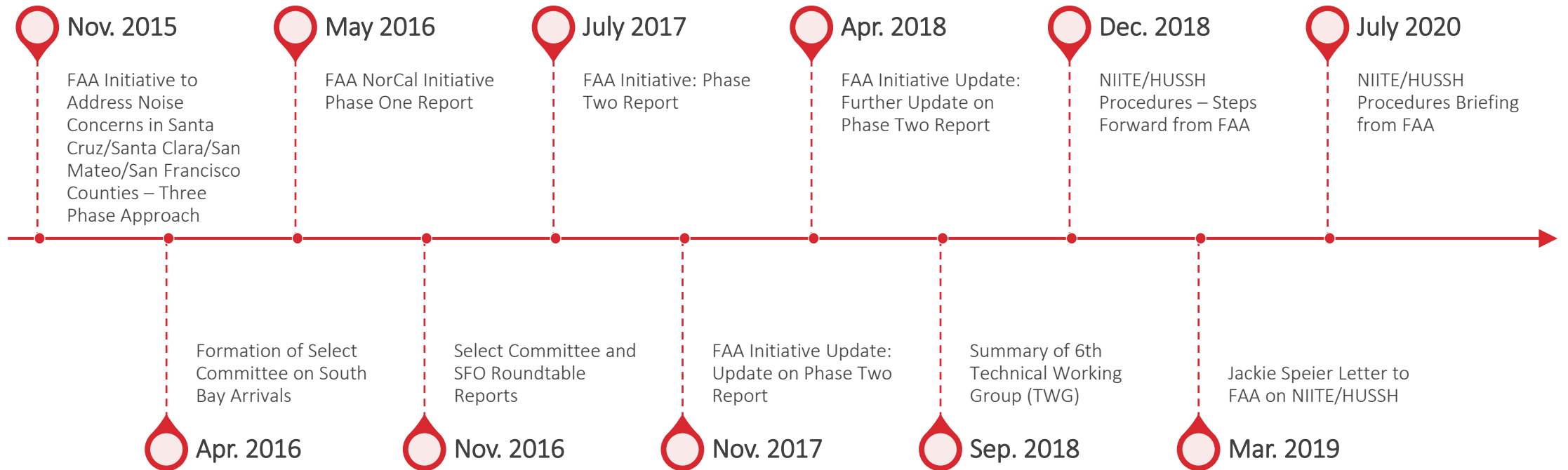
- Select Committee formed in 2016 at the urging of U.S. Congressional Representatives to address FAA's implementation of the Metroplex
  - Comprised of 12 local elected officials (with 12 alternates) representing Santa Cruz, Santa Clara, and San Mateo Counties
  - Met for 6 months with almost 2 dozen meetings
  - Led the public coordination aspect of FAA's Phase One Report
  - Reviewed FAA proposals with a focus on arrival issues that primarily impact the South Bay region  
(The Roundtable was tasked with accepting public input and reviewing FAA proposals with a focus on SFO departures and arrivals near the airport)
  - Responses to the FAA's Phase One Report issued November 17, 2016

# Select Committee on South Bay Arrivals Phase One Report

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- Report recommendations summarized as:
  - Fly at higher altitudes
  - Fly over locations with fewer people
  - Avoid noisy flight maneuvers
  - Implement noise reducing retrofits where possible
- *Reducing noise at night was reported as an urgent priority*

# Historical Timeline





# Roundtable

## 2020/2021 Work Plan Goal #1

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- Review and Comment on Aircraft Procedures: Focus on all aircraft procedures including arrival, departure, and ground-based operations
- Specific evaluations to Goal #1 include:
  - The modified FAA proposal for NIITE/HUSSH nighttime departures
  - Options for nighttime arrivals on Runways 28L/28R
  - Options for redirect of southern arrivals on the SERFR and PIRAT flight procedures

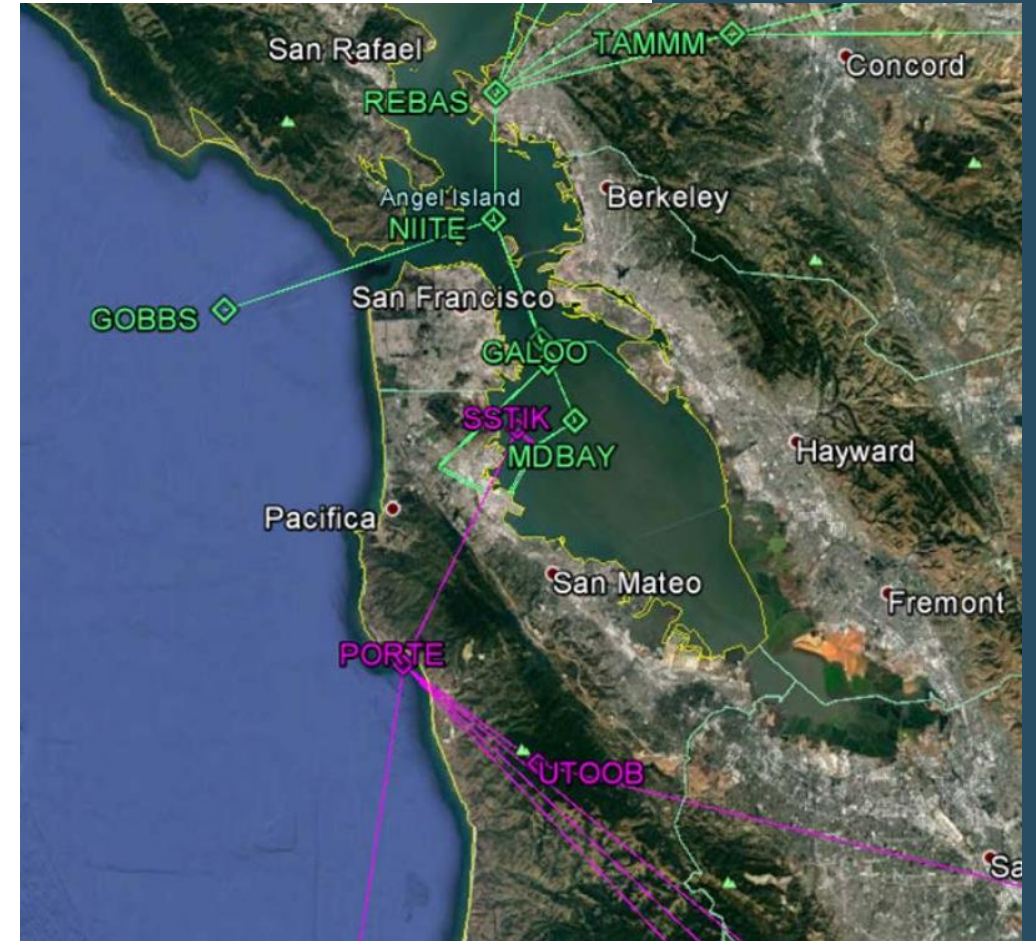
# NIITE/HUSSH Procedures

History and Current Status

# Select Committee Recommendations

- Create a new south transition for the NIITE departure procedure (1.4 in Report)
- Expand nighttime hours to 11 pm to 7 am
  - Currently NIITE is used from midnight to 6 am

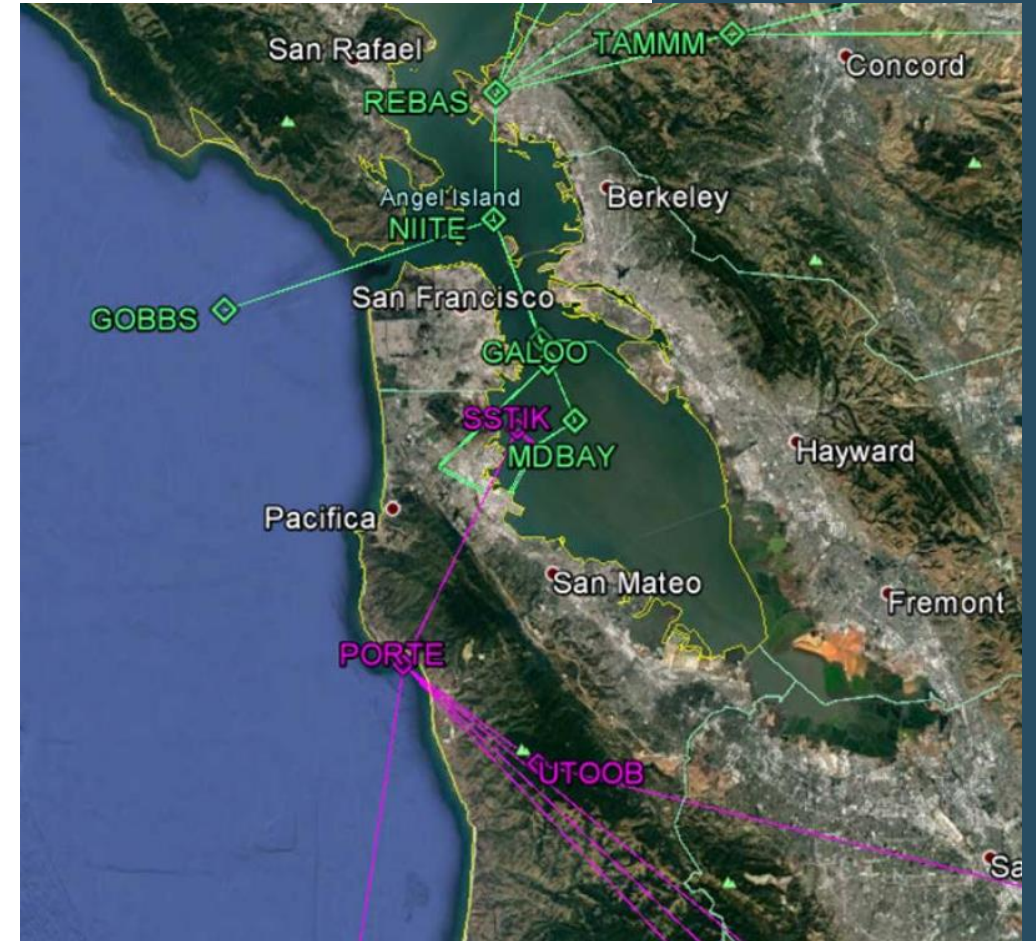
*Note: Nighttime operations headed to southern destinations currently use the SSTIK departure procedure out of SFO*





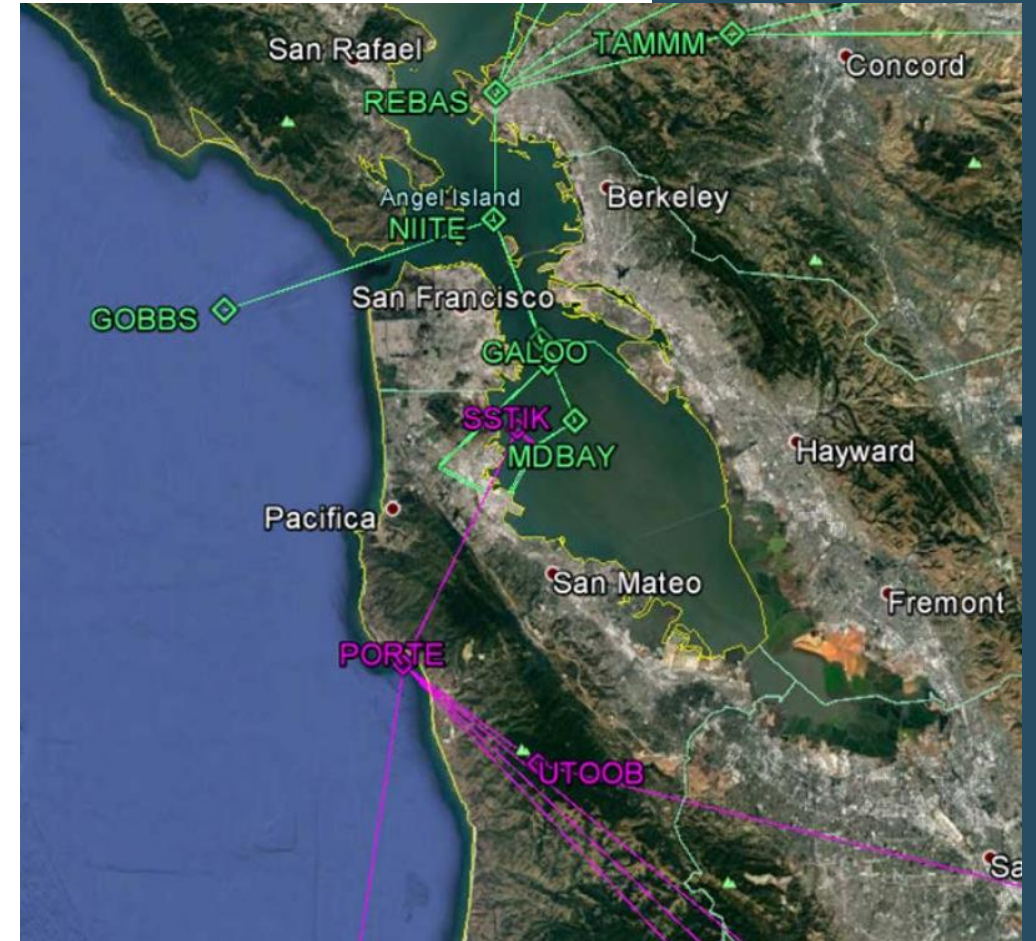
# Roundtable Recommendations

- Implement a south transition to the NIITE/HUSSH departure
  - In place of the SFO SSTIK and OAK CNDEL southbound departures
- 100% of flights to the north, east, south and west flying the NIITE/HUSSH departures to the final fix on the departure – no early turns
- Maximize use of the NIITE procedure
  - 100% usage between midnight and 6 a.m.
  - As high of usage as possible during the other nighttime hours of 10 p.m. to midnight and 6 a.m. to 7 a.m.
- Use of controller developed vectoring, techniques and perhaps alternate flight plan filing to mirror the NIITE south transition until it has been implemented
  - In place of southbound SFO SSTIK and OAK CNDEL southbound departures



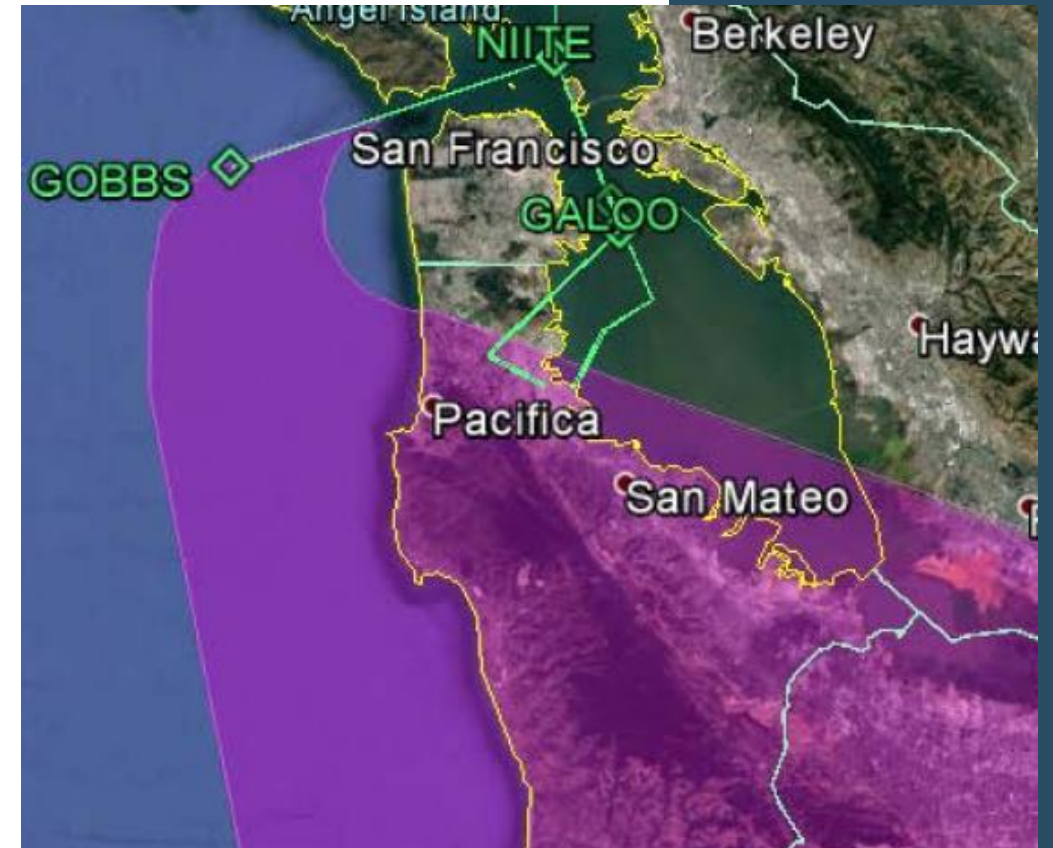
# FAA Response to Recommendations

- NIITE/HUSSH recommendations are feasible
- Volume of aircraft operations and the combining of SFO and OAK departure streams are the major factors in determining the usable hours
  - 1 am to 5 am aircraft operations do not exceed the 30 per hour limit
  - Usable hours would not change with the additional waypoints south of GOBBS or a new departure procedure like NIITE/HUSSH
- FAA will not move forward until the following issues have been addressed with airline stakeholders and affected communities through the Select Committee and/or Roundtable
  - *Congestion*
  - *Noise shifting*
  - *Increased flying distance*



# FAA Response to Recommendations (continued)

- NIITE/HUSSH procedures currently contain a transition from the NIITE waypoint to the GOBBS waypoint
- FAA proposes to utilize the GOBBS transition for southbound aircraft
  - Exception for aircraft that require Runways 28L/R
  - Using GOBBS for nighttime operations can be implemented in a much shorter timeframe than developing and implementing a new transition
- ATC will allow aircraft to turn to rejoin their route once they are over the ocean on the transition from NIITE to GOBBS by proceeding to waypoints to the south and southeast
  - Aircraft over Golden Gate are between 10,000-15,000 feet AGL



# FAA Response to Recommendations (continued)

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- Public comments could be submitted to the Roundtable
- Environmental review process is being conducted to include
  - Noise screening
  - Fuel Burn
  - CO2 Emissions
  - Section 106 Consultation
- Once the FAA's environmental review is completed, the Roundtable would coordinate with the FAA to determine the next steps

# Technical Working Group (TWG) Recommended Next Steps for NIITE/HUSSH

NIITE/HUSSH Issue	SFO Roundtable Recommendation	FAA Proposal	TWG Recommended Next Steps
Nighttime Hours	12 a.m. to 6 a.m.	1 a.m. to 5 a.m.	<ol style="list-style-type: none"> <li>1. Accept FAA's current proposal</li> <li>2. Analyze recent SFO/OAK flight track data from 12 a.m. to 1 a.m. and 5 a.m. to 6 a.m.</li> <li>3. If supported, make recommendation to FAA to expand hours</li> </ol>
GOBBS Waypoint	Stay over ocean when proceeding to waypoints to south and southeast	ATC will allow aircraft to turn to rejoin their route once they are over the ocean on the transition from NIITE to GOBBS by proceeding to waypoints to the south and southeast	<ol style="list-style-type: none"> <li>1. Accept FAA current proposal</li> <li>2. Monitor vectoring occurring between NIITE and GOBBS waypoints after implementation</li> <li>3. Analyze recent SFO/OAK flight track, altitude, and airspeed data</li> <li>4. Conduct noise modeling of analyzed data</li> <li>5. If supported, make recommendation to FAA and reiterate Roundtable recommendations (staying over ocean)</li> </ol>

# Runways 28L/R Procedures

History and Current Status

# Select Committee Recommendations

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- FAA (Air Traffic Control) should make every effort to direct arrivals into a single stream to Runway 28R during nighttime hours (midnight to 6 a.m.)  
(2.4 in Report)
- FAA to determine feasibility of increasing the glide slopes to Runways 28L/R to the maximum extent consistent with safety and goals of noise mitigation (2.7 in Report)
- FAA consider all feasible measures to reduce noise to bayside communities by directing traffic to Runway 28R when possible  
(2.10 in Report)

# Roundtable Recommendations

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- Use of a single stream of traffic to approach and land on Runway 28R (when landing to the west)
- Use of offset approaches to Runway 28R only (when weather permits and when landing to the west)



# FAA Response to Recommendations

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- Single stream of arrivals to Runway 28R in use per published procedures during both daytime and nighttime operations and is used as much as operationally feasible
- Northern California TRACON (NCT) will continue to reinforce the use of this standard operating procedure to personnel through training and briefings
- Reduction in SFO arrivals/departures may increase usage



# Technical Working Group (TWG) Recommended Next Steps for Runways 28L/R

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- Monitor and report runway use using SFO's Aircraft Noise Abatement Office (ANAO) as part of their noise system
- Analyze recent data to determine:
  - Times when a single stream to Runway 28R was not used
  - If a single stream to Runway 28R could have been used during those times
- Meet with NCT to discuss the use of a single stream to Runway 28R as per their standard operating procedure
- Educate and reinforce to controllers on the importance of using a single stream to Runway 28R
- Analyze future data to determine if use of a single stream to Runway 28R is increased, sustained and/or further increased

# Thank you!

---

Justin W. Cook – INCE, LEED GA

[jcook@hmmh.com](mailto:jcook@hmmh.com)



San Francisco International Airport

**MEMORANDUM**

February 9, 2021

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

FROM: Airport Director

SUBJECT: Authorization to Issue a Request for Qualifications for Three Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative: Contract Nos. 50277.51, 50277.52, and 50277.53.

DIRECTOR’S RECOMMENDATION: AUTHORIZE THE DIRECTOR TO ISSUE A REQUEST FOR QUALIFICATIONS FOR THREE MASTER AS-NEEDED AGREEMENTS FOR THE NOISE INSULATION PROGRAM – REPLACEMENT INITIATIVE: CONTRACT NOS. 50277.51, 50277.52, AND 50277.53.

**Executive Summary**

The purpose of the Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative (Replacement Initiative) is to secure a pool of qualified contractors to renovate prior noise abatement work in residential properties within Daly City, San Bruno, and South San Francisco. The scope of work for each property may include, but is not limited to, modifications to improve door and window performance, and to improve workmanship in prior installations within the residential properties.

The Director seeks authorization to issue a Request for Qualifications (RFQ) for three Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative: Contract Nos. 50277.51, 50277.52, and 50277.53.

**Background**

The Replacement Initiative is a subprogram of the Noise Insulation Program (NIP) which aims to mitigate the impact of aircraft noise through acoustical treatment of eligible residential properties in the communities surrounding the Airport. To qualify for the Replacement Initiative, properties must have undergone previous acoustical treatments via participation in prior phases of the NIP and the products and/or workmanship must need substantial improvement as a result of the age of installation or alleged deficiencies. This is the first of its kind airport program in the country to replace noise insulation improvements that over time have degraded or have alleged deficiencies.

The Airport initiated the Replacement Initiative to address door and window performance issues, and to improve workmanship in residential properties that received acoustical improvements in prior phases of the Airport’s NIP.

During earlier phases of the NIP, the Airport was not responsible for the management of or oversight for noise insulated homes. Rather, the Airport provided funds to the impacted jurisdictions to implement the

NIP on their own. This resulted in inconsistencies in policy application, product offerings, and quality of installations.

The Airport created the Replacement Initiative in response to community concerns about alleged deficiencies in products installed in prior phases of the NIP, and to demonstrate the Airport's continued commitment to being good stewards of homes treated under prior NIP phases.

Each master as-needed contract will have a term of five years and a not-to-exceed amount of \$2,000,000. For individual Contract Service Orders (CSO), Staff will seek price quotations for performance of the work from all contractors with master as-needed contracts.

The RFQ will contain minimum qualifications requirements appropriate for the anticipated size and complexity of the proposed scopes of work. Upon determining which proposers meet the minimum qualifications, Staff will convene a selection panel to review and score the qualifications packages. Staff will perform reference checks of past clients of the proposers and provide these to the selection panel. See Attachment A for the proposed minimum qualifications requirements and recommended evaluation and selection criteria.

Based upon the selection panel's evaluation of the qualifications packages and reference checks, Staff will prepare for the Commission's consideration a recommendation to award a contract to each of the three highest-ranked proposers.

Pending Commission approval, Staff will issue the RFQ on or about mid-February.

Staff will work with the City's Contract Monitoring Division to develop a Local Business Enterprise subcontracting participation requirement for each CSO.

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 Infrastructure Program to allow for conditions to improve in the bond market. Staff confirms that this project is a priority.

### **Recommendation**

I recommend the Commission authorize the Director to issue a Request for Qualifications for three Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative: Contract Nos. 50277.51, 50277.52, and 50277.53.



Ivar C. Satero  
Airport Director

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

Attachments

**Attachment A**

<b>PROPOSED MINIMUM QUALIFICATION REQUIREMENTS</b>	
<b>Project</b>	Contract Nos. 50277.51, 50277.52, and 50277.53, Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative
<b>Minimum Qualification Requirements</b>	<ol style="list-style-type: none"> <li>1. Proposer Qualifications: Proposer has successfully completed a minimum of five projects similar in material, design, size, and scope to this Project.</li> <li>2. Proposer Qualifications: Proposer has completed a minimum of three projects that required construction in occupied housing.</li> </ol>

<b>RECOMMENDED EVALUATION AND SELECTION CRITERIA</b>	
<b>Criteria</b>	<b>Scoring Weight</b>
Contractor’s Minimum Qualifications	Pass/Fail
Qualifications Package	
Introduction and Executive Summary	10
Proposer’s Experience and Qualifications	100
Key Personnel Experience and Qualifications	50
<b>Total Possible Points</b>	<b>160</b>
Minimum Points Required for Qualifications	100

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. \_\_\_\_\_

**AUTHORIZATION TO ISSUE A REQUEST FOR QUALIFICATIONS FOR THREE MASTER AS-NEEDED AGREEMENTS FOR THE NOISE INSULATION PROGRAM – REPLACEMENT INITIATIVE: CONTRACT NOS. 50277.51, 50277.52, AND 50277.53**

WHEREAS, the Noise Insulation Program – Replacement Initiative was initiated in response to community concerns about alleged deficiencies in products installed during prior phases of the Noise Insulation Program (NIP), and to demonstrate the Airport’s continued commitment to being good stewards of homes that were treated under prior NIP phases; and

WHEREAS, the Master As-Needed Agreements will provide a ready source of labor to perform work on an as-needed basis that cannot otherwise be performed by the City’s own labor forces due to lack of staffing or expertise; and

WHEREAS, Staff proposes to issue a Request for Qualifications to select three different qualified contractors for award of Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative that will contain minimum qualification requirements appropriate to the anticipated scopes of work; and

WHEREAS, Staff will convene a selection panel to evaluate each proposer’s experience and qualifications and rank them accordingly; and

WHEREAS, Staff will then prepare for the Commission’s consideration a recommendation to award a contract to each of the three highest-ranked proposers, each of the three contracts will have a term of five years and a not-to-exceed amount of \$2,000,000; and

WHEREAS, Staff will work with the City’s Contract Monitoring Division to develop a Local Business Enterprise subcontracting participation requirement for each Contract Service Order; now, therefore, be it

RESOLVED, that the Commission hereby authorizes the Director to issue a Request for Qualifications for three Master As-Needed Agreements for the Noise Insulation Program – Replacement Initiative: Contract Nos. 50277.51, 50277.52, and 50277.53.

*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 33, Number 6

February 19, 2021

## Legislation

### AIRCRAFT NOISE AND EMISSIONS LEGISLATION THAT HAS BEEN OR MAY BE REINTRODUCED IN THE 117TH CONGRESS

(Compiled by Airport Noise Report as of Feb. 19, 2021)

#### Bills that did not pass in the 116th Congress (2019-2020) and have already been reintroduced in the 117th Congress (2021-2022)

##### Safe and Quiet Skies Act (H.R. 389)

Reintroduced on Jan. 21 by Rep. Ed Case (D-HI)

The bill would:

- Direct the FAA to adopt National Transportation Safety Board (NTSB) recommendations that will increase safety and reduce the community disruption of commercial air tours.
- Require that tour flights fly above the 1,500-foot altitude over actual ground at all times with very limited exceptions for emergencies and takeoff/landing.
- Require tour flights over occupied areas (including residential, commercial and recreational areas) to be no louder than 55 dBA, the same level of noise commonly allowed for residential areas.
- Allow states and localities to impose additional requirements – stricter than the minimum national requirements called for in the act – on tour flights.
- Prohibit tour flights over military installations, national cemeteries, national wilderness areas, national parks and national wildlife refuges.

##### Air Traffic Noise and Pollution Expert Consensus Act (H.R. 712)

Reintroduced on Feb. 2 by Rep. Stephen Lynch (D-MA)

Text of the bill is not available yet but, as introduced in the 116th Congress (2019-2020), the bill would have:

- Required the FAA to sponsor an Expert Consensus Report issued by the National Academies of Sciences, Engineering and Medicine on the health effects of airplanes flying over residential areas.
- Required the National Academies to convene a committee of health and environmental science experts within 30 days to examine the health impacts of air traffic noise and pollution and issue an Expert Consensus Report with their findings to

## In This Issue...

**Legislation...** This special issue of Airport Noise Report provides an update on the status of legislation addressing aircraft noise and emissions that was introduced in the U.S. House of Representatives in the 116th Congress (2019-2020) but did not pass.

Such bills, if reintroduced, would have a better chance of passage now that the Democrats control both the House and Senate in the new 117th Congress (2021-2022).

Included in this issue are three categories of aircraft noise and emissions legislation:

- (1) Bills that have already been reintroduced in the new 117th Congress;
- (2) Bills that have not yet been reintroduced in the new Congress but will be; and
- (3) Bills whose authors have not yet announced whether their bills will be reintroduced in the new Congress.

(Continued on p. 22)



***Legislation, from p. 21***

the Secretary of Health and Human Services, the Administrator of the Environmental Protection Agency, and relevant congressional Committees, including the House Committee on Transportation and Infrastructure and the House Committee on Oversight and Government Reform.

**Bills that did not pass in the 116th Congress but will be reintroduced soon in the 117th Congress****Aviation Impacted Communities Act**

This bill was introduced by Rep. Adam Smith (D-WA) in the 116th Congress and his staff said it is expected to be reintroduced in March. The bill is being reviewed to determine if changes need to be made.

As introduced in the last Congress, the bill would have:

- Authorized \$750 million for fiscal years 2021 to 2030 to fund noise mitigation efforts – including sound insulation – in communities outside the 65 DNL noise contour that are designated as “aviation-impacted.”

- Allowed communities located within one mile of a commercial or cargo jet route that is 3,000 ft or lower to be designated as “aviation impacted,” thus allowing residents to petition the FAA to study and create action plans to solve aircraft noise and emissions impacts.

- Significantly expanded the current limits of FAA-funded sound insulation efforts to allow FAA and airport operators to provide sound insulation for:

- (1) Aviation-impacted communities that are subjected to “substantial increases” in flight frequency or from the adoption of new flight procedures that create noise impacts in neighborhoods that did not previously experience significant impacts from commercial aircraft operations; and

- (2) Neighborhoods within a 55 DNL contour in which an airport operator or the Administrator of the FAA determines “significant numbers” of flight operations are conducted between 10 p.m. and 6 a.m.

- Require FAA to interface directly with and be responsive to residents and locally-nominated leaders on issues of aviation noise and environmental impact.

**Protecting Airport Communities from Particle Emissions Act**

This bill was introduced by Rep. Adam Smith (D-WA) in the 116th Congress and his staff said it is expected to be reintroduced soon in the 117th Congress.

The text of the new bill has not been released yet but, as introduced in the previous Congress, the bill would have:

- Required the FAA to enter into “appropriate arrangements” with the National Academy of Sciences to conduct a

national study on the sources, characteristics, dispersion, and potential health effects of ultrafine particles (UFPs) in communities around airports. The study must:

- (1) Focus on large hub commercial airports in Seattle, Boston, Chicago, New York, the Northern California Metroplex, Phoenix, the Southern California Metroplex, the District of Columbia, Atlanta, and “any other metropolitan large hub airport identified by the FAA Administrator”; and

- (2) Look at potential health effects associated with elevated UFP exposures, including heart and lung diseases, asthma, nervous system disorders, and other health effects, that have been considered in previous studies; and potential UFP exposures, especially to susceptible and vulnerable groups.

**Bills that did not pass in the 116th Congress and it is unclear yet whether they will be reintroduced in the 117th Congress****Decrease Noise Levels Act**

This bill was introduced by Rep. Grace Meng (D-NY) in the 116th Congress but did not pass. Rep. Meng’s staff has not yet responded to inquiries regarding whether the bill will be reintroduced.

As introduced in the last Congress, the bill would have:

- Required the FAA to lower the level of noise it considers to have “significant” impact in terms of its Part 150 Airport Noise Compatibility program from 65 DNL to 60 DNL immediately and to create a plan to further lower the level of significant impact to 55 DNL in 10 years.

- Required any community outreach FAA conducts on DNL to contain the results of the evaluations of alternative metrics to DNL required under Sections 173 and 188 of the FAA Reauthorization Act of 2018.

**Quiet Communities Act of 2019**

This bill was introduced by Rep. Grace Meng (D-NY) in the 116th Congress but did not pass. Meng has not said whether she plans to reintroduce the bill.

As introduced in the last Congress, the bill would have:

- Reestablished the Environmental Protection Agency’s Office of Noise Abatement and Control (ONAC) and require the office to study aircraft noise.

- Defined the responsibilities of ONAC as: (1) promoting the development of effective state and local noise control programs, (2) carrying out a national noise control research program, (3) carrying out a national noise environmental assessment program, (4) establishing regional technical assistance centers to assist state and local noise control programs, (5) assessing the effectiveness of the Noise Control Act of

1972, and (6) conducting related outreach and education.

- Amended the Noise Control Act of 1972 to expand the quiet communities grant program to include grants for establishing and implementing training programs on use of noise abatement equipment and implementing noise abatement plans.

### **Airplane Noise Research and Mitigation Act of 2018**

This bill was introduced by Rep. Grace Meng (D-NY) in the 117th Congress but did not pass. Rep. Meng has not announced if the bill will be reintroduced in the new Congress.

As originally introduced, the bill would have

- Amended title 49, Section 44513(b)(1)(A), to require regional centers of air transportation excellence that FAA may establish at institutions of higher learning, to conduct research on the impacts of aircraft noise on humans and on effective methods for mitigating such impacts

### **Aircraft Noise Reduction Act**

This bill was introduced by Rep. Joe Neguse (D-CO) in the 117th Congress but did not pass.

It would have allowed general aviation airports to restrict noise without going through FAA's Part 161 process by giving authority to impose certain restrictions relating to noise concerns, such as limiting the number and type of aircraft that can operate, and setting curfews or specific hours for them to fly.

Rep. Neguse has not announced whether he will reintroduce his bill in the new Congress.

### **Cleaner, Quieter Airplanes Act**

This bill was introduced by Rep. Don Beyer (D-VA) at the end of 2019 and the congressman has not announced yet whether it will be reintroduced.

As originally introduced, the bill would have directed the National Aeronautics and Space Administration to establish an initiative to build upon and accelerate previous or ongoing work to develop and demonstrate new technologies in aircraft concepts that are capable of reducing both greenhouse gas emissions and noise emissions from aircraft by at least 50%.

The goal of the initiative would be to deploy new technologies developed pursuant to the initiative on (1) regional transport aircraft intended to enter into service by 2030, and (2) single-aisle aircraft designed to accommodate more than 125 passengers intended to enter into service by 2040.

## **Eight Bills Introduced by Rep. Jackie Speier (D-CA) in Last Congress**

On Dec. 20, 2019, California Congresswoman Jackie Speier introduced eight bills to mitigate the impact of aircraft noise on communities across the country. None of them passed in the 16th Congress. She has not yet said whether she will reintroduce any or all of the following bills:

### **Responsive Employees Support Productive Educated Congressional Talk (RESPECT) Act**

Would require FAA staff to answer questions submitted in writing by Members of Congress relating to flight procedures or other data affecting their district within 90 days and would require FAA staff to appear at a meeting or town hall with a Member of Congress with 30 days' notice.

### **Restore Everyone's Sleep Tonight (REST) Act**

Would allow airports to impose access restrictions between 10 p.m. and 7 a.m., without seeking approval or comment from the FAA, Secretary of Transportation, air carriers or aircraft operators, "or any other entity." The bill would provide exceptions for military, law enforcements, and Coast Guard flights.

It also would allow airports to impose a "noise deterrence penalty" on an air carrier or aircraft operator for a violation of their access restrictions. The penalty would begin at a base level sufficient to deter future violations of access restrictions and could increase above the base amount "if an aircraft take-off or landing results in noise to residents of any unit of local government exceeding 80 DBA "as evidenced by a noise monitoring device recognized as authoritative by the airport." Penalties collected for violations of airport access rules would be remitted to the unit or units of local governments impacted by the violations.

### **Serious Noise Reduction Efforts (SNORE) Act**

Would establish a program at San Francisco International Airport (SFO) to noise insulate 200+ homes per year in specific areas or provide financial support to the cities impacted by noise.

### **Southbound HUSSH and NIITE Help Households (SHHH) Act**

Would support formally initiating and continuing the standard processing of the proposed San Francisco International Airport (SFO) NIITE Departure Southbound Transition and the Oakland International Airport (OAK) HUSSH Departure Southbound Transition.

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### *Fairness in Airspace Includes Residents (FAIR) Act*

Would amend the FAA's prioritization of U.S. airspace use. Safety in managing U.S. airspace would remain the first priority. Secondary priorities would put noise and health impacts to residents and other environmental concerns on an equal basis with efficiency.

### *All Participating in Process Reaching Informed Solutions for Everyone (APPRISE) Act*

Would ensure that community knowledge and input is represented in the FAA flight procedure design process. An aviation roundtable technical representative will be allowed to fully participate in the FAA procedure design process for procedures affecting their communities.

### *Notify Officials to Inform Fully and Impel Educated Decisions (NOTIFIED) Act*

If a new or modified flight path is proposed through the FAA Procedure Based Navigation (PBN) process, the FAA would be required to notify City Councils, Boards of Supervisors, Members of Congress, and Aviation Roundtables within 5 miles of the flight path in question.

### *Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE) Act*

As an airplane leaves from an airport, its takeoff generates significant amounts of ground-based low-frequency noise and vibration impacting residents in the vicinity. The bill would lead to the establishment of standards and remedies related to ground-based noise (GBN). If enacted, the bill would permit a state cause of action for GBN if a state has undertaken a study of GBN at an airport, set a maximum, and the airport then exceeds the maximum, leading to substantial negative impacts on the community.

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## AIRPORT NOISE REPORT

Anne H. Kohut, Publisher

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# Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 33, Number 7

March 5, 2021

## *Sound Insulation*

### **FAA URGED TO QUICKLY DEVELOP PLAN TO USE AIP FUNDS TO REPLACE OLD INSULATION**

Reps. Adam Smith (D-WA) and Katherine Clark (D-MA) urged FAA Administrator Steven Dickson in a Feb. 22 letter to swiftly implement a provision in the Fiscal Year 2021 Consolidated Appropriations Act for the Department of Transportation and other federal agencies that would allow airports to use AIP funds to repair and replace residential sound insulation installed prior to 1993.

“Residences across our districts received sound insulation and other mitigation in the earliest phases of the FAA’s noise mitigation program in the 1980s and 1990s,” the congressional representatives wrote.

“At the time, materials used for sound insulation were of lower quality than what is used today. Additionally, the installation in the early phases of the program was sometimes done without proper ventilation or attention to other structural concerns, leading to cases of mold or structural damage in certain homes.

As you know, Airport Improvement Program (AIP) regulations bar airports from applying for federal funds for the same project more than one time, meaning that residences with failing sound insulation historically have not been entitled to  
(Continued on p. 26)

## *NextGen*

### **COMMUNITY GROUPS URGE BUTTIGIEG TO MAKE FAA TAKE ACTION ON NEXTGEN NOISE**

Asserting that the noise from FAA’s NextGen program is “destroying American neighborhoods,” some 18 grassroots community groups from around the country urged Secretary of Transportation Pete Buttigieg to direct the FAA take action to address NextGen noise impact.

“The noise is relentless and the airplanes are flying at low altitudes over schools, homes, hospitals and parks that have never experiences such high frequency air traffic,” they told Buttigieg in a Feb. 22 letter. “Even worse,” they wrote, “the FAA allowed this to happen without adequate public notice or comment. Communities were blindsided and left holding the bag.”

“... Despite years of promises and thousands of hours of community meetings, the FAA has done almost nothing. They’ve done almost nothing despite millions of complaints from Americans, over fifteen letters from Congress asking for fixes to NextGen, and multiple requests from state/city attorneys general, Governors, and local elected officials. It seems that if the airlines don’t want it, the FAA isn’t going to do it,” the community groups wrote.

They told the Secretary of Transportation, “We are the Americans who have

(Continued on p. 28)

## *In This Issue...*

**Sound Insulation ...** Congressional reps urge FAA Administrator to implement provision in DOT appropriations bill allowing airports to use AIP grants to repair, replace old insulation - p. 25

**NextGen ...** Community groups urge Secretary of Transportation to make FAA act on NextGen noise - p. 25

... FAA begins implementing Las Vegas Metroplex project flight path changes - p. 26

**AAM ...** Senate bill would direct feds to work with aviation industry on Advanced Air Mobility policy - p. 26

**eVTOL ...** Air Force awards Jaunt Air contract for acoustical analysis of firm’s eVTOL design - p. 27

**Part 150 ...** FAA approves San Carlos Airport’s noise compatibility program - p. 27

**RDU ...** Airport Authority has job opening for Director of Planning, Sustainability, and Env. Compliance - p. 27

### ***Insulation, from p. 25***

repairs or replacements using AIP funds.

“The FY21 House Report importantly clarifies that AIP funds to repair or replace noise mitigation in homes with noise mitigation packages installed prior to 1993 is allowed.

“To ensure the airports can take advantage of this exemption, it is vital that the FAA quickly establish a process for airports to be reimbursed for repairing or replacing noise mitigation in homes that were installed prior to 1993.

“We respectfully request the agency respond with the plan to implement the language from the FY21 House Report. We look forward to the agency’s response.”

### ***Advanced Air Mobility***

## **SENATE BILL WOULD DIRECT FEDS TO WORK WITH CIVIL AVIATION INDUSTRY ON AAM POLICY**

On March 2, Sens. Jerry Moran (R-KA) and Kyrsten Sinema (D-AZ) introduced the *Advanced Air Mobility (AAM) Coordination and Leadership Act* (S. 516) to facilitate collaboration between federal agencies and civil aviation industry leaders when developing policies regarding advanced air mobility (AAM).

The legislation would instruct the Secretary of Transportation to lead a working group comprised of members from nine government agencies to engage and work with the civil aviation industry. The working group would review policies and programs to help advance the maturation of AAM aircraft operations and create recommendations regarding safety, security and federal investments necessary for the development of AAM.

The text of the bill has not been released yet.

“American aviation is entering a new era of innovation and growth, and industry leaders should have a seat at the table as the federal government creates programs to advance the development of this technology and sets safety and operation standards,” said Sen. Moran. “Wichita leads the world in aviation, and this legislation will make certain Kansas aviation leaders have a role in developing policies designed to shape a new chapter in aviation.”

“Arizona leads in aerospace innovation, and our bipartisan legislation creates jobs that strengthen our national security and technological development,” said Sen. Sinema.

The legislation received strong support from General Aviation Manufacturers Association (GAMA), Helicopter Association International (HAI), Vertical Flight Society (VFS), Aerospace Industries Association (AIA), American Association of Airport Executives (AAAE), National Business Aviation Association (NBAA), Airports Council International – North America, Wichita State University and Spirit AeroSystems.

“Advanced Air Mobility is an emerging sector of the avi-

ation industry which has the potential to facilitate new transportation options, create jobs and economic activity, advance environmental sustainability and new technologies, and support emergency preparedness and competitiveness,” said Pete Bunce, GAMA president and CEO.

“The Advanced Air Mobility Coordination and Leadership Act will ensure the federal government is effectively engaged and coordinated internally with industry and other stakeholders to help realize the broad benefits of this developing and transformative aviation sector. We are appreciative of Senator Moran and Sinema’s leadership to further advance this exciting new frontier of aviation.”

“Advanced air mobility has the power to enhance how we connect American communities, create jobs, and keep our nation safe,” said Eric Fanning, AIA president and CEO. “Ensuring the growth of this emerging aviation technology will require strong partnerships between government and industry. We applaud Senator Moran for taking this significant step towards establishing an intergovernmental agency group that will develop a national AAM strategy to advance U.S. global leadership and competitiveness.”

### ***FAA***

## **AGENCY BEGINS IMPLEMENTING LAS VEGAS METROPLEX PROJECT**

On Feb. 25, the FAA began implementing its Las Vegas Metroplex project, which will use satellite navigation to move air traffic more safely and efficiently through the area.

New routes for McCarran International Airport, Henderson Executive Airport, and North Las Vegas Airport will be more direct, automatically separated from each other and have efficient climb and descent profiles, FAA said in a Feb. 18 announcement.

The Las Vegas Metroplex project is one of 11 FAA Metroplex projects nationwide.

FAA said that community involvement was a critical part of the project’s environmental process. The agency said it conducted a thorough environmental review and extensive public engagement for the project, including 11 public workshops in 2017 and 2019. FAA also held four public comment periods totaling more than 120 days, and evaluated and responded to more than 140 comments.

After the FAA implements the new procedures, some flight track dispersion will continue to occur as it does today. Additionally, air traffic controllers will continue to sometimes direct aircraft off published routes for safety or efficiency or to reroute them around weather systems.

The FAA issued a Finding of No Significant Impact-Record of Decision (FONSI-ROD) for the Las Vegas Metroplex project in July 2020. The agency’s initial plan to implement the new routes in November 2020 was delayed by the COVID-19 public health emergency.

After issuing the FONSI-ROD, the FAA made minor ad-

justments to five procedures that are part of the project.

The agency said it conducted a thorough review of the changes and confirmed they did not warrant a supplement to the final Environmental Assessment, consistent with FAA environmental policy.

## *eVTOL*

### **JAUNT AIR AWARDED CONTRACT FOR ADVANCED ACOUSTICAL ANALYSIS OF EVTOL DESIGN**

Jaunt Air Mobility announced recently that the Air Force Research Laboratory (AFRL) awarded the company a Small Business Technology Transfer contract to conduct research to better understand the noise sources of its eVTOL aircraft design.

The contract amount was not announced.

Under the contract Jaunt will team with Penn State University and the aerospace engineering firm Continuum Dynamics, Inc. (CDI) to employ advanced acoustical analysis techniques to characterize noise from Jaunt's Journey Compound Gyrodyne eVTOL aircraft concept.

"The purpose is to gain a comprehensive understanding of the noise sources in our aircraft configurations and the unique noise reduction opportunities," says Jaunt CEO Martin Peryea. "We will apply the knowledge to the design of the Jaunt Journey all-electric (eVTOL) aircraft, allowing us to develop the most efficient, ultra-low noise aircraft for our customers in the urban air mobility market as well as cargo, medevac, and close air support military aircraft."

Leading the Penn State University team is Professor Kenneth Brentner, an expert in aeroacoustics and rotorcraft noise. Dr. Brentner will be assisted by CDI's Dan Wachspress, the chief developer of CDI's CHARM comprehensive rotorcraft analysis used throughout the eVTOL industry.

"For this research, we will use CDI's CHARM software coupled with our PSU-WOPWOP and PSU flight simulation software to model the Jaunt test vehicle," Brentner explained. "This noise prediction system was validated through comparison with NASA acoustic flight tests of six medium to light-weight helicopters in steady and maneuvering flight conditions."

Small Business Technology Transfer (STTR) programs are highly competitive programs that encourage domestic small businesses to engage in Federal Research/Research and Development with the potential for commercialization. Through a competitive awards-based program, STTR enables small businesses to explore their technological potential and provide the incentive to profit from its commercialization. Central to the STTR program is the partnership between small businesses and nonprofit research institutions. STTR is to bridge the gap between basic science and the commercialization of resulting innovations.

## **Part 150 Program**

### **FAA APPROVES NOISE PROGRAM FOR SAN CARLOS AIRPORT**

On Feb. 24, the FAA announced its approval of all five elements of the Part 150 Noise Compatibility Program for San Carlos Airport, a mainly general aviation airport operated by San Mateo County, CA, and located 20 miles south of downtown San Francisco.

The submitted program contained five proposed land use management and program management elements. FAA said that program included no elements relating to new or revised flight procedures for noise abatement.

FAA granted outright approval for the following program elements:

- Encourage Redwood City to incorporate project review guidelines into their development review process;
- Encourage the San Mateo County Airport Land Use Commission to incorporate 2022 noise exposure contours into San Carlos Airport's Airport Land Use Compatibility Plan (ALUCP) until an updated 20-year forecast can be implemented; and Program Management Elements;
- Continue use of the Airport's noise complaint handling system;
- Update Noise Exposure Maps and Noise Compatibility Program; and
- Monitor implementation of the Part 150 Noise Compatibility Program.

For further information, contact Camile Garibaldi, and Environmental Protection Specialist in FAA's San Francisco Airports District office; tel: (650) 827-761.

## *In Brief...*

### **RDU Job Opening**

The Raleigh-Durham Airport Authority has a job opening for its Director of Planning, Sustainability & Environmental Compliance.

Following is a summary of the job description:

Performs complex professional work associated with various planning, sustainability and environmental compliance initiatives of the Authority including planning, designing, coordinating and administering airport development programs, as well the administration and oversight of sustainability and environmental compliance programs.

Provides technical direction, management, and oversight of consultant services in support of planning, sustainability and environmental compliance initiatives including but not limited to programming and forecasting, master planning, project definition studies, data collection and analysis, National Environmental Policy Act (NEPA) and North Carolina State Environmental Compliance Act (SEPA) compliance, environmental plan and program development, permit compliance, and serving as the designated representative for

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environmental projects. May also serve as the Authority management representative responsible for interaction with local units of government pertaining to a range of land-use planning and environmental initiatives.

Go to the following link for the complete job description:

<https://recruiting.ultipro.com/RAL1001/JobBoard/1a2c944b-428d-2541-600f-9ec6b7ea16e7/OpportunityDetail?opportunityId=1a985a6a-41f0-41ee-9839-e9422644493b>

For further information, contact Philip Winborne, Corporate Recruiter, Human Resources Dept., Raleigh-Durham Airport Authority at Philip.Winborne@rdu.com

RDU is expecting to keep the position open until Friday, March 12th.

**Letter, from p. 25**

had our neighborhoods destroyed. We are begging you for some relief. Please direct the FAA to start actually implementing fixes to NextGen. No more broken promises, no more subterfuge, and no more blind obedience to industry directives – it’s time for action.”

They suggested the following action be taken:

- Increase representation of community interests on the Federal NextGen Advisory Committee;
- Create a separate DOT advisory committee composed of representatives from communities affected by NextGen to advise the Secretary of Transportation directly on actions that would help;
- Require the FAA to start working directly with outside aviation consultants hired by communities seeking to fix FAA NextGen flight paths. “Communities are footing these aviation consultants at their own expense as the FAA has refused to help without them.”
- Have the White House Council on Environmental Quality support reinstatement of funding for the Environmental Protection Agency’s Office of Noise Abatement and Control, which has not been funded since the 1980s.
- Request that the National Academies of Medicine convene a committee of experts in health and environmental science to examine the health impacts of air traffic noise and pollution and prepare a corresponding Expert Consensus Report that sets forth current scientific knowledge relating to the various health impacts of air traffic noise and pollution.

The community groups signing the letter represent citizens in Scottsdale, AZ; Miami, FL; Chicago, IL; Hull, MA; Montgomery County and Southern MD; areas of New York and New Jersey; eight communities in California: Burbank, San Diego, Santa Clarita, Monterey, Sherman Oaks, Studio City, and Los Angeles. In addition, two national groups (NextGen-Relief and Aviation Impact Reform) also signed the letter.

## AIRPORT NOISE REPORT

Anne H. Kohut, Publisher

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# Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 33, Number 9

March 19, 2021

## *Annoyance Survey*

### **MUST FAA REDO COMPLETED ENV. STUDIES IN LIGHT OF UPDATED ANNOYANCE DATA?**

The Van Nuys Airport Citizens Advisory Committee (VNY CAC) is insisting in comments to FAA on its Neighborhood Environmental Survey (NES) that a Supplemental Environmental Assessment of Van Nuys Airport's NextGen procedures must be prepared by the agency in light of its survey finding that annoyance to aircraft noise is dramatically greater than its current aviation noise policy predicts.

"The Survey findings reveal that there has been a substantial change in the public's negative perception of aviation noise across the entire noise range of 50 to 70 DNL by factors as high as 20 times or more when compared to the benchmarks previously in use since the 1970s," the Committee wrote. It noted that the Survey findings "were first known to the FAA in 2016 but never previously disclosed to the public, nor used as part of their NextGen design or environmental assessment efforts."

"The VNY CAC members are in shock that these survey findings were not used in assessing the impact of NextGen at VNY prior to its implementation, given they were known to the FAA since 2016. We insist that a Supplemental Van Nuys Air-

*(Continued on p. 34)*

## *Legislation*

### **NY REPS REINTRODUCE BILL TO DECREASE COPTER NOISE, INCREASE SAFETY OVER NYC**

On March 8, New York congressional representatives Jerrold Nadler (D), Carolyn Maloney (D), and Nydia Velazquez (D), and Manhattan Borough President Gale Brewer announced the reintroduction of the Improving Helicopter Safety Act.

First introduced in 2019, the Act would drastically reduce helicopter traffic, improve safety, and cut down on noise pollution by prohibiting non-essential helicopters flight in New York City airspace. Complaints about helicopter noise increased by 130% between October 2019 and October 2020.

"The swarm of nonessential helicopters that fill New York's airspace doesn't just produce noxious noise and environmental pollution – they put New Yorkers lives in danger. With 30 fatal helicopter crashes since 1982 resulting in 25 fatalities, it's clear that New York's crowded skies are placing both those in the air and on the ground at risk," said Congressman Jerrold Nadler.

"My constituents, from Lower Manhattan to the Upper West Side, are forced to endure helicopter noise that drowns out Shakespeare performances in the park and pollution that makes it difficult to breathe. For years, we have called on the FAA to impose additional regulations —where they have failed to act to protect New York-

*(Continued on p. 35)*

## *In This Issue...*

### *FAA Annoyance Survey ...*

In comments to FAA, the Van Nuys Airport Citizens Advisory Committee insists that, in light of the agency's release of updated annoyance data, FAA must prepare a Supplemental EA for VNY NextGen procedures.

Tampa International asks FAA where additional funding to update Part 150 programs, expand sound insulation programs will come from if FAA lowers its 65 DNL threshold of significant noise impact - p. 33

*Legislation ...* NY Rep. Jerrold Nadler (D-NY) and colleagues reintroduce bill that would reduce helicopter noise over NYC - p. 33

*Military Aircraft ...* Rep. Rick Larsen (D-WA) urges President Biden to support noise mitigation of Navy Growler jets in FY 2022 budget request - p. 35

*NASA ...* Langley Research Center completes round of testing on new experimental quiet wing design - p. 35



**NES, from p. 33**

port NextGen Environmental Assessment be conducted incorporating any and all relevant studies the FAA has in-hand or currently underway.”

Is FAA required to update earlier environmental studies on the noise impact of NextGen procedures in light of the release of updated aircraft noise annoyance data? ANR turned to aviation attorney Peter Kirsch of the lawfirm Kaplan Kirsch & Rockwell for an answer.

The VNY Committee raises an issue that is important for the public to understand, he said.

The NES is a really important piece of scientific evidence but it is not like an FAA regulation, or policy, or order: the annoyance survey has no independent legal significance, Kirsch explained. But, he added, such scientific evidence is often used to change policy via legislation, regulations, or orders.

Kirsch called it “a misunderstanding of how the legal process works” to say that, because there is new scientific evidence on people’s annoyance to aircraft noise, previous environmental documents must be redone.

“The important question that people should be asking is ‘What do we do now with this new scientific evidence?’ That is what people should be focused on; the NES is not in and of itself legally significant,” the attorney stressed.

Legal policymaking is done through a complex process in which politics plays a big role, Kirsch said. Now that the updated annoyance data is out, there will be enormous pressure on the FAA from communities to change the agency’s aviation noise policy and enormous pressure from the aviation industry not to change it, he said.

The aircraft noise issue is at the same kind of “inflection point” today that it was at in 1979 when there was enormous community pressure to restrict aircraft operations and snowballing local noise restrictions. It was that political imperative that led to the enactment of the Aviation Safety and Noise Abatement Act of 1979, the adoption of the 65 DNL threshold of residential compatibility, and the Part 150 Airport Noise Compatibility Program, Kirsch noted.

“We are facing the same kind of situation today. Will Congress step in? I don’t know.” But, he added, “We are at an inflection point.”

### **Where Will Expanded Noise Mitigation Funding Come From?**

Tampa International Airport asked FAA another significant question: If FAA lowers the current 65 dB DNL threshold for significant noise impact in light of the updated annoyance data, where will the funding come from to update Part 150 programs and to expand airport sound insulation programs?

“As the FAA considers lowering the federal metric for noise compatibility (65 DNL), we urge the FAA to consider and identify a funding source for the necessary Part 150 studies airports would have to conduct, without affecting funding

sources for much-needed infrastructure improvement projects at U.S. airports

“...The potential cost of sound insulation programs to meet a lowered noise compatibility threshold is likely to be significant and we urge the FAA to identify funding sources that will provide the necessary funding to meet the needs of qualifying U.S. airports, without requiring residents to wait years, if not decades, for appropriate sound insulation, as has previously been the case in many communities around the country.”

### **Clearer FAA Roadmap Needed**

Los Angeles World Airports told FAA that it understands the need to complete planned research efforts and include stakeholder input to facilitate more informed decisions regarding whether and how to update its aviation noise policy.

“However, we see the need for FAA to provide a clearer road map that better defines this process and includes phases, milestones and an overall timeline for making these policy changes to ensure a more transparent effort.”

LAWA also recommends accelerating these research and stakeholder input efforts to allow for a more timely process. It has already been five years since the NES was conducted and there is concern that another five or more years would be necessary to complete these efforts before considering more specific noise policy changes. LAWA understands community residents affected by aircraft noise deserve timely action and believes these recommendations will help address [their] concerns.”

### **Enough Research Has Been Done**

The Port of Seattle, WA, and surrounding cities of Burien, Normandy Park, Tukwila, SeaTac, Des Moines, and Federal Way, which formed the Seattle-Tacoma International Airport Stakeholder Advisory Round Table (StART), told FAA that their “overarching comment is to urge swift and strategic decision-making about whether and how current FAA noise policy should change based on the results of the [annoyance] survey and other related research that has already been completed.”

“... the NES clearly indicates that community concerns about aircraft noise are significant, and therefore waiting for years of additional research to make policy decisions seems both unnecessary and detrimental. We also ask that – if there are policy changes that lead to new opportunities for noise insulation – the FAA work with Congress to appropriate sufficient federal funding to support those investments.”

In response to FAA’s question regarding what additional investigation, analysis, or research should be undertaken on the effects of aircraft noise on individuals and communities, on noise modeling, metrics, and data visualization, and on reduction, abatement and mitigation of aviation noise, the Port and its surround cities offered the following response:

“We believe that the fundamental premise of this question implies that not enough research has yet been completed to understand the current state of aircraft noise effects. How-

ever, thanks to the FAA, to the Airport Cooperative Research Program and to a wide variety of academic researchers, many of these topics have already been explored in great detail.

“Rather than launch extensive and time-consuming new research programs, we would like to offer an alternative approach, which would be to quickly complete a thorough review of existing scientific studies covering the topics noted above. In particular, this literature review should highlight those studies that the FAA considers to be accurate and should make clear what studies are not considered adequate and why.

“Then, based on those findings, the FAA should then release its gap analysis of what, if any, additional research is needed to inform future policymaking. Furthermore, we encourage the FAA to consider not only U.S. research on these topics, but also international research from places like the European Union and any other international noise policies and standards that have been considered and/or implemented.

**Roundtable Process Should Be Formalized**

The D.C. Metroplex BWI Community Roundtable told FAA “there is a need for a formalized interactive process for the FAA to deal with noise pollution. The FAA forces controversial noise issues to be considered only through roundtables yet there is no recognition of roundtables by the FAA in statute.

“This warrants a formal policy change in the FAA’s enabling legislation to formalize the process by which the FAA will interact with roundtables and the public. This directly applies to the FAA’s work to change its community involvement practices as described in this notice which states, ‘The FAA has since developed and begun implementing a comprehensive and strategic approach to transform and enhance FAA community involvement practices, including working through airport community roundtables, to equitably discuss opportunities to shift or, when possible, reduce aircraft noise exposure’.”

**Legislation, from p. 33**

ers, we will not. We must prioritize residents over tourists and put an end to these dangerously low flights over New York City,” said Rep. Nadler.

“If you’ve spent any time in New York City, you don’t need me to tell you that helicopter traffic is a serious safety and noise pollution concern,” said Congresswoman Carolyn B. Maloney.

“Nowhere else in the country is the noise pollution from helicopters so bad, or the safety risk to bystanders so high. I have been hearing from constituents all over NY-12 about the deafening noises produced by helicopters. We have been urging the FAA to enact stricter rules for helicopter flights over New York City for years, and they have refused. And so instead of taking no for an answer, we are reintroducing the Improving Helicopter Safety Act.”

**Military Aircraft Noise**

**WA REPS URGE BIDEN TO SUPPORT NOISE MITIGATION OF GROWLERS**

WA Congressmen Rick Larsen (D), chairman of the House Aviation Subcommittee, and Derek Kilmer (D) urged President Joe Biden in a March 13 letter to support noise mitigation efforts for the Navy’s EA-18G Growler aircraft based at Naval Air Station Whidbey Island, WA, in his Fiscal Year 2022 budget request.

EA-18G Growlers, a variant of the F/A-18F Super Hornet, fly airborne electronic attack missions and conduct practices over Whidby Island.

“This critical funding would provide technology to quiet the engines and support the installation of sound suppression measures in homes and businesses in impacted communities,” Reps. Larsen and Kilmer told President Biden.

Their letter, however, does not mention how much funding they seek to quiet the Growler operations in the Biden Administration’s FY 2022 budget request.

“Members of the Washington delegation have made it a priority to find new solutions to reduce the noise impacts of Growler jets in our region and have passed legislation to help address the concerns of our constituents,” they wrote.

“In the FY 2020 Defense Appropriations bill, we included language requiring monitoring and measurement of jet noise by the Navy. This data will provide our constituents with a more accurate understanding of the noise impacts. The FY2020 National Defense Authorization Act (NDAA), required a real-time jet noise monitoring study which is due to be completed this December. Both pieces of legislation also included language and funding for the Navy to develop new technologies to reduce EA-18G jet engine noise. The FY2021 Defense Appropriations bill, included a hard-won \$50 million for a new program to help communities make infrastructure improvements to mitigate excessive noise impacts caused by military aviation.”

**NASA**

**NASA LANGLEY CENTER TESTS NEW QUIET WING DESIGN**

*[Following is a March 11 news release by David Meade of the NASA Langley Research Center.]*

Loud noise from aircraft during take-off and on a low approach to a runway is nothing new for those who live near airports, but it is a consistent complaint. Researchers at NASA’s Langley Research Center in Hampton, Virginia completed a round of testing in late January 2021, on an experimental leading-edge wing design with the intention to reduce the noise caused by aircraft.

Aircraft noise reduction, including that of the airframe, is

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an important goal of NASA's Advanced Air Transport Technology (AATT) Project, which is supporting a combined experimental and computational effort to better understand and mitigate the sources associated with slat noise.

"Mitigating this noise emission not only has direct benefits to residents living near airports but also has financial benefits as the landing fees at many airports are tied to the noise generated by the aircraft using the runways," said David Lockard, primary investigator of the Quiet-High-Lift version of the Common Research Model (CRM-QHL).

"The non-propulsive sources of aircraft noise include high-lift devices like the leading-edge slat and trailing-edge flaps of the aircraft's wing," said Lockard. "Model-scale tests, fly-over noise measurements and numerical simulations have identified the leading-edge slat as a prominent source of airframe noise during aircraft approach."

To further develop airframe noise reduction technology, NASA has constructed a 10%-scale version of the High-Lift Common Research Model (CRM-HL) to evaluate various aircraft enhancements including low-noise slats.

The goal of January's test in NASA Langley's 14x22 subsonic tunnel was to demonstrate the effectiveness of slat noise-reduction concepts constructed out of shape-memory alloys.

"Shape-memory alloys allow them to undergo the relatively large deformations needed for the devices to stow when the slat is retracted," said Lockard. "Low-noise slats were developed using small-scale testing and computational techniques that assessed their aerodynamic, structural, and acoustic performance."

The ultimate goal is to develop the technology so that industry can readily adopt it.

Large-scale wind-tunnel testing can be challenging especially during a global pandemic. The team faced many challenges including COVID-19 protocols such as sterilization measures, lengthy clearance processes, and increased down-time between operations.

The project also had to install new facility components that allowed for the reduction of background noise that was discovered.

"I had a college professor who told me not to go into aerodynamics because all the easy problems have already been solved," said Lockard. "He was probably right that nothing comes easy, but through the combined power of computational and experimental techniques, we are still making progress."

The QHL-CRM will continue a series of additional tests during the spring of 2021 here at NASA Langley as they continue to discover more ways to reduce the noise of passing aircraft.

## AIRPORT NOISE REPORT

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# Evaluation of Speed on Aircraft Noise

FAA Report to Congress – December 2020

*Includes MIT Report ICAT-2020-03, April 2020*

# FAA Report to Congress

Provided to four members of Congress via letters on December 23, 2020

- Committee on Commerce, Science, and Transportation
  - Roger Wicker (R-MS), Chairman
  - Maria Cantwell (D-WA), Ranking Member
- Committee on Transportation and Infrastructure
  - Peter A. DeFazio (D-OR), Chairman
  - Sam Graves (R-MO), Ranking Member



# Presentation Outline

- FAA Reauthorization Act of 2018, Section 179
- Aircraft Noise Sources
- Takeoff Noise
- Approach Noise
- Report Conclusions

[https://www.faa.gov/about/plans\\_reports/congress/media/Airport Noise Mitigation Safety Study report\\_PL115-254\\_Sec179.pdf](https://www.faa.gov/about/plans_reports/congress/media/Airport%20Noise%20Mitigation%20Safety%20Study%20report_PL115-254_Sec179.pdf)



**Federal Aviation  
Administration**

## **Report to Congress**

*FAA Reauthorization Act of 2018*

*(Pub. L. 115-254)*

*Section 179: Airport Noise Mitigation and Safety Study*

June 1, 2020

# FAA Reauthorization Section 179 Requirements

1. Review and evaluate existing studies and analyses of the relationship between jet aircraft approach and takeoff speeds and corresponding noise impacts on communities surrounding airports
2. Determine whether a decrease in jet aircraft approach or takeoff speeds results in significant aircraft noise reductions
3. Determine whether the jet aircraft approach or takeoff speed reduction necessary to achieve significant noise reductions jeopardizes aviation safety; or decreases the efficiency of the National Airspace System, including lowering airport capacity, increasing travel time, or increasing fuel burn
4. Determine the advisability of using jet aircraft approach or takeoff speeds as a noise mitigation technique
5. Determine whether any metropolitan areas specifically identified in Section 189 (b)(2) of the Act would benefit without significant impact to aviation safety or the efficiency of the National Airspace System

# Aircraft Noise Sources

## Engine Noise

Fan



Core



Jet

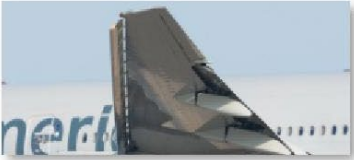


## Airframe Noise

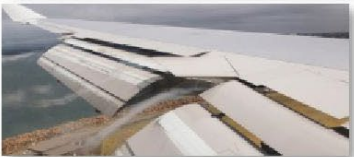
Trailing Edge



Slats



Flaps



Landing Gear



Aircraft Noise Sources

**Fig. 1 Primary Conventional Turbofan Aircraft Noise Sources**

Source: *Evaluation of the Impact of Transport Jet Aircraft Approach and Departure Speed on Community Noise*, MIT International Center for Air Transportation Report No. ICAT-2020-03, April 2020.





# Takeoff Noise

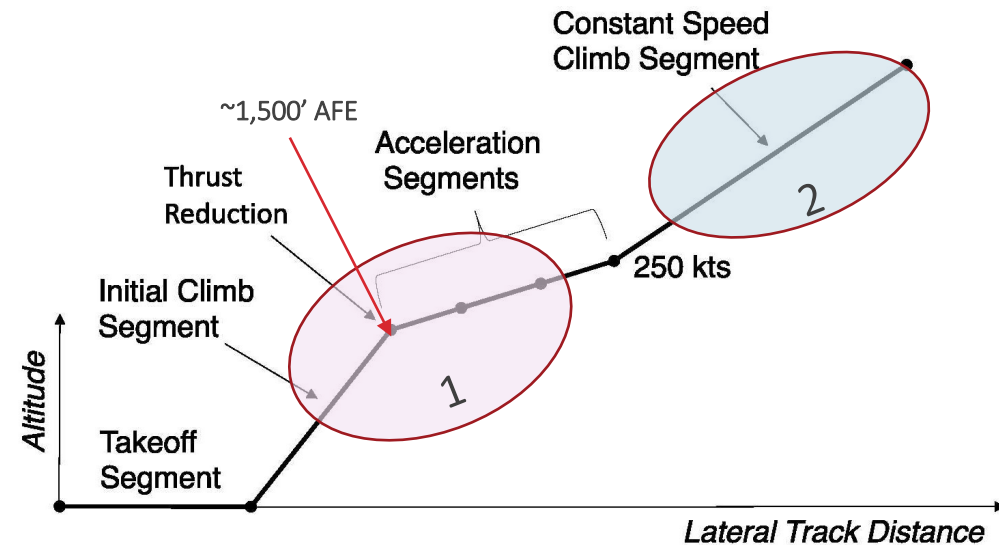
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- Engines continue to be the dominant noise source during jet aircraft takeoffs
- Engine noise increases with:
  - Increased power setting
  - Increased difference between:
    - Speed of the high velocity jet airflow
    - Speed of the aircraft
- MIT evaluated the following jet aircraft takeoff scenarios with NASA's Aircraft Noise Prediction Program (ANOPP)
  - "Close-In" Noise Abatement Departure Profile (NADP 1) vs "Distant" Noise Abatement Departure Profile (NADP 2)
  - Reduced climb speed to maintain the aircraft at the minimum safe airspeed with flaps up until 10,000 feet in altitude

# Takeoff Noise

Two jet aircraft takeoff scenarios evaluated:

1. Changing the location of the start of acceleration and flap retraction through NADPs
2. Reduced climb speed to maintain the aircraft at the minimum safe airspeed with flaps up until 10,000 feet in altitude



**Fig. 4 Typical Departure Procedure Divided into Segments, Consistent with NADP 2.**

Sources: (1) *Evaluation of the Impact of Transport Jet Aircraft Approach and Departure Speed on Community Noise*, MIT International Center for Air Transportation Report No. ICAT-2020-03, April 2020. (2) HMMH annotations (red arrow and red outlined ellipses).

# Results of Takeoff Noise Evaluation

## 1. NADP Evaluation

Changes in the acceleration location on departure results in minimal (likely not noticeable) noise reduction

## 2. Reduced Climb Speed

Because the noise is dominated by the engines during the climb, the climb speed does not have a significant effect on noise

# Approach Noise

---

- Airframes have become a more dominant noise source during jet aircraft approaches
- Airframe noise sources are highly sensitive to aircraft speed and speed is tightly coupled to the deployment of flaps, slats and landing gear
- MIT evaluated a delayed deceleration approach (DDA) concept with NASA's Aircraft Noise Prediction Program (ANOPP)

# Pros and Cons of DDA Concept

## Pros

- Reduced noise from engines and airframes 10 to 25 miles from touch down
- Reduced fuel burn due to:
  - Reduced flight times
  - Lower engine thrust settings

## Cons

- Ideal deceleration profile varies by:
  - Aircraft type
  - Weight
  - Weather
- Varying deceleration rates poses a challenge to air traffic controllers in terms of:
  - Sequencing
  - Spacing

# Report Conclusions

---

- Takeoff
  - Changes in aircraft climb speed after initial acceleration do not noticeably affect the overall aircraft takeoff noise due to the dominance of engine noise
- Approach
  - 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



# Questions/Discussion

---

Presented by Gene Reindel, HMMH Vice President



February 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 six updates at SFO and five updates at SJC during this cycle. The next publication is expected on February 25, 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

February 11, 2021

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

### Updates:

- ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL, AMDT 3A) at SFO
  - Status change to Awaiting Cancellation on April 22, 2021
- LDA PRM RWY 28R AMDT 2B at SFO
  - Status change to Awaiting Cancellation on April 22, 2021
- LDA/DME RWY 28R AMDT 2B at SFO
  - Status change to Awaiting Cancellation on April 22, 2021
- RNAV (GPS) PRM RWY 28L (CLOSE PARALLEL) AMDT 2 at SFO
  - Status change to Awaiting Cancellation on April 22, 2021
- RNAV (GPS) PRM X RWY 28R AMDT 1B at SFO
  - Status change to Awaiting Cancellation on April 22, 2021
- *STAR STINS FOUR at SFO*
  - Status change to Awaiting Publication on June 17, 2021
  
- FAIRGROUNDS VISUAL RWY 30 L/R, AMDT 8 at SJC
  - Status change to At Flight Check
- RNAV (RNP) Z RWY 30L AMDT 3 at SJC
  - Status change to At Flight Check
- RNAV (RNP) Z RWY 30R AMDT 2 at SJC
  - Status change to At Flight Check
- STAR BRIXX (RNAV) THREE at SJC
  - Status change to At Flight Check
- STAR SILCN (RNAV) FIVE at SJC
  - Status change to Awaiting Publication

### Open Comment Periods:

- FAIRGROUNDS VISUAL RWY 30 L/R, AMDT 8 at SJC
  - Comment period ends March 10, 2021
  - Changes
    - Added: JILNA waypoint to procedure
    - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
    - Moved: YADUT waypoint 0.5 NM southeast to 37°11'48.57"N, 122°01'3.74"W
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL)

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical%20Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&procedureName=FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&procedureName=FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

- RNAV (RNP) Z RWY 30L AMDT 3 at SJC
  - Comment period ends March 10, 2021
  - Changes:
    - Added: Initial Approach Fix at BORED
    - Added: Step Down Fix at SWIGS
    - Added: Initial segment from BORED to SWIGS
    - Added: Segment from SWIGS to Intermediate Fix KLIDE
    - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
    - Moved: YADUT waypoint 0.5 NM southeast to 37°11'48.57"N, 122°01'3.74"W
    - Moved: HEPAP waypoint 0.8 NM southwest to 37°11'57.20"N, 121°58'57.88"W
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical%20Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(RNP\)%20Z%20RWY%2030L%20AMDT%20&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2030L%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(RNP)%20Z%20RWY%2030L%20AMDT%20&procedureName=RNAV%20(RNP)%20Z%20RWY%2030L%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
  
- RNAV (RNP) Z RWY 30R AMDT 2 at SJC
  - Comment period ends March 10, 2021
  - Changes:
    - Added: Initial Approach Fix at BORED
    - Added: Step Down Fix at SWIGS
    - Added: Initial segment from BORED to SWIGS
    - Added: Segment from SWIGS to Intermediate Fix KLIDE
    - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
    - Moved: YADUT waypoint 0.5 NM southeast to 37°11'48.57"N, 122°01'3.74"W
    - Moved: HEPAP waypoint 0.8 NM southwest to 37°11'57.20"N, 121°58'57.88"W
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical%20Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(RNP\)%20Z%20RWY%2030R%20AMDT%20&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2030R%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(RNP)%20Z%20RWY%2030R%20AMDT%20&procedureName=RNAV%20(RNP)%20Z%20RWY%2030R%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
  
- STAR BRIXX (RNAV) THREE at SJC
  - Comment period ends March 10, 2021

- Changes:
  - Removed: YADUT waypoint as final waypoint
    - JILNA becomes final waypoint in procedure
  - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
  - Changed: Heading from JILNA to 105° from 101°
  - After JILNA, aircraft would be vectored to approach procedure at SJC
- Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20BRIXX%20\(RNAV\)%20THREE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20BRIXX%20\(RNAV\)%20THREE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20BRIXX%20(RNAV)%20THREE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20BRIXX%20(RNAV)%20THREE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
- ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL, AMDT 3A) at SFO
  - Comment period ends February 26, 2021
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20ILS%20PRM%20RWY%2028L%20\(SIMULTANEOUS%20CLOSE%20PARALLEL%20AMDT%203A&procedureName=ILS%20PRM%20RWY%2028L%20\(SIMULTANEOUS%20CLOSE%20PARALLEL%20AMDT%203A&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20ILS%20PRM%20RWY%2028L%20(SIMULTANEOUS%20CLOSE%20PARALLEL%20AMDT%203A&procedureName=ILS%20PRM%20RWY%2028L%20(SIMULTANEOUS%20CLOSE%20PARALLEL%20AMDT%203A&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- LDA PRM RWY 28R AMDT 2B at SFO
  - Comment period ends February 26, 2021
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20LDA%20PRM%20RWY%2028R%20AMDT%202B&procedureName=LDA%20PRM%20RWY%2028R%20AMDT%202B&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20LDA%20PRM%20RWY%2028R%20AMDT%202B&procedureName=LDA%20PRM%20RWY%2028R%20AMDT%202B&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- LDA/DME RWY 28R AMDT 2B at SFO
  - Comment period ends February 26, 2021
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20LDA/DME%20RWY%2028R%20AMDT%202B&procedureName=LDA/DME%20RWY%2028R%20AMDT%202B&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20LDA/DME%20RWY%2028R%20AMDT%202B&procedureName=LDA/DME%20RWY%2028R%20AMDT%202B&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- RNAV (GPS) PRM RWY 28L (CLOSE PARALLEL) AMDT 2 at SFO

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- Comment period ends February 26, 2021
- Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20RNAV%20\(GPS\)%20PRM%20RWY%2028L%20\(CLOSE%20PARALLEL\)%20AMDT%20&procedureName=RNAV%20\(GPS\)%20PRM%20RWY%2028L%20\(CLOSE%20PARALLEL\)%20AMDT%20&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20RNAV%20(GPS)%20PRM%20RWY%2028L%20(CLOSE%20PARALLEL)%20AMDT%20&procedureName=RNAV%20(GPS)%20PRM%20RWY%2028L%20(CLOSE%20PARALLEL)%20AMDT%20&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- RNAV (GPS) PRM X RWY 28R AMDT 1B at SFO
  - Comment period ends February 26, 2021
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20RNAV%20\(GPS\)%20PRM%20X%20RWY%2028R%20AMDT%201B&procedureName=RNAV%20\(GPS\)%20PRM%20X%20RWY%2028R%20AMDT%201B&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20RNAV%20(GPS)%20PRM%20X%20RWY%2028R%20AMDT%201B&procedureName=RNAV%20(GPS)%20PRM%20X%20RWY%2028R%20AMDT%201B&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

### Next Publication:

We expect no updates in the February 25, 2021 publication.



Figure 2: Proposed RNAV (RNP) Z 30L at SJC

Source: [https://www.faa.gov/aero\\_docs/acifp/56F1A44E8C7D4181B1B2B659C9A2806A-SJC/CA\\_KSJC\\_RNAV%20RNP%20Z%20RWY%2030L\\_A3\\_S.pdf](https://www.faa.gov/aero_docs/acifp/56F1A44E8C7D4181B1B2B659C9A2806A-SJC/CA_KSJC_RNAV%20RNP%20Z%20RWY%2030L_A3_S.pdf)

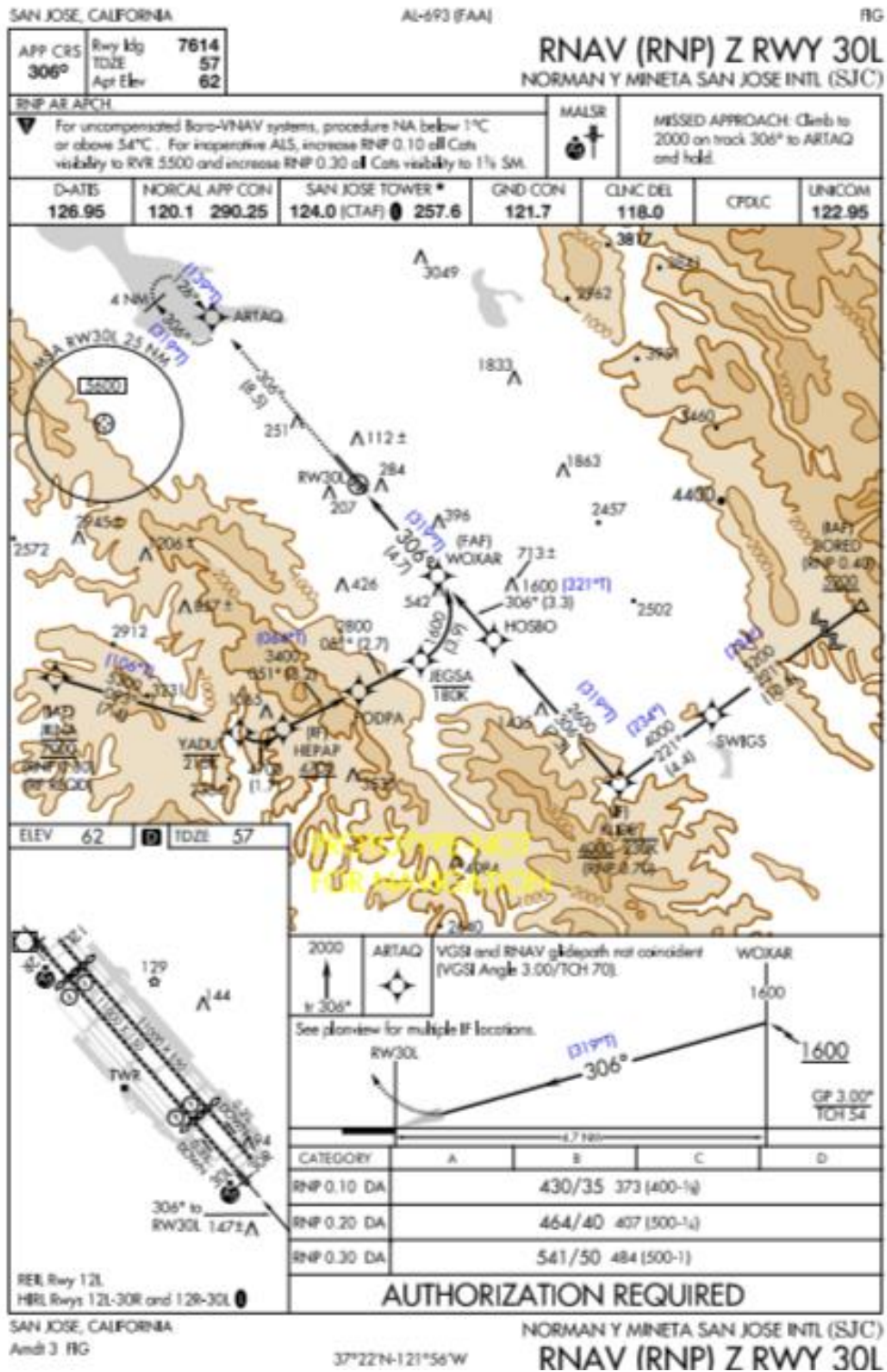


Figure 3: Proposed RNAV (RNP) Z Runway 30R at SJC

Source: [https://www.faa.gov/aero\\_docs/acifp/79CE396254EE45B08FC4F0495FDE1CE0-SJC/CA\\_KSJC\\_RNAV%20RNP%20Z%20RWY%2030R\\_A2\\_S.pdf](https://www.faa.gov/aero_docs/acifp/79CE396254EE45B08FC4F0495FDE1CE0-SJC/CA_KSJC_RNAV%20RNP%20Z%20RWY%2030R_A2_S.pdf)

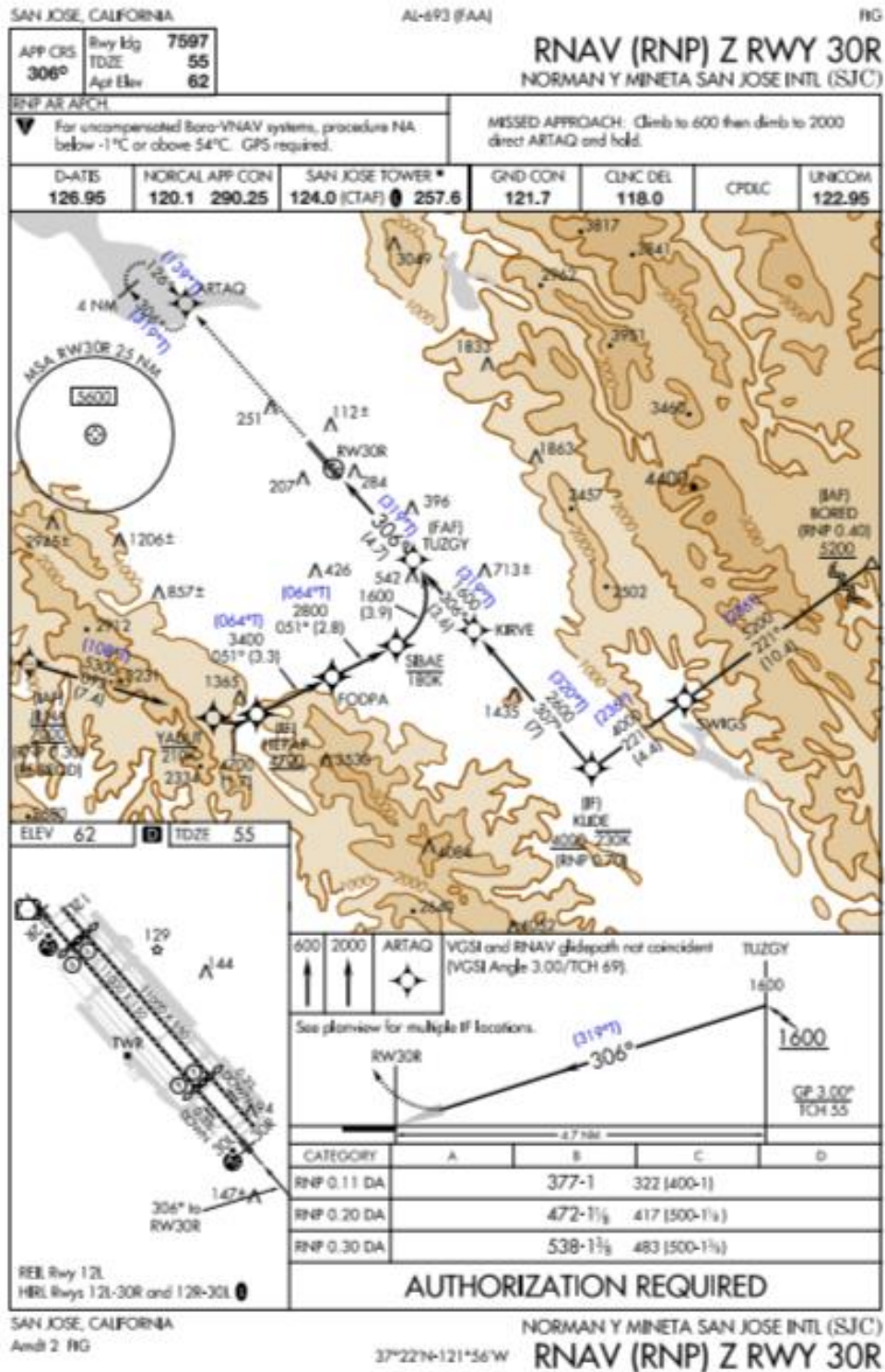
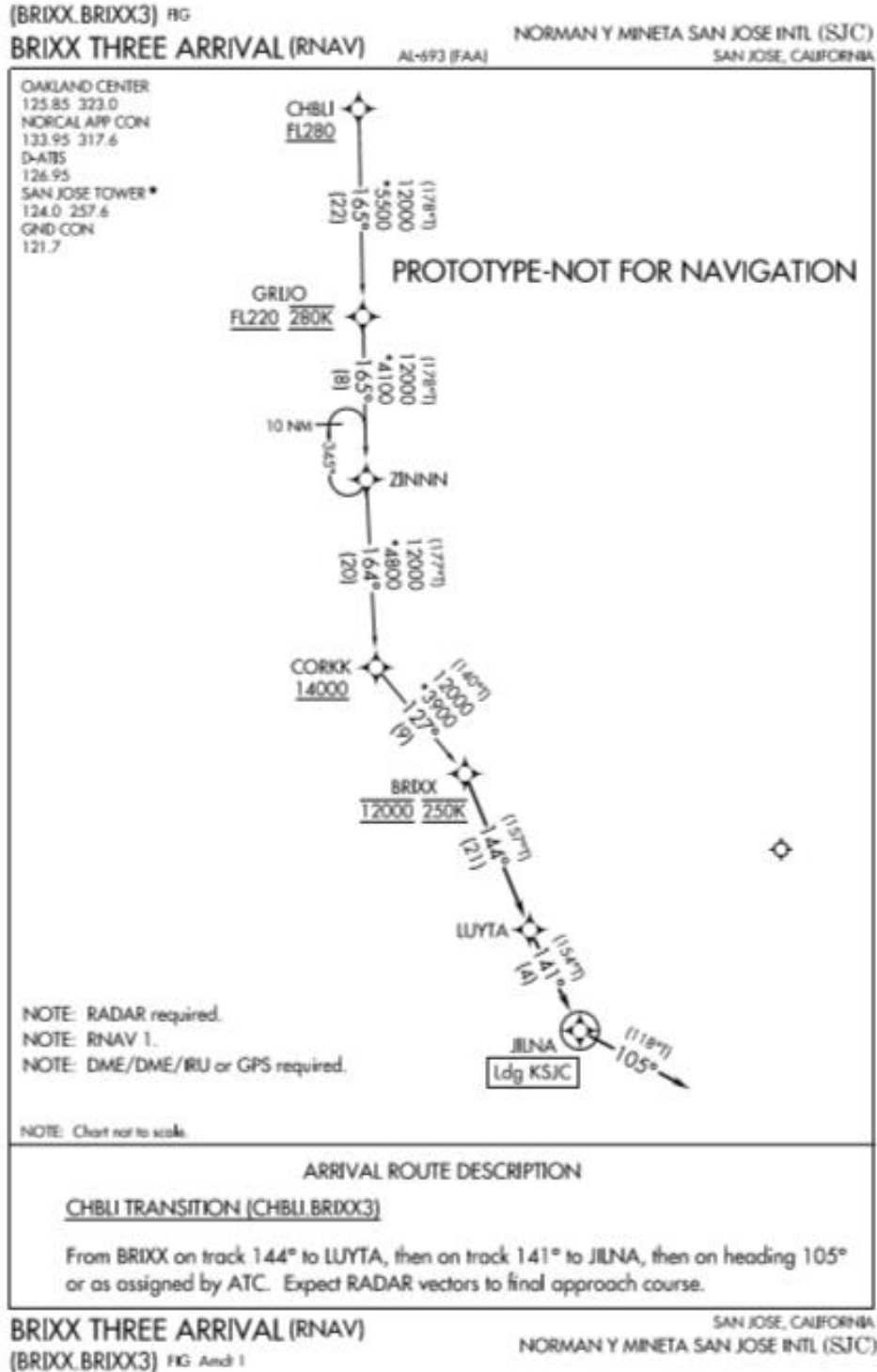


Figure 4: Proposed BRIXX3 Arrival at SJC

Source: [https://www.faa.gov/aero\\_docs/acifp/41D49B1903FF4AC3B978E10B8B9DB39D-SJC/CA\\_KSJC\\_STAR\\_BRIXX%20THREE%20RNAV\\_S.pdf](https://www.faa.gov/aero_docs/acifp/41D49B1903FF4AC3B978E10B8B9DB39D-SJC/CA_KSJC_STAR_BRIXX%20THREE%20RNAV_S.pdf)







March 5, 2021

TO: Roundtable Members and Interested Parties

FROM: Sarah C. Yenson, Senior Consultant  
Justin W. Cook, Director, Emerging Technologies and IT  
Roundtable Technical Consultant - HMMH

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

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published three updates at SFO and three updates at OAK during this cycle. Additionally, five comment periods at SJC and one comment period at SFO are currently open. The next publication is expected on March 25, 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

## HMMH FAA IFP Information Gateway Review

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

### Updates:

- SID SAHEY THREE (RNAV) at SFO
  - Status change to Under Development
- SID SSTIK FOUR (RNAV) at SFO
  - Status change to Under Development
- SID WESLA FOUR (RNAV) at SFO
  - Status change to Under Development
  
- SID CNDEL FOUR (RNAV) at OAK
  - Status change to Under Development
- SID KATFH TWO (RNAV) at OAK
  - Status change to Under Development
- SID COAST ONE at OAK
  - Status change to Pending

### Open Comment Periods:

- FAIRGROUNDS VISUAL RWY 30 L/R, AMDT 8 at SJC
  - Comment period ends **March 23, 2021** (previously March 10, 2021)
  - Changes
    - Added: JILNA waypoint to procedure
    - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
    - Moved: YADUT waypoint 0.5 NM southeast to 37°11'48.57"N, 122°01'3.74"W
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&procedureName=FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&procedureName=FAIRGROUNDS%20VISUAL%20RWY%2030%20L/R%20%20AMDT%20&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
  
- RNAV (RNP) Z RWY 30L AMDT 3 at SJC
  - Comment period ends **March 23, 2021** (previously March 10, 2021)
  - Changes:
    - ~~Added: Initial Approach Fix at BORED~~

- ~~Added: Step Down Fix at SWIGS~~
    - ~~Added: Initial segment from BORED to SWIGS~~
    - ~~Added: Segment from SWIGS to Intermediate Fix KLIDE~~
    - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
    - Moved: YADUT waypoint 0.5 NM southeast to 37°11'48.57"N, 122°01'3.74"W
    - Moved: HEPAP waypoint 0.8 NM southwest to 37°11'57.20"N, 121°58'57.88"W
    - Moved: CFBJT waypoint 1.1 NM south
    - Increased altitude for YADUT-HEPAP segment to 4,700 ft from 4,000 ft
    - Decreased altitude for HEPAP-FODPA segment to 3,400 ft from 3,600 ft
    - Missed approach altitude reduced to 2,000 ft from 2,300 ft at ARTAQ
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(RNP\)%20Z%20RWY%2030L%20AMDT%203&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2030L%20AMDT%203&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(RNP)%20Z%20RWY%2030L%20AMDT%203&procedureName=RNAV%20(RNP)%20Z%20RWY%2030L%20AMDT%203&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
- RNAV (RNP) Z RWY 30R AMDT 2 at SJC
    - Comment period ends **March 23, 2021** (previously March 10, 2021)
    - Changes:
      - ~~Added: Initial Approach Fix at BORED~~
      - ~~Added: Step Down Fix at SWIGS~~
      - ~~Added: Initial segment from BORED to SWIGS~~
      - ~~Added: Segment from SWIGS to Intermediate Fix KLIDE~~
      - Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
      - Moved: YADUT waypoint 0.5 NM southeast to 37°11'48.57"N, 122°01'3.74"W
      - Moved: HEPAP waypoint 0.8 NM southwest to 37°11'57.20"N, 121°58'57.88"W
      - Reduced altitude for HEPAP-FODPA segment to 3,400 ft from 3,600 ft
      - Increased altitude for JILNA-YADUT segment to 5,300 ft from 4,800 ft
      - Missed approach altitude reduced to 2,000 ft from 2,300 ft at ARTAQ
    - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(RNP\)%20Z%20RWY%2030R%20AMDT%202&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2030R%20AMDT%202&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(RNP)%20Z%20RWY%2030R%20AMDT%202&procedureName=RNAV%20(RNP)%20Z%20RWY%2030R%20AMDT%202&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
- STAR BRIXX (RNAV) THREE at SJC
    - Comment period ends March 10, 2021
    - Changes:
      - Removed: YADUT waypoint as final waypoint
        - JILNA becomes final waypoint in procedure

## HMMH FAA IFP Information Gateway Review

March 5, 2021

Page 4 of 4

- Moved: JILNA waypoint 1.3 NM southwest to 37°13'54.92"N, 122°09'56.40"W
    - Changed: Heading from JILNA to 105° from 101°
    - After JILNA, aircraft would be vectored to approach procedure at SJC
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20BRIXX%20\(RNAV\)%20THREE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20BRIXX%20\(RNAV\)%20THREE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20BRIXX%20(RNAV)%20THREE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20BRIXX%20(RNAV)%20THREE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
- STAR SILCN (RNAV) FIVE at SJC
  - Comment period ends March 19, 2021
  - Changes:
    - Updated notes section
    - Increased Minimum Obstacle Clearance Altitude at SILCN to 5,100 ft from 5,000 ft
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20SILCN%20\(RNAV\)%20FIVE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20SILCN%20\(RNAV\)%20FIVE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20SILCN%20(RNAV)%20FIVE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20SILCN%20(RNAV)%20FIVE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)
- STAR STINS FOUR at SFO
  - Comment period ends March 19, 2021
  - Changes:
    - Remove STS VOR from procedure
  - Concerns can be submitted via:  
[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/Aeronautical\\_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20STAR%20STINS%20FOUR%20SAN%20FRANCISCO%20CA%20KSFO&procedureName=STAR%20STINS%20FOUR%20SAN%20FRANCISCO%20CA%20KSFO&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20STAR%20STINS%20FOUR%20SAN%20FRANCISCO%20CA%20KSFO&procedureName=STAR%20STINS%20FOUR%20SAN%20FRANCISCO%20CA%20KSFO&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

### Next Publication:

We expect no updates in the March 25, 2021 publication.



# ✖ Noise News

April 2021

Prepared for the SFO Airport/Community Roundtable

## Proposed Legislation in the 117<sup>th</sup> Congress

Members of the House Quiet Skies Caucus are beginning to reintroduce legislation addressing the impact of aircraft noise on communities. Now that Democrats control the Senate, House Democrats are more optimistic that some of this legislation may pass, with Sen. Maria Cantwell (D-WA) chairing the Senate Commerce Committee and Sen. Kyrsten Sinema (D-AZ) chairing its Aviation Subcommittee.

Four pieces of legislation were re-introduced, or will be reintroduced shortly, to the 117<sup>th</sup> Congress pertaining to aircraft noise:

1. The Safe and Quiet Skies Act (H.R. 389)
2. The Air Traffic Noise and Pollution Expert Consensus Act (H.R. 712)
3. The Improving Helicopter Safety Act
4. The Aviation Impacted Communities Act

The following sections give brief overviews of what these four pieces of legislation would do should they be passed.

### ***Safe and Quiet Skies Act (H.R. 389)***

The Safe and Quiet Skies Act (H.R. 389) was previously introduced to the 116<sup>th</sup> congress but did not pass. It was recently reintroduced on January 21, 2021 by Rep. Ed Case (D-HI). This bill applies to commercial air tours and would:

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- Direct the FAA to adopt National Transportation Safety Board (NTSB) recommendations that will increase safety and reduce the community disruption.
- Require that tour flights fly above the 1,500-foot altitude over actual ground at all times with limited exceptions.
- Require tour flights over occupied areas (including residential, commercial, and recreational areas) to be no louder than 55 dBA.
- Allow states and localities to impose additional, stricter requirements on tour flights.
- Prohibit tour flights over military installations, national cemeteries, national wilderness areas, national parks, and national wildlife refuges.
- Authorized \$750 million for fiscal years 2021 to 2030 to fund noise mitigation efforts in communities outside the 65 DNL noise contour that are designated as “aviation-impacted.”
- Aviation-impacted would be defined as communities located within one mile of a commercial or cargo jet route that is 3,000 ft or lower.
- Significantly expanded the current limits of FAA-funded sound insulation efforts to allow FAA and airport operators to provide sound insulation for:
  - Aviation-impacted communities that are subjected to “substantial increases” in flight frequency or from the adoption of new flight procedures that create new noise impacts.
  - Neighborhoods within a 55 DNL contour in which an airport operator or the Administrator of the FAA determines “significant numbers” of nighttime flight operations (between 10 p.m. and 6 a.m.)
  - Require FAA to interface directly with and be responsive to residents and locally nominated leaders on issues of aviation noise and environmental impact.

### ***Air Traffic Noise and Pollution Expert Consensus Act (H.R. 712)***

The Air Traffic Noise and Pollution Expert Consensus Act (H.R. 712) was previously introduced to the 116<sup>th</sup> congress but did not pass. It was recently reintroduced on February 2, 2021 by Rep. Stephen Lynch (D-MA). The text of bill is not yet available, but the version introduced to the 116th congress would have:

- Required the FAA to sponsor an Expert Consensus Report issued by the National Academies of Sciences (NAS) on the health effects of airplanes flying over residential areas.
- Required the NAS to convene a committee of health and environmental science experts to examine the health impacts of air traffic noise and pollution and issue an Expert Consensus Report with their findings to:
  1. Secretary of Health and Human Services
  2. Administrator of the Environmental Protection Agency
  3. Relevant congressional Committees

### ***Aviation Impacted Communities Act***

The Aviation Impacted Communities Act was previously introduced to the 116<sup>th</sup> congress but did not pass. Rep. Adam Smith (D-WA) planned to reintroduce this bill in March of 2021. The text of bill is not yet available, but the version introduced to the 116th congress would have:

### ***Improving Helicopter Safety Act***

On March 8, 2021, New York congressional representatives Jerrold Nadler (D-NY), Carolyn Maloney (D-NY), and Nydia Velazquez (D-NY), and Manhattan Borough President Gale Brewer announced the reintroduction of the Improving Helicopter Safety Act. The Act would reduce helicopter traffic, improve safety, and cut down on noise pollution by prohibiting non-essential helicopters flight in New York City airspace. Complaints about helicopter noise increased by 130% between October 2019 and October 2020. The bill will be sponsored by Rep. Carolyn Maloney (D-NY).

### ***Other Aircraft Noise and Emissions Legislation***

In addition to these four, nine more bills pertaining to aircraft noise were introduced to the 116<sup>th</sup> Congress but did not pass. The status of these in the

117<sup>th</sup> Congress is currently unclear. Those pieces of legislation are as follows:

1. Decrease Noise Levels Act
2. Quiet Communities Act of 2019
3. Airplane Noise Research and Mitigation Act of 2018
4. Aircraft Noise Reduction Act
5. Cleaner, Quieter Airplanes Act
6. Restore Everyone's Sleep Tonight (REST) Act
7. Serious Noise Reduction Efforts (SNORE) Act
8. Southbound HUSSH and NIITE Help Households (SHHH) Act
9. Low-frequency Energetic Acoustics and Vibrations Exasperate (LEAVE) Act

Source: Airport Noise Report, GovTrack.us, the Gothamist, and the Office of Congresswoman Carolyn Maloney

## FAA's 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.

## FAA Hosts Webinar on the Neighborhood Environmental Survey

On Monday February 22, 2021 at 6 p.m. ET, the FAA held a public webinar on to present its recently released Noise Research Portfolio and Neighborhood Environmental Survey.

FAA's webinar provided an overview of the agency's noise research program, including the results of Neighborhood Survey, followed by a live question and answer session. It was held on Zoom and the webinar recording can be viewed on [YouTube](#).

## Public Comment Period Extended

FAA is seeking public comment on its Research Portfolio and Neighborhood Environmental Survey to help the agency determine if it needs to update its aircraft noise policy. The original public comment period was slated to close on March 15, 2021. However, FAA extended that period to April 14, 2021 – a total of 90 days from the original publication date in the Federal Register.

## FAA WANTS TO HEAR FROM YOU. WHAT DO YOU THINK ABOUT:

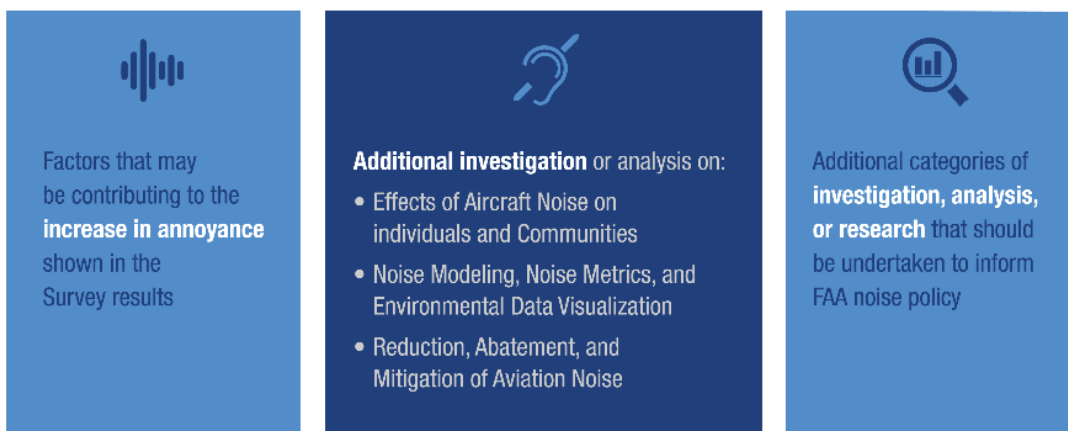


Figure 1. FAA Request for Public Comment on Research Activities

Source: FAA

## House Quiet Skies Caucus Responds

Congresswoman Eleanor Holmes-Norton (D-DC), a co-chair of the House Quiet Skies Caucus, characterized the Neighborhood Environmental Survey as showing that FAA's current methodology for measuring community noise impact is "deeply flawed." The survey found that two-thirds of people living in the 65 dB DNL noise contour of airports were highly annoyed by aircraft noise. That is compared to the 12.3 percent of people highly annoyed predicted by FAA's current dose/response curve for annoyance.

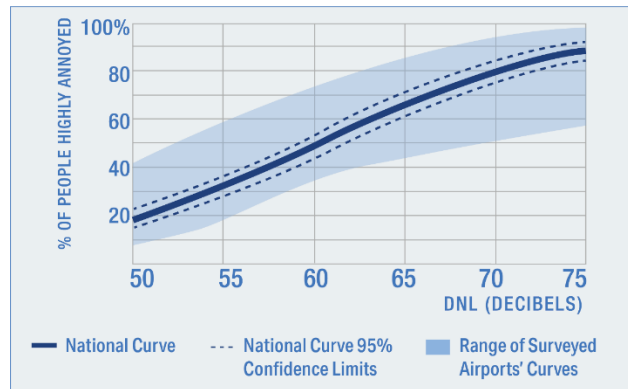


Figure 2. Neighborhood Environmental Survey Aircraft Noise Annoyance Results: National Curve

Source: HMMH and FAA, 2021

Holmes-Norton criticized the FAA's "failure to truly engage with the affected communities and understand what people on the ground are experiencing," and announced that the House Quiet Skies Caucus is preparing a formal response to the Neighborhood Environmental Survey.

Sources: FAA, Airport Noise Report, and the Office of Congresswoman Eleanor Holmes-Norton

## Federal Register Notice on FAA's Noise Portal

On February 8, 2021, the FAA issued a Federal Register notice inviting public comment on its intention to request that the Office of Management and Budget approve the renewal of information

collection on FAA's Noise Portal, which the public uses to file aircraft noise inquiries and complaints.

The FAA Regional Administrators' Offices and the FAA Noise Ombudsmen use the information reported through the FAA Noise Portal to prepare responses to these noise complaints or inquiries.

FAA asks the public comment on any aspect of this information collection, including:

- Whether the proposed collection of information is necessary for FAA's performance.
- Accuracy of the estimated burden.
- Ways for FAA to enhance the quality, utility, and clarity of the information collection.
- Ways that the burden could be minimized without reducing the quality of the collected information.

The FAA is required to receive OMB's approval to collect the information in the Noise Portal. The FAA will summarize the public comments from the 60-day comment period (March 1, 2021 to April 30, 2021), and address these in a 30-day Federal Register notice inviting further comments. OMB has 60-days from the date of the 30-day notice to approve the FAA's voluntary collection of information in the Noise Portal. FAA expects the process will be completed by July 2021.

Sources: FAA, Airport Noise Report

## AIP Funding to Repair Sound Insulation

In a February 22, 2021 letter, Reps. Adam Smith (D-WA) and Katherine Clark (D-MA) urged FAA Administrator Steven Dickson to quickly implement a provision in the Fiscal Year 2021 Consolidated Appropriations Act for the Department of Transportation and other federal agencies. The provision would allow airports to access Airport Improvement Program (AIP) funding to repair and replace residential sound insulation installed prior to 1993.



According to Reps. Smith and Clark, the materials used for sound insulation prior to 1993 were of lower quality and installation in early phases was sometimes done without proper ventilation or other concerns, leading to mold or structural damage in some homes. Prior to the provision, AIP regulations prohibited airports from applying for federal funding for a project more than once, meaning those homes in need of repairs or replacements to their sound insulation installed prior to 1993 were not to repairs or replacements using AIP funds.

The FY21 House Report includes a clarification that AIP funds can be used to repair or replace sound insulation installed prior to 1993. Reps. Smith and Clark requested that FAA respond to their request with a plan for implementing this provision.

Source: Airport Noise Report

## Grassroots Groups Urge Secretary Buttigieg to Act on NextGen Noise

Some 18 grassroots community groups from around the country sent a letter dated February 22, 2021 to Secretary of Transportation Pete Buttigieg stating that noise generated from FAA's NextGen program is "destroying American neighborhoods," and urging him to direct the FAA take action that would address NextGen noise impact.

The letter struck a harsh tone, declaring, "No more broken promises, no more subterfuge, and no more blind obedience to industry directives – it's time for action." The following were some of the suggested actions outlined in that letter:

- Create a separate DOT advisory committee composed of representatives from communities affected by NextGen to advise the Secretary of Transportation directly on actions that would help.
- Require the FAA to start working directly with outside aviation consultants hired by communities seeking to fix FAA NextGen flight paths.

- Have the White House Council on Environmental Quality support reinstatement of funding for the Environmental Protection Agency's Office of Noise Abatement and Control, which has not been funded since the 1980s.
- Request that the National Academies of Medicine convene a committee of experts in health and environmental science to examine the health impacts of air traffic noise and pollution and prepare a corresponding Expert Consensus Report.

The community groups signing the letter represent citizens from Arizona, Florida, Illinois, Massachusetts, Maryland, New York, New Jersey, and eight communities in California: Burbank, San Diego, Santa Clarita, Monterey, Sherman Oaks, Studio City, and Los Angeles. Additionally, two national groups (NextGen-Relief and Aviation Impact Reform) signed the letter.

Sources: Airport Noise Report, NextGen-Relief

## Putnam Appointed to Serve as DOT Deputy General Counsel

John Putnam – a legal expert on the issue of aircraft noise – was appointed by the Biden administration to serve as Deputy General Counsel and Acting General Counsel of the U.S. Department of Transportation. In his new role at DOT, Putnam will manage legal and policy matters concerning all the Department's operating administrations, including the FAA.

Prior to his appointment as DOT's Deputy General Counsel, Putnam was the Director of Environmental Programs for the Colorado Department of Public Health and Environment. Before that, he was partner in the Denver office of the law firm Kaplan Kirsch & Rockwell.

Putnam is best known in the airport noise community for his landmark victory in 2017 on behalf of the City of Phoenix over the FAA regarding its violation of the National Historic Preservation Act (NHPA), the National Environmental Policy Act

(NEPA), the Department of Transportation Act, and FAA’s Environmental Order during NextGen implementation at Phoenix Sky Harbor International Airport, as decided by a three-judge panel of the U.S. Court of Appeals for the D.C. Circuit.

At the time, Putnam said of the decision, “[It] is remarkable as the first to vacate NextGen routes for failure to follow environmental laws and involve stakeholders,” and that, “The D.C. Circuit made clear that FAA’s Air Traffic Organization must involve airports, cities, and neighborhoods in the assessment of flight routes that affect neighborhoods, parks, and historic districts.”

The ruling came as a shock to the FAA as federal courts almost always defer to the agency’s expertise on noise issues. As a result, FAA did not appeal the ruling to avoid the risk of the full D.C. Circuit upholding it. Instead, the FAA agreed to work with the City of Phoenix to address the flaws in its NextGen implementation.

Sources: Airport Noise Report, Denver Post, US Department of Transportation

## NASA Industry Partnership on Next Generation Aircraft Engines

In a press release dated February 4, 2021, NASA announced industry partnerships with Honeywell and GE toward its goal of a “future where supersonic airliners and highly efficient aircraft all fly in the same ultra-safe skies.”

NASA’s Hybrid Thermally Efficient Core (HyTEC) project is aggressively pursuing next generation aircraft engines which will use less fuel and produce more power while producing less noise.



*Figure 3. NASA Electric Aircraft Testbed at NASA’s Neil A. Armstrong Test Facility in Sandusky, Ohio*

Source: NASA

NASA has partnered with Honeywell to perform technology development and testing on an advanced low-pressure turbine, which will provide essential data for the HyTEC project and advance Honeywell’s technology development of higher efficiency turbines. In addition, NASA has also partnered with GE to “demonstrate and assess turbofan power extraction and integrating electric machines like motors and generators,” with the goal of increasing “power extraction at relevant commercial engine operating conditions from a thrust, weight, efficiency, operability, and durability for future electric propulsion systems.”

Sources: NASA, Airport Noise Report, Honeywell, GE

## Other Noise News

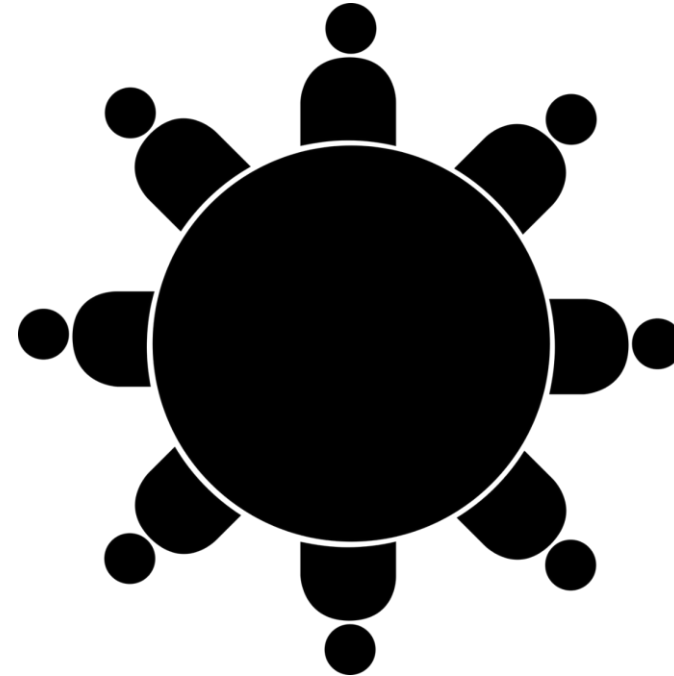
- Local jurisdictions around the City of Miami filed five separate lawsuits asking the U.S. Court of Appeals for the Eleventh Circuit in Atlanta to review FAA's Oct. 15, 2020, Finding of No Significant Impact (FONSI) and Record of Decision (ROD) approving the South-Central Metroplex project.
- The International Commission on Biological Effects of Noise (ICBEN) announced recently that its 13<sup>th</sup> ICBEN Congress on Noise as a Public Health Problem will be held on June 14-17, 2021, as a virtual event. The 13th ICBEN Congress had originally been scheduled to be held in Stockholm, Sweden, on June 15-18, 2020, but was postponed due to the COVID pandemic.
- On Feb. 25, the FAA began implementing its Las Vegas Metroplex project. New routes will be used for McCarran International Airport, Henderson Executive Airport, and North Las Vegas Airport. The Las Vegas Metroplex project is one of 11 FAA Metroplex projects nationwide.
- On Feb. 24, the FAA announced its approval of all five elements of the Part 150 Noise Compatibility Program for San Carlos Airport, a general aviation airport operated by San Mateo County, CA. The program contained five proposed land use management and program management elements, and no elements relating to new or revised flight procedures for noise abatement.

# Roundtable 101 Educational Briefing

April 7, 2021

# Outline

- Purpose of Roundtables
- Roles and Responsibilities
- SFO/Community Noise Roundtable
  - Membership
  - Member Responsibilities
  - Strategic Plan 2020-2024
  - Funding
  - Meeting Proceedings
  - Resources



# Purpose of Roundtables

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- Provides well-established framework for discussion of aircraft noise issues
  - Representation from a wide spectrum of members
  - Regular (monthly to quarterly) meetings
  - Same message for everyone at the table
  - Competing interests are given a voice
  - Open to the public
- Recommends potential practical solutions to consider for aircraft operating procedures
- Increases the community's understanding of aviation noise



## FAA Expectations

- Assemble to collaboratively identify and discuss concerns and possible resolutions
- Prepare recommendations to address community concerns
- Assist and advise FAA on community outreach or information needs
- Help FAA understand community priorities

*Source: FAA Community Involvement Manual*

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/environ\\_policy\\_guidance/guidance/media/FAA\\_CIM.pdf](https://www.faa.gov/about/office_org/headquarters_offices/apl/environ_policy_guidance/guidance/media/FAA_CIM.pdf)

# Roles and Responsibilities *Related to Aircraft Noise*

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## *FAA Noise Abatement Policy, November 1976*

- **Federal government** – source emissions, air traffic control, funding, and safety oversight
- **State and local governments** – compatible land use planning and control
- **Aircraft operators** – noise-sensitive schedules, cockpit procedures, and fleet improvements
- **Air travelers and shippers** – bear the costs
- **Current and prospective residents** – seek to understand and act accordingly
- **Airport operators** – primary responsibility for planning and implementing all noise abatement and compatible land use measures



# SFO/Community Noise Roundtable

- Established in May 1981  
– Nearly 40 years ago
- Intended to address community noise concerns and suggest potential remedies
- Funded and supported by voting member agencies



## Mission

*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 legislations, policies, and programs that results in a quiet, healthy community, and by serving as a liaison and resource for community members, local governments, the Federal Aviation Administration (FAA), San Francisco International Airport, and airline operators.*

## Membership

- *City, county, state or federal jurisdiction representatives in San Francisco, and San Mateo Counties*
- *Chief pilots from airlines operating at SFO (non-voting)*
- *FAA representative (non-voting)*

# Current Roundtable Membership

## *City, county, state or federal jurisdiction representatives (23)*

- City and County of San Francisco Board of Supervisors – Ahsha Safaí
- City and County of San Francisco Mayor’s Office– Alexandra C. Sweet
- City and County of San Francisco Airport Commission Representative – Ivar C. Satero
- County of San Mateo Board of Supervisors– Dave Pine
- City/County Association of Governments of San Mateo County Airport Land Use Committee – Carol Ford
- Town of Atherton – Bill Widmer
- City of Belmont – Tom McCune
- City of Brisbane – Terry O’Connell
- City of Burlingame – Ricardo Ortiz
- City of Daly City – Pamela DiGiovanni
- City of Foster City – Sam Hindi
- City of Half Moon Bay – Debbie Ruddock
- Town of Hillsborough – Alvin Royse
- City of Menlo Park – Cecilia Taylor
- City of Millbrae – Ann Schneider
- City of Pacifica – Mike O’Neill
- Town of Portola Valley – Jeff Aalfs
- City of Redwood City – Jeff Gee
- City of San Bruno – Tom Hamilton
- City of San Carlos – John Dugan
- City of San Mateo – Amourence Lee
- City of South San Francisco – Mark Addigeo
- Town of Woodside – John Carvell

# Membership Responsibilities & Expectations

- **Assist in fulfilling the mission of the Roundtable**
  - To identify noise concerns in the surrounding communities and to recommend courses of action ... that could reduce noise over affected communities ...
- **Represent your constituency**
  - Obtain and voice concerns from your constituency
  - Report back to your constituency
- **Participate effectively**
  - Regular, long-term attendance
  - Active participation
  - Excellent listening skills
  - Fact-based decision making
  - Respect for others' viewpoints
  - Compromise & work towards the greater good of all Roundtable member communities
- **Do your homework**
  - Become familiar with the Roundtable Bylaws and Strategic Plan/Work Program
  - Come to meetings well prepared
- **Understand the basics of aircraft noise control**
  - Federal regulations
  - State regulations
  - Aircraft performance
  - Aircraft operations
  - Aircraft noise research
  - Aircraft fleet mix (aircraft types)
  - SFO noise abatement procedures
  - SFO sound insulation programs

## Strategic Plan 2020 - 2024

- *The Roundtable's actions are guided by the Strategic Plan*
- *The Strategic Plan is used to develop its annual Work Program, prioritize its activities, and guide its efforts to work with SFO, FAA, and the airlines to respond to community concerns and to minimize the impact of aircraft noise on Roundtable member communities.*
- *Guiding Principles in the Strategic Plan define the manner in which the Roundtable will conduct business*
- *The Strategic Plan lays out a list of 6 goals.*

## Strategic Plan Guiding Principles

- *The Roundtable is the preeminent forum for addressing and resolving community concerns related to noise from aircraft operating to and from SFO*
- *The Roundtable fosters and enhances cooperation between SFO, 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.*
- *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 SFO*

# Strategic Plan 2020 – 2024 Goals

- *Review and Comment on Aircraft Procedures*
  - *Focus on all aircraft procedures(Arrivals, departures, and ground-based procedures)*
- *Address Airport Operations Noise*
  - *Abate noise impacts to surrounding communities from airport and airline operations*
- *Lobby for Aircraft Noise Reduction*
  - *Lobby for aircraft noise reduction by sponsoring legislation and research*
- *Airline Award Program*
  - *Partner with SFO to modify the Fly Quiet Program to obtain compliance and measurable improvement year over year*
- *Address Community Concerns*
  - *Focusing on San Mateo, and San Francisco Counties continue to actively respond to community concerns regarding aircraft and airport noise issues*
- *Improve Roundtable Effectiveness*
  - *Increase Roundtable Effectiveness with inward focused Member education, support, and mentorship*



# Roundtable Funding

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- The Roundtable is funded by its voting member agencies
- The County of San Mateo established a Roundtable Trust Fund that contains the funds from the member agencies and is be the keeper of the Trust Fund
- The Roundtable fiscal year runs from July 1<sup>st</sup> to June 30<sup>th</sup>
- Roundtable staff recommends an annual funding amount for reach Rountable member at least 60 days prior to the anticipated date of adoption of the annual Roundtable budget
- The budget must by approved by a majority of the representatives/alternates who are present

# Roundtable Meeting Proceedings

## *Brown Act*

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- Meetings shall comply with the open meeting laws in California (currently amended by Governor's orders to address pandemic)
  - Post notice of meeting and the agenda at least 72 hours prior to the meeting
  - Hold meetings in the jurisdiction (virtual meetings allowed during pandemic)
  - Allow the public to address the Roundtable
  - Conduct only public votes
  - Treat documents as public

# Roundtable Meeting Proceedings

## *Robert's Rules of Order*

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- Meetings shall be conducted in a fair and orderly manner
  - Fundamentally provide order to ensure all questions are thoroughly discussed before taking formal action
    - Formal action can only be taken on action items included on the agenda
  - Only one agenda item considered at a time
  - The Chair may request a motion, if action required, after the presentation and/or member discussion
  - After a motion is made and seconded, the motion may be expanded upon, discussed and/or debated by the members
    - If no second, the motion is lost
  - Upon conclusion of the discussion, the Chair will call for vote on the motion

# Roundtable Meeting Proceedings

## *Agenda*

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- Meeting agenda shall include:
  - Call to order
  - Comments from the public for items not on the agenda
  - Agenda items requiring action or providing information
  - Roundtable member discussion
  - Review of action items
  - Adjournment
- The Roundtable chair, coordinator, technical consultant and SFO set the agenda through careful and thoughtful planning and coordination
- The Strategic Plan/Work Program helps determine the agenda

# Roundtable Meeting Proceedings

## *Roundtable Member Discussion*

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- Provides the opportunity for members to raise potential future agenda items
  - Potential future agenda items may also arise during the discussion of a specific agenda item prior to the membership discussion agenda item
  - Members may only suggest potential future agenda items that are related to the mission of the Roundtable – e.g., aircraft noise concerns
    - Refer to the Roundtable Bylaws and regularly updated Work Program
- Members may also use this opportunity to raise any noise issues/concerns or other aircraft noise-related matters for discussion only
- Formal action cannot be taken on new matters that are not on the agenda

# Roundtable Meeting Proceedings

## *Participation*

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- The Chair directs the meetings
  - This role goes to the Vice Chair if the Chair is not present
- The Facilitator assists with meeting proceedings to ensure:
  - The Brown Act and Robert's Rules of Order requirements are adhered to throughout the meeting
  - The meeting remains on schedule with the published agenda
    - The order of the agenda can be altered in the meeting through membership voting procedures
- The public may address the Roundtable:
  - During the public comment period for those items not on the agenda
  - At the end of the presentation and/or membership discussion associated with each item and prior to membership voting

*Note: Each speaker will have up to two (2) minutes, at the discretion of the Chair to ensure the meeting ends on schedule*

# Roundtable Meeting Proceedings

## *Membership Voting*

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- A quorum must be present to take action (vote)
  - A quorum of the Roundtable consists of at least a majority (greater than 50%) of voting members
    - Currently the Roundtable consists of 23 voting members
    - 50% of 23 is 11.5
    - A quorum of the current Roundtable is 12 (greater than 50% of 23)
- Each representative organization has a single vote
  - Each organization may have one member and appointed alternates
  - The City and County of San Francisco has three (3) representatives on the Roundtable. 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.
  - Only one representative from an organization can participate in Roundtable meeting proceedings (including votes) at any specific Roundtable meeting
  - Alternates may officially participate in Roundtable meeting proceedings (e.g. vote) only when the regular representative is not present



# Resources

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- SFO Aircraft Noise Abatement Office Website
  - <https://www.flysfo.com/noise>
- FAA Noise Website
  - <https://www.faa.gov/noise/>
- SFO Aircraft Noise Abatement Office Staff
- SFO/Community Roundtable Meeting Packets.
- Airport Director's Reports



## Glossary of Noise Terms

Provided by SFO Airport Noise Office

### **A-Weighted Decibel, dBA**

The most common unit used for measuring environmental sound levels. The human ear does not respond equally to different frequencies of sound. An A-weight adjusts the frequency components of sound to conform to your ear's normal response at conversational levels. The FAA and State of the California have adopted the A-weighted sound level for environmental analysis. Sound level meters have an A-weighting network for measuring noise in A-weighted decibels.

### **Acceptable Rating**

As defined by Federal Aviation Regulations, Part 150, "Airport Noise Compatibility Planning". Relating to noise- Day-Night average sound Level (DNL) not exceeding 65 decibels.

### **Acoustics**

(1) The science of sound, including the generation, transmission, and effects of audible and inaudible sound waves. (2) The physical qualities (such as size and shape) of a room or other enclosure that determine the audibility and perception of speech and music.

### **Affected Local Government Agencies**

The local government agencies that have the authority to control land uses in areas that may be adversely affected by aviation activities.

### **Air Carriers**

Airlines that operate aircraft having a maximum seating capacity of more than 60 seats, a maximum payload capacity of more than 18,000 pounds, or conduct international operations.

**Air Taxi:** Non-scheduled passenger aircraft with 50 or fewer seats.

### **Air Traffic Control (ATC)**

A service operated by appropriate authority (the FAA) to promote the safe, orderly, and expeditious flow of air traffic.

### **Aircraft Operation**

A take-off, departure or overflight of an aircraft. Every flight requires at least two operations, a take-off and landing. The Federal Aviation Administration (FAA) records aircraft operations in four categories: air carrier, air taxi, general aviation, and military.

### **Airport Commission**

Consists of five members appointed by the Mayor to four-year terms. Originally part of the San Francisco Public Utilities Commission, the Airport Commission was established by City Charter in 1970. In accordance with the Charter, the Airport Commission is primarily a policy-making body, establishing the policies by which the airport operates. The Commission is prohibited by Charter from involving itself in the day-to-day operation of the airport.

### **Airport Environs**

The area surrounding an airport that is directly affected by the presence and operation of the airport.

**Airport Layout Plan (ALP)** A plan showing boundaries and proposed additions to all areas owned or controlled by the airport sponsor for airport purposes, the location and nature of existing and proposed airport facilities and structures, and the location on the airport of existing and proposed nonaviation areas and improvements thereon. The ALP is a required element of an airport master plan.

**Airport Master Plan** An assembly of appropriate documents and drawings addressing the development of a specific airport from physical, economic, social, and political jurisdictional perspectives. The airport master plan includes forecasts of aviation demand, an airport land use plan, airport layout plan, airport approach and runway protection zone plan, terminal area plan, airport access and parking plan, staging plan, capital improvement plan, and financial plan.

### **Airport Noise and Capacity Act 1990 (ANCA 1990)**

Federal noise regulations in 1990 classified aircraft as Stage 1, Stage 2, or Stage 3 aircraft, with Stage 1 being the loudest. All Stage 1 aircraft have been phased out of service. ANCA mandated that no Stage 2 aircraft could be added to the fleet or imported into the United States after November 5, 1990, and that all unmodified Stage 2 aircraft be phased out of service by December 31, 1999. Stage 3 aircraft must meet separate standards for take-off, landing and sideline measurements, depending on the aircraft's weight and number of engines. Airport operators were prohibited from issuing a curfew to airline operators. Airports where curfews were already in effect were grandfathered in.

**Airport Proprietor** A public agency or tax-supported organization, such as an airport authority, authorized to own and operate an airport, obtain property interests, obtain funds, and be

legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations.

**Airport Traffic Control Tower (ATCT)**

A central operations facility in the terminal area air traffic control system, consisting of a tower cab structure and an associated instrument flight rule (IFR) room if radar equipped, using air/ground communications and/or radar, visual signaling, and other devices, to provide safe and expeditious movement of terminal area air traffic.

**Aircraft Noise and Operations Monitoring System (ANOMS)**

Designed to provide SFO officials with accurate runway use counts specific to aircraft type, aircraft flight path information and 24-hour noise monitoring data at selected sites within residential communities. In addition to providing reliable airport operations data, ANOMS archives data for future airport decisions, validates complaint information, tracks effects of air traffic routing procedures and validates computer-generated noise models.

**Airspace**

Space in the air above the surface of the earth or a particular portion of such space, usually defined by the boundaries of an area on the surface projected upward.

**Ambient Noise Level**

The typical existing background noise level of an environment.

**ANOMS:** ANOMS is an acronym for Aircraft Noise and Operations Monitoring System which is designed to provide SFO officials with accurate runway use counts specific to aircraft type, aircraft flight path information and 24-hour noise monitoring data at selected sites within residential communities. In addition to providing reliable airport operations data, ANOMS archives data for future airport decisions, validates complaint information, tracks effects of air traffic routing procedures and validates computer-generated noise models.

**Area Navigation (RNAV)** A method of navigation that allows aircraft to fly any desired route with ground-based, satellite based, or internal aircraft navigation equipment. RNAV can condense the distance flown, reduce congestion, and allow flights into airports without navigation beacons.

**Arrival**

The act of landing at an airport.

**Arrival Procedure**

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

**Arrival Stream**

A flow of aircraft that are following similar arrival procedures.

**Auxiliary Power Unit (APU)**

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

**Aviation Safety and Noise Abatement Act**

Public Law 96-193 enacted February 18, 1980. The purpose of the Act is to assist airport sponsors in preparing and carrying out noise compatibility programs and in assuring continued OF safety for aviation. The Act also contains provisions extending to January 1, 1988, the 1979 requirement for certain types of aircraft to comply with Part 36 of the Federal Aviation Regulations. Glossary of Aircraft Noise and Land Use Compatibility Terms 2 June 2014 Term Definition

**Avigation Easement** A type of land acquisition that involves less-than-fee purchase. One form of avigation easement grants the right to perform aircraft operations over the designated property, including operations that might cause noise, vibration, and other effects. A stronger form of easement is a deed restriction that may include (1) the right to perform aircraft operations over the property, and (2) public acquisition of a landowner's rights restricting future development of the property in any use more intensive than that existing at the time of the transaction. This easement may also include specific prohibitions as to the uses for which the property may be developed. Maximum heights of structures and other objects may also be specified. BUILDING CODE A legal document that sets forth requirements to protect the public health, safety, and general welfare as they relate to the construction and occupancy of buildings and structures. The code establishes the minimum acceptable conditions for matters found to be in need of regulation. Topics generally covered are exits, fire protection, structural design, sanitary facilities, lighting, and ventilation. Sound insulation may also be included.

**Building Code**

A legal document that sets forth requirements to protect the public health, safety, and general welfare as they relate to the construction and occupancy of buildings and structures. The code establishes the minimum acceptable conditions for matters found to be in need of regulation.

Topics generally covered are exits, fire protection, structural design, sanitary facilities, lighting, and ventilation. Sound insulation may also be included.

### California Code of Regulations Title 21, Subchapter 6

This code describes noise standards by defining metrics terminology and requirements regarding compatible land use. SFO was one of the first airports in the state to achieve a zero impact area within the 65 dB CNEL (Community Noise Equivalent Level) noise contour.

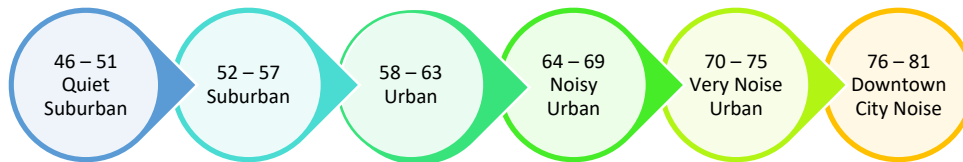
### Commercial Aviation

All air carrier and commuter aircraft flights.

### Commuter Aircraft

Scheduled passenger aircraft with fewer than 50 seats.

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



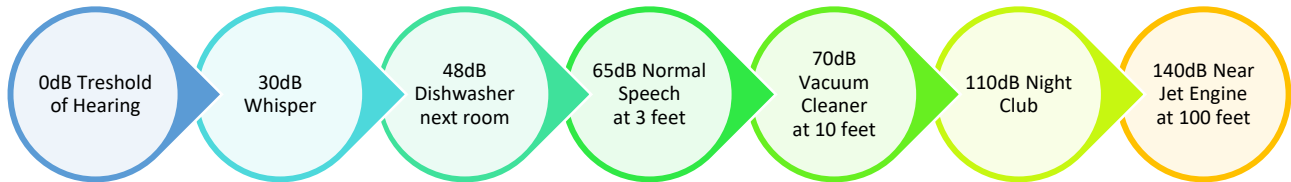
### DAY-NIGHT AVERAGE SOUND LEVEL (DNL)

The level of noise expressed (in dB) as a 24-hour average. Daytime and nighttime noise exposure is considered separately and then combined later. A weighting factor equivalent to a penalty of 10 decibels is applied to operations between 10 p.m. and 7 a.m. to account for the increased sensitivity of people to nighttime noise. DNLs can be expressed graphically on maps using either contours or grid cells.

### Decibel, dB

A unit used to measure the magnitude or intensity of sound. The decibel uses a logarithmic scale to cover the very large range of sound pressures that can be heard by the human ear. Decibels measure a scale from the threshold of human hearing, 0 dB, upward towards the threshold of pain, about 120-140 dB. Because decibels are such a small measure, they are

computed logarithmically and cannot be added arithmetically. A10 dB increase will be perceived by most people to be a doubling in loudness, i.e., 80 dB seems twice as loud as 70 dB. A-weighted decibels (dBA) adjust sound pressure towards the frequency range of human hearing.



**dBA:** The A-weighted Decibel (dBA) is the most common unit used for measuring environmental sound levels. It adjusts, or weights, the frequency components of sound to conform to the normal response of the human ear at conversational levels.

### **Delay Vector**

When ATC assigns an aircraft a heading that takes it off course, before bringing it back on course. Delay vectors may be used for many reasons such as for traffic or to create spacing between aircraft.

### **Departure**

The act of an aircraft taking off from an airport.

### **Departure Procedure**

A published IFR departure procedure describing specific criteria for climb, routing, and communications for a specific runway at an airport.

### **Enroute**

The portion of a flight between departure and arrival terminal areas.

### **EQUIVALENT CONTINUOUS SOUND LEVEL (LEQ)**

The sound level, expressed in dBA, of a steady sound which has the same A-weighted sound energy as the time-varying sound over the averaging period. Leq is the average sound level for a specified time period (e.g., 24 hours, 8 hours, 1 hour, etc.). Leq is calculated by integrating the sound energy from all noise events over a given time period and applying a factor for the number of events.

### **Exceedance**

Whenever an aircraft overflight produces a noise level higher than the maximum decibel threshold established for a particular monitoring site. An exceedance may take place during approach, takeoff, or during departure ground roll before liftoff.

### **FEDERAL AVIATION ADMINISTRATION (FAA)**

The FAA, an agency of the U.S. Department of Transportation, is charged with (1) regulating air commerce to promote its safety and development; (2) achieving the efficient use of navigable airspace of the United States; (3) promoting, encouraging, and developing civil aviation; (4) developing and operating a common system of air traffic control and air navigation for civilian and military aircraft; and (5) promoting the development of a national system of airports.

### **Federal Aviation Regulations (FAR)**

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

### **Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning**

FAR Part 150 is a program that airports can use to measure impacts of aircraft noise and determine appropriate noise mitigation measures to benefit the communities surrounding the airport. The basic products of an FAR Part 150 program include (1) noise exposure maps for existing conditions and for five years in the future; (2) workable on-airport noise abatement measures (preferential runway use programs, new or preferential flight tracks), (3) off-airport noise mitigation measures (land acquisition, soundproofing, or special zoning); (4) an analysis of the costs and the financial feasibility of the recommended measures; and (5) policies and procedures related to the implementation of on- and off-airport programs. Community involvement opportunities are provided throughout all phases of noise compatibility program development.

### **Final Approach (Final)**

The last leg in an aircraft's approach to landing, when the aircraft is lined up with the runway and is descending for landing.

### **Fix**

A geographical position determined by visual references to the surface, by reference to one or more navigation aide, or by other navigational methods.

### **Flight Track**

The average flight path flown by aircraft within specific corridors. Deviation from these tracks occurs because of weather, pilot technique, air traffic control, and aircraft weight. Individual

flight tracks within a corridor are "averaged" for purposes of modeling noise exposure using the FAA's Integrated Noise Model.

### **Frequency**

A healthy young person's ear senses tones (frequencies) in the range of 20 and 20,000 Hertz (Hz). Because the human ear doesn't respond to all of these frequencies equally, weightings are applied to more accurately quantify what the ear is actually sensing.

### **General Aviation (GA)**

Non-commercial airline aviation - primarily business aircraft and individuals traveling in private aircraft, including those making connections to commercial flights.

### **Go-Around**

An aborted landing of an aircraft that is on final approach.

### **Ground Power Unit (GPU)**

A source of power, generally from the terminals, for aircraft to use while engines are off to power the electrical and ventilation systems on the aircraft.

### **Ground Effect**

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

### **Ground Run-Up**

A procedure used to test aircraft engines after maintenance to ensure safe operation prior to returning the aircraft to service. Similar as to when you pop the hood of your car and press on the gas while it's in neutral.

### **Ground Run-up Locations**

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

### **Hush kitted Aircraft**

Hush kitted Stage III aircraft are previously Stage II aircraft that have been adapted to meet Stage III requirements, typically by means of engine modification.

**Incompatible Land Use** Residential, public, recreational, and certain other noise-sensitive land uses that are designated as unacceptable within specific ranges of cumulative (DNL) noise exposure as set forth in FAR Part 150, Appendix A, Table 1.



**Infill** The development of small pieces of property areas. remaining in previously developed larger

**Instrument Flight Rules (IFR)**

Instrument Flight Rules govern flight procedures during limited visibility or other operational constraints. Under IFR, pilots must file a flight plan and fly under the guidance of radar.

**Intensity**

The sound energy flow through a unit area in a unit time.

**Integrated Noise Model (INM)**

Developed for evaluating aircraft noise impacts in the vicinity of airports. The INM has been the FAA's standard tool since 1978 for determining the predicted noise impact in the vicinity of airports. The FAA requires airports use the INM in assessing environmental impacts for soundproofing, evaluating physical improvements to the airfield, analyzing changes to existing or new procedures and in assessing land use compatibility.

**Land Use Compatibility** The compatibility of land uses surrounding an airport with airport activities and particularly the noise from aircraft operations. with

**Land Use Controls** Controls established by local or state governments to implement land use planning. The controls include zoning, subdivision regulations, land acquisition (in fee simple, lease-back, or easements), building codes, building permits, and capital improvement programs (to provide sewer, water, utilities, or other service facilities).

**Land Use Planning** Comprehensive planning carried out by units of local government, for all areas under their jurisdiction, to identify the optimum uses of land and to serve as a basis for the adoption of zoning or other land use controls.

**Ldn:** The Day-Night Average Sound Level (Ldn) is the level of noise expressed (in decibels) as a 24-hour average. Nighttime noise, between the hours of 10:00 p.m. and 7:00 a.m. is weighted; that is, given an additional 10 decibels to compensate for sleep interference and other disruptions caused by nighttime noise. Ldn is used by all Federal agencies (EPA, HUD, DOE, DOD, etc.) and internationally in the assessment of potential noise impacts. It is used interchangeably with DNL.

**LMax:** The Maximum Instantaneous Noise Level (Lmax) is the peak noise level reached by a single aircraft event.

**Loudness**

The judgment of the intensity of a sound by a person, loudness depends primarily on the sound pressure of the stimulus. Over much of the loudness range, it takes about a threefold increase in sound pressure (approximately 10 decibels) to produce a doubling of loudness.

**Maximum Sound Level (Lmax)**

The maximum a-weighted sound level, in dBA, for a given noise event. The peak noise level reached by a single aircraft event.

**Metroplex**

The name for a major metropolitan area with multiple airports and complex air traffic flows which is part of the FAA's initiative called NextGen to improve air traffic. A key NextGen goal is to safely improve the overall efficiency of the National Airspace System (NAS) by increasing efficiencies in metroplexes.

**Missed Approach Procedure**

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

**National Airspace System (NAS)**

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

**NextGen**

The Next Generation of the National Air Transportation System. NextGen represents the movement from ground-based navigation aides to satellite-based navigation. **For the** most accurate up to date information on NextGen, visit the FAA's website: [FAA NextGen](#) , [2016 NextGen Implementation Plan](#), [NextGen Progress and Plans](#), [Northern California Environmental Assessment](#).

**Noise**

1. Unwanted sound. 2. Any sound not occurring in the natural environment, such as sounds emanating from aircraft, highways, industrial, commercial and residential sources. 3. An erratic, intermittent, or statistically random fluctuation.

**Noise Abatement Procedure**

A procedure or technique used by aircraft at an airport to minimize the impact of noise on the communities surrounding an airport. These could be changes in runway use, flight approach and departure routes and procedures, and other air traffic procedures.

### **Noise Attenuation of Buildings**

The use of building materials to reduce noise through absorption, transmission loss, and reflection of sound energy.

### **Noise Contours**

Similar to topographical maps showing the elevation of terrain in an area, noise "contours" connect points of equivalent noise exposure levels. Noise contours are useful for comparing aircraft noise exposure throughout the community. The shape of noise contours depends on many factors, but is influenced by flight operations such as arriving or departing aircraft flying over an area.

### **Noise Event**

A Noise Event is the measured sound produced by a single source of noise over a duration of time. An aircraft noise event begins when the sound level of a flight operation exceeds a noise threshold and ends when the level drops down below that threshold.

### **Noise Exposure Map (NEM)**

A map prepared in accordance with FAR Part 150 or other FAA environmental regulation that depicts actual (existing or historical conditions) or anticipated (future conditions) aircraft noise exposure and the affected land uses. NEMs for future conditions may take into account anticipated land use changes around the airport.

**NOISE LEVEL REDUCTION (NLR)** The noise reduction between two areas or rooms is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. Noise reduction is measured by combining the effect of the transmission loss performance of structures separating the two areas or rooms and the effect of acoustic absorption in the receiving room.

### **Noise Models**

Noise Models are computer models used to predict the impacts of aircraft noise over a geographic area. Such models are used to develop the noise exposure contours and noise exposure maps.

### **Noise Monitoring Terminals (NMT)**

Noise monitors placed at the airport and throughout the community to record sound levels. SFO has 29 permanent monitors strategically placed in Bay Area neighborhoods, eight portable monitors are rotated throughout the community based on public feedback, and three monitors are stationed on SFO's airfield at **ground run up** locations.

### **Noise Monitoring versus Noise Modeling**

SFO quantifies sound with the use of computer modeling and by measuring sound levels. Measurements accurately tell us the sound levels at a specific site for a specific timeframe. Measurements are historical record and not predictive, but they can show historical trends. They are useful in validating the output of a model. We conduct two types of measurements: short-term, using portable monitoring equipment and long-term, using permanent monitors. Modeling, on the other hand, shows us sound levels over a broad geographic area as well as at specific location for a specific time period. Modeling can produce a historical record or it can be predictive by showing expected trends. Please visit our [noise exposure map](#) report to learn more.

**Noise-Sensitive Land Use** A land use that can be adversely affected by high levels of aircraft noise. Residences, schools, hospitals, religious facilities, libraries, and other similar uses are typically considered to be noise sensitive.

### **Noise Study**

Investigation of existing noise conditions, flight patterns and land use surrounding an airport.

### **Normally Unacceptable**

DNL higher than 65 but not higher than 75 decibels (see UNACCEPTABLE)-the noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building construction may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.

### **Operation**

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

### **Optimization of Airspace and Procedures in the Metroplex (OAPM)**

This is a part of the FAA's next generation of air traffic control. Includes plans for 21 areas with multiple airports in the United States.

### **Optimized Profile Descent (OPD)**

An efficient, reduced power method by which aircraft approach airports for landing. It is designed to reduce level off segments during descent, reducing fuel consumption and noise, see Tailored Arrivals below.

**Overflight**

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

**Performance Based Navigation (PBN).**

Comprised of Area Navigation (RNAV) and Required Navigation Performance (RNP). Describes an aircraft's capability to navigate using performance standards.

**Preferential Runway Use**

Taking off or landing on specified runways during certain hours to avoid residential areas.

**Remote Monitoring Site (RMS)**

A noise monitor equipped with a microphone placed in a community that records and sends information back to San Francisco International Airport's Noise Monitoring Center. A network of 29 RMS's generate data used in preparation of the Airport's Noise Exposure Map. Also referred to as NMT or Noise Monitoring Terminal.

**Required Navigation Performance (RNP)**

Procedures similar to RNAV procedures with the addition of on-board performance monitoring and alerting.

**Runway Protection Zone (RPZ)** The RPZ (formerly referred to as the runway clear zone) is trapezoidal in shape and centered about the extended runway centerline. It begins 200 feet beyond the end of the area usable for takeoff or landing. Displacing the threshold does not change the beginning point of the RPZ unless declared runway distances have been established by the airport sponsor and approved by the FAA. The RPZ dimensions are functions of the design aircraft, type of operation, and visibility minimums.

**Sequencing**

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

**Significant Noise Impact Threshold**

A significant noise impact is defined as an increase in aircraft noise of DNL 1.5dB or greater in an area exposed to aircraft noise at or above DNL 65 dB and developed with noise sensitive land uses.

**SINGLE EVENT** Noise generated by a single event, such as a single aircraft flyover.

### **Single Event Noise Exposure Level (SENEL)**

The noise exposure level of a single aircraft event measured over the time between the initial and final points when the noise level exceeds a predetermined threshold. It is important to distinguish single event noise levels from cumulative noise levels such as CNEL. Single event noise level numbers are generally higher than CNEL numbers, because CNEL represents an average noise level over a period of time, usually a year. SENEL is the single-event metric used in the State of California, while SEL is the equivalent used by the federal government, the other 49 states, and internationally.

### **Sound Exposure Level (SEL)**

SEL is a measure of a single aircraft noise event spread out over its entirety compressed into one second. It allows for a comparison of aircraft noise events of different durations and noise levels. For example, think of the moment you hear a plane from a quarter mile away; we measure from that moment, as the aircraft flies overhead, and until it can't be heard. This is the duration of sound we use and then compress it into one second for a measure. SEL measures noise energy above the threshold (normally 65 dBA for aircraft noise events). This way, any ambient noise is separated out from the measurement.

**SOUND INSULATION** (1)The use of structures and materials designed to reduce the transmission of sound from one room or area to another, or from the exterior to the interior of a building. (2) The degree of reduction in sound transmission, or noise level reduction, by means of sound insulating structures and materials.

**Sound Level (Noise Level)** The weighted sound pressure level obtained by the use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

**Sound Level Meter** An instrument consisting of a microphone, an amplifier, an output meter, and frequency weighting networks used to measure noise and sound levels in a specified manner.

**Stage 2 vs. Stage 3 Aircraft:** Stage 2 engines are older and noisier than Stage 3 engines. Stage 3 aircraft incorporate the latest technology for suppressing jet-engine noise and, in general, are 10 dB quieter than Stage 2 aircraft. This represents a halving of perceived reduction in noise levels; however, actual noise reduction varies by aircraft. All aircraft greater than 75,000 lbs had to meet Stage 3 noise standards as of January 1, 2000.

### **System Wide Information Management System (SWIM)**

Provides the digital information-sharing platform for NextGen. SWIM data increases situational awareness and improves airspace agility by delivering the right information to the right people at the right time.

### **Tailored Arrivals**

Technology-performance solution to save fuel and emissions on every Tailored Arrival, reduce noise under major arrival paths around airports, and help ensure more on-time arrivals. Tailored Arrivals allow aircraft (with engines at flight idle settings) to descend from cruise latitude to the runway. Sort of like sliding down the length of a staircase banister versus taking the steps of the stairs that a conventional approach procedure to a runway offers.

### **Time Based Flow Management**

A decision-support tool used in Air Route Traffic Control Centers to efficiently manage aircraft movement and optimize demand and capacity.

### **UNACCEPTABLE**

DNL above 75 decibels-Noise exposure at the site is so severe that the construction cost to make the indoor noise environment acceptable may be prohibitive and the outdoor environment would still be unacceptable.

### **Visual Flight Rules (VFR)**

Air traffic rules allowing pilots to land by sight without relying solely on instruments. VFR conditions require good weather and visibility.

**Zoning and Zoning Ordinances** that divide a community into zones or districts according to the current and potential use of properties for the purpose of controlling and directing the use and development of those properties. Zoning is concerned primarily with the use of land and buildings, the height and bulk of buildings, the proportion of a lot that buildings may cover, and the density of population of a given area. As an instrument for noise compatibility plan implementation, zoning deals principally with the use and development of privately-owned land and buildings. The objectives of zoning are to establish regulations that provide locations for all essential uses of land and buildings and ensure that each use is located in the most appropriate place. In noise compatibility planning, zoning can be used to achieve two major aims: (1) to reinforce existing compatible land uses and promote the location of future compatible uses in vacant or underdeveloped land, and (2) to convert existing incompatible uses to compatible uses over time.

SOURCES: San Francisco International Airport and Environmental Science Associates, 2014.

## List of Abbreviations and Acronyms

**AC** Advisory Circular  
**AGL** above ground level  
**AIP** Airport Improvement Program  
**Airport Commission** San Francisco International Airport Commission  
**ALP** Airport Layout Plan  
**ALUC** Airport Land Use Commission and Airport Land Use Committee  
**ALUCP** Airport Land Use Compatibility Plan  
**ANAO** Aircraft Noise Abatement Office  
**ANCA** Airport Noise and Capacity Act of 1990 **AOB** Airport Operations Bulletin **APU** Auxiliary Power Unit  
**ATCT** Airport Traffic Control Tower Caltrans California Department of Transportation  
**CCR** California Code of Regulations  
**C/CAG** City/County Association of Governments of San Mateo County  
**CFR** Code of Federal Regulations **CNEL** Community Noise Equivalent Level **CSPR** Closely Spaced Parallel Runways  
**dB** decibel  
**dba** A-weighted decibel  
**EA** Environmental Assessment  
**MAS** Engineered Material Arresting System  
**EPA** U.S. Environmental Protection Agency  
**EPNL** Effective Perceived Noise Level  
**ESA** Environmental Science Associates  
**FAA** Federal Aviation Administration  
**FAR** Federal Aviation Regulations  
**FR** Federal Register  
**GPS** Global Positioning System  
**GRE** Ground Run-up Enclosure  
**ICAO** International Civil Aviation Organization  
**ILS** Instrument Landing System  
**INM** Integrated Noise Model  
**MLS** Microwave Landing System  
**MOU** Memorandum of Understanding  
**MSL** mean sea level  
**NASA** National Aeronautics and Space Administration  
**NEM** Noise Exposure Map  
**NM** Nautical Mile  
**NCP** Noise Compatibility Program  
**NLR** Noise Level Reduction  
**NORCAL** Northern California  
**OTA** Oceanic Tailored Arrivals  
**PCA** Pre-conditioned Air



**PARTNER** Partnership for Air Transportation Noise and Emissions Reduction **PRM** Precision Runway Monitoring  
**RMS** Remote Monitoring Stations  
**RNAV** Area Navigation  
**ROA** Record of Approval Roundtable  
**SFO** Airport/Community Roundtable  
**RSIP** Residential Sound Insulation Program  
**SFO** San Francisco International Airport  
**SOIA** Simultaneous Offset Instrument Approach  
**TRACON** Terminal Radar Approach Control  
**USCG** United States Coast Guard  
**VFR** Visual Flight Rules  
**VOR** VHF Omnidirectional Range

# *The Air Up There Podcast*

## Meet FAA Deputy Administrator Bradley Mims

**Season 2, Episode 6**

Published: Friday, March 26, 2021

In February, the Biden-Harris Administration appointed Bradley Mims to serve as FAA's new Deputy Administrator. In this special mini-episode, Administrator Steve Dickson sits down with his new colleague for a brief conversation about goals for the next few years, including furthering aviation safety, COVID-19 vaccine distribution, and ways our agency can address racial and climate justice.

Mr. Mims is no stranger to transportation — he's served in leadership roles at the Department of Transportation and at FAA, in addition to the private sector. [Read the Deputy Administrator's bio.](#)



Meet FAA Deputy Administrator Bradley Mims

## Transcript

Dominique Gebru:  
Let's hear the interview.

Steve Dickson:

Hi everybody, thank you for joining me on this week's *Straight From Steve*. We're very fortunate to have with us our brand new Deputy Administrator at the agency, and here today. Brad, welcome aboard. We've had the chance to work together here for the last few weeks. I know everyone around the agency is getting to know you and I just wanted to welcome you aboard and give you a chance to say a few words to our FAA team here as we move forward together.

Bradley Mims:

Thank you, Steve. Thank you for welcoming me, but secondly, thank you for making me feel

welcome here at the agency. And I truly look forward to working with you and to make sure and to ensure that our skies, our aviation system, remains the best in the world.

Steve Dickson:

Tell everybody a little bit about yourself and your experience at the agency and inside and outside of government.

Bradley Mims:

I have had a blessed life and a blessed career, if I can just say it that way. I have always known that I wanted to be and work for the government. I am from Washington, D.C., and this is a government town, and as a youth most of my family were federal workers. I became enchanted as a young child with the Capitol. And I grew up probably a dozen blocks from the U.S. Capitol and walking across Maryland Avenue on my way to school I always used to just turn and marvel at that dome, and what it stood for. So I always felt that I wanted to be there. And as a result, that's where my concentrations started to take off and became a student of government, majored in political science as I had done in school.

Bradley Mims:

The one great thing that happened to me was during my senior year in high school, I was contacted by my guidance counselor and she provided a little part-time job for me in the office of Congressional Affairs at the U.S. Department of Transportation. And that's where my love for transportation began to blossom. So I've been doing this for over 40 years, public sector, private sector, and with the non-profit community, most recently with the conference of minority transportation officials content. It's a 50 year old organization that is chartered to promote people of color in the transportation industry, and it has done a great job over the years.

Steve Dickson:

You know, it's fascinating to think about how you got interested in aviation and transportation issues. I mean, it really, you had someone who took an interest in you who kind of showed you what the opportunities might be, and then you were able to take advantage of that, which is a great thing. And you had a chance to also, as you progressed in your career, to work with one of our civil rights icons in the U.S., Congressman John Lewis. Tell us about that.

Bradley Mims:

I guess the capital of my time on Capitol Hill was just that. When John Lewis was elected in 1987, I just happened to be in the right place at the right time again. And I was called to serve as his number two person — his legislative director — in the congressional office. You have the chief of staff, and then you have the legislative director who handles the issues of the day, if I can put it that way. Mr. Lewis was assigned at that time to the house committee on public works and transportation and the subcommittee on aviation, the subcommittee on surface transportation and a committee on public buildings and grounds. And so with my love for transportation, that just put me right in the catbird seat and my career just took off from that particular point.

Steve Dickson:

You know, we've set up some strategic framework focusing on, obviously **safety, as core to our**

mission, but also, you know, global leadership and operational excellence in terms of running the air traffic system on our own. There's these processes within the agency and also a big focus on people, which has been very important to me particularly now that we've been working our way through COVID. I mean, it's taken center stage in many ways. As you come back to the agency, what are the things that you'd like to bring to the fore and make sure that we focus on as we move the agency forward together?

Bradley Mims:

As you have pointed out, safety is our North Star as we go forward, and that's first and foremost. But the other issues that we will concentrate on are COVID relief, the administering of the vaccine. However, we can play a role in the co-ordination of those activities going forward, as they relate to each other. The other things that are going forward that we will concentrate on also are climate change and the issues surrounding the environment. We want to be great stewards of our wonderful blue planet here as we go forward. And then thirdly, the whole issue of equity, racial equity, and how all of that works. We do have a challenge at the FAA with regard to our makeup, and we want to do what we can to make sure that as we go forward. And as you say, we look into our people and make sure that we have a balanced core of folks who are working diligently to keep our skies safe, as we go forward.

Steve Dickson:

Well, Brad, thank you for joining me. I really have enjoyed getting to know you a little bit. I look forward to doing more in person here in the coming months, hopefully. And really, I think you'll be a great teammate and I know that we all look forward to working together to move the agency forward.

Steve Dickson:

For everyone who's joined, please reach out and welcome Brad, he'll be making the rounds. We just had an opportunity to speak to all of our regional administrators. So he's in the process of getting to know everyone and their roles at the agency now. And I'll be back with you again in a few days. Again, thanks for your leadership, thanks for your focus on aviation safety and on serving our country, and I'll talk to you again in a few days. Thank you.

Dominique Gebru:

*The Air Up There* is a podcast from the Federal Aviation Administration. If you liked today's episode, we invite you to subscribe and leave us a review. You can also find the FAA on social media. We're at FAANews on Twitter and YouTube, and at FAA on Facebook, Instagram, and LinkedIn.

Dominique Gebru:

Oh, and for links to the show notes and more, head to [faa.gov/podcasts](https://www.faa.gov/podcasts). Thanks for listening.

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**Subject:** Transition Out of the FAA - New CEO  
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Good Afternoon Elected Leaders, Airport Noise Roundtable Chairs, Airport Staff and fellow noise and communications professionals,

I am proud to have been your area's first Federal Aviation Administration (FAA) Community Engagement Officer (CEO) during the agency's push for enhanced community engagement efforts. The task is an important one for anyone looking to take on a critical challenge.

Inevitably, one aspect that this last year has taught me is that change is a constant and we must be flexible and adaptive to find success. With that in mind, I'd like to inform you that I am transitioning out of the FAA and introduce you to your new CEO. As part of the FAA's continuing commitment to engagement with communities regarding noise concerns, Marina Landis is temporarily filling my position until a permanent CEO is named. Marina has many years of environmental experience with the agency and will be able support the Western Pacific Regional Administrator's efforts in listening to and addressing your community concerns.

There is no easy answer to address aircraft noise. As we know, the benefits of having a public airport in our community comes with certain trade-offs. It will take everyone involved (airports, airlines, manufacturers, elected leaders, business leaders, the public and the FAA) to find acceptable measures to lessen the impacts created by aircraft noise.

The future of commercial air travel has changed for travelers as well as those living on the ground below. Understanding what that future looks like and building trust through transparency is the best option moving forward.

Thank you for your sincere efforts working together to help create positive outcomes.

Very Respectfully,

**Sky M. Laron**  
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