



Meeting Packet

Regular Meeting

Meeting No. 331
Wednesday, June 2, 2021 - 7:00 p.m.

BY VIDEO CONFERENCE ONLY
Please click the link below to join the webinar:
<https://smcgov.zoom.us/j/97947194132>

Or Dial in:
US: +1(669)900-6833 Webinar ID: 979 4719 4132

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

PUBLIC PARTICIPATION:

Written public comments can be emailed to amontescardenas@smcgov.org, and should include specific agenda item to which you are commenting. During the meeting spoken public comments will also be accepted on Items NOT on the Agenda before adoption of the Consent Agenda, Agenda Items, and at the end of Presentations.

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

Call to Order / Roll Call / Declaration of a Quorum Present
Ricardo Ortiz, Roundtable Chairperson

Public Comment on Items NOT on the Agenda

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

Action to set Agenda and to Approve Consent Items
Ricardo Ortiz, Roundtable Chairperson

CONSENT AGENDA

All items on the Consent Agenda are approved/accepted in one motion. A Roundtable Representative can make a request, prior to action on the Consent Agenda, to transfer a Consent Agenda item to the Regular Agenda. Any items on the Regular Agenda may be transferred on the Consent Agenda in a similar manner.

1. Airport Director's Reports
March – April 2021 pg. 4
2. Minutes from the February 3, 2021 and April 7, 2021, Regular Meetings pg. 14
3. Update on Roundtable Technical Consultant Selection Process pg. 27

AGENDA ITEMS

- 4. Adoption of Annual Budget and Work Plan (2021-2022) pg. 28
Ricardo Ortiz, Roundtable Chairperson
- 5. Provide Direction to Staff on Expanding Roundtable Membership pg. 31
Ricardo Ortiz, Roundtable Chairperson

PRESENTATIONS

- 6. Subcommittee Update
 - a. Technical Working Group Subcommittee Meeting of May 26, 2021
Ricardo Ortiz, Roundtable Chairperson
 - b. Legislative Subcommittee Meeting of May 11, 2021
Al Royse, Subcommittee Chairperson
- 7. Chairman's Update pg. 107
Ricardo Ortiz, Roundtable Chairperson
Links: [Title 21](#)
[Noise 101](#)
- 8. San Francisco Airport Commission Update
 - a. Director's Report
Ivar Satero, Airport Director, San Francisco International Airport
 - b. Noise App Update
Bert Ganoung, SFO Noise Office Manager
- 9. Member Communications / Announcements
Roundtable Members and Staff

MEETING CLOSURE

- 10. Adjourn
Ricardo Ortiz, Roundtable Chairperson

- Information Only
 - Q4 Actual 2020-2021 Budget pg. 111
 - Federal Aviation Administration:
 - Summer Event: Select Committee Recommendation, SERFR Update
 - FAA Community Engagement Officer Job Description pg. 112
 - City and County of San Francisco Airport Master Plan Addendum to EIR
 - Consolidated Administration Campus pg. 115
 - West Field Cargo Redevelopment pg. 117
 - Airport Noise Report dated May 14, 2021 pg. 117
 - HMMH IFP Gateway & Noise News pg. 123

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

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

Written Comments:

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

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

Spoken Comments:

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

1. The June 2, 2020 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/97947194132>. The meeting ID: 979 4719 4132. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 979 4719 4132, then press #.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Roundtable Chairperson calls for the item on which you wish you speak click on “raise-hand” icon. You will then be called on and unmuted to speak.
5. When called, please limit your remarks to the time limit allotted.

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



Airport Director's Report

Presented at the June 2, 2021
Airport Community Roundtable Meeting

Aircraft Noise Abatement Office
March 2021



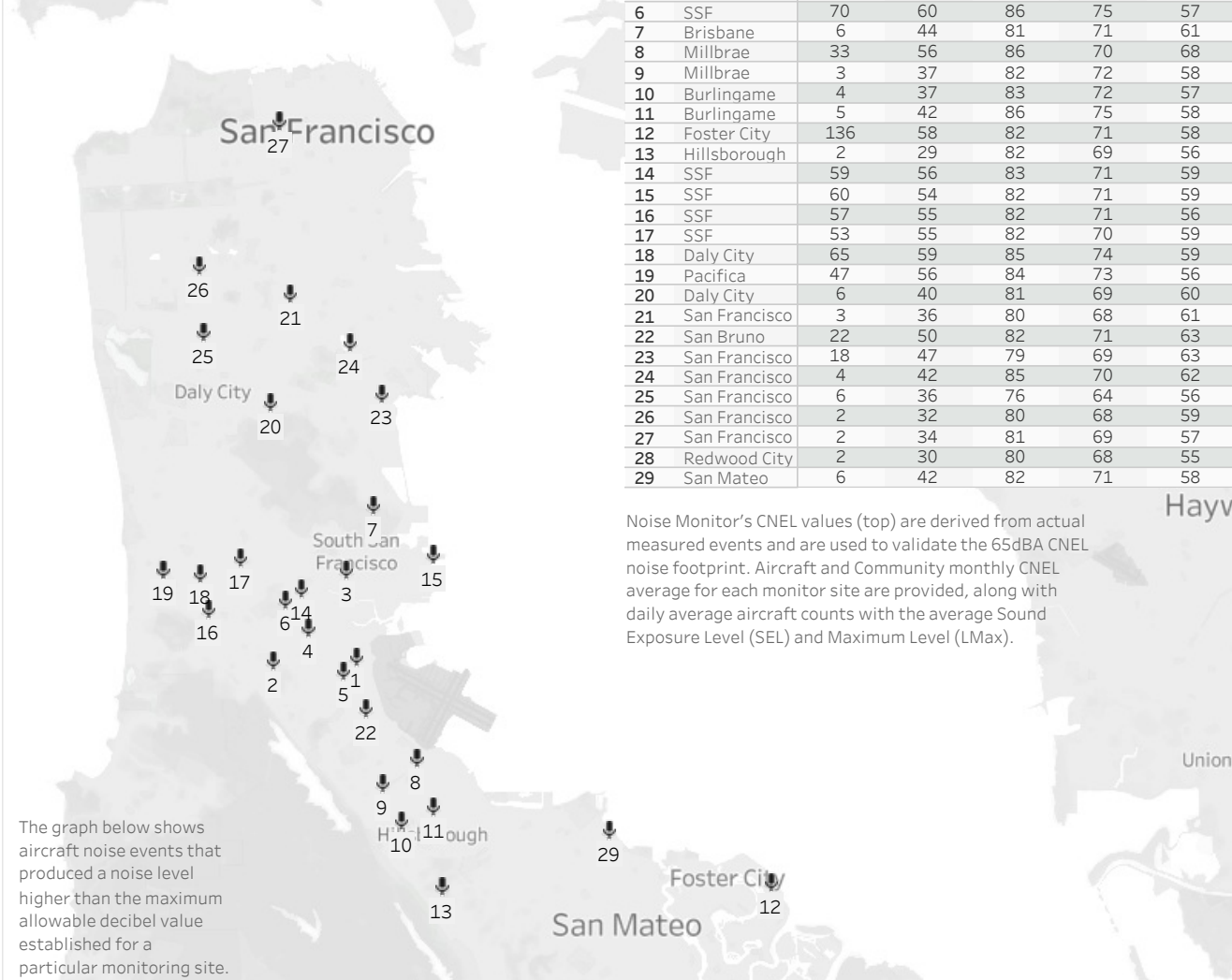
San Francisco
International
Airport

Aircraft Noise Levels

March 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.

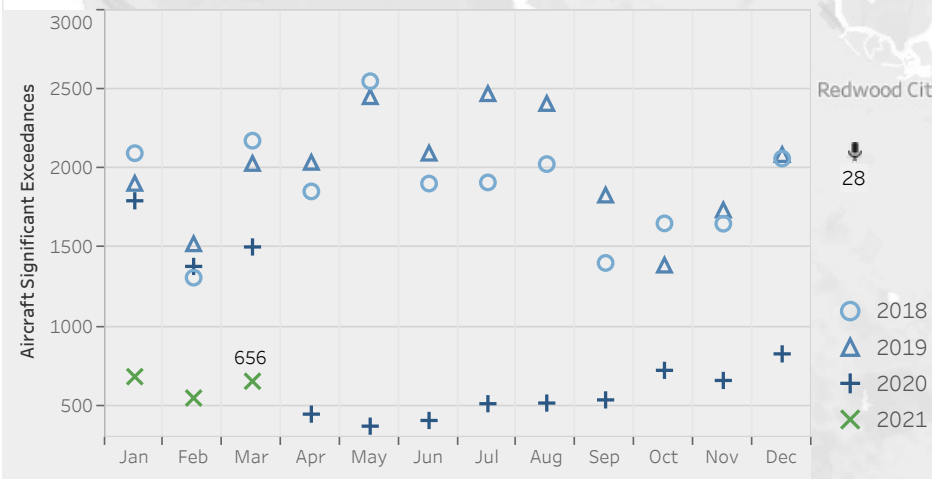
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	101	67	91	80	68
2	San Bruno	15	47	81	71	63
3	SSF	19	52	82	71	61
4	SSF	78	63	88	76	59
5	San Bruno	83	61	87	76	62
6	SSF	70	60	86	75	57
7	Brisbane	6	44	81	71	61
8	Millbrae	33	56	86	70	68
9	Millbrae	3	37	82	72	58
10	Burlingame	4	37	83	72	57
11	Burlingame	5	42	86	75	58
12	Foster City	136	58	82	71	58
13	Hillsborough	2	29	82	69	56
14	SSF	59	56	83	71	59
15	SSF	60	54	82	71	59
16	SSF	57	55	82	71	56
17	SSF	53	55	82	70	59
18	Daly City	65	59	85	74	59
19	Pacifica	47	56	84	73	56
20	Daly City	6	40	81	69	60
21	San Francisco	3	36	80	68	61
22	San Bruno	22	50	82	71	63
23	San Francisco	18	47	79	69	63
24	San Francisco	4	42	85	70	62
25	San Francisco	6	36	76	64	56
26	San Francisco	2	32	80	68	59
27	San Francisco	2	34	81	69	57
28	Redwood City	2	30	80	68	55
29	San Mateo	6	42	82	71	58



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



Operations

March 2021

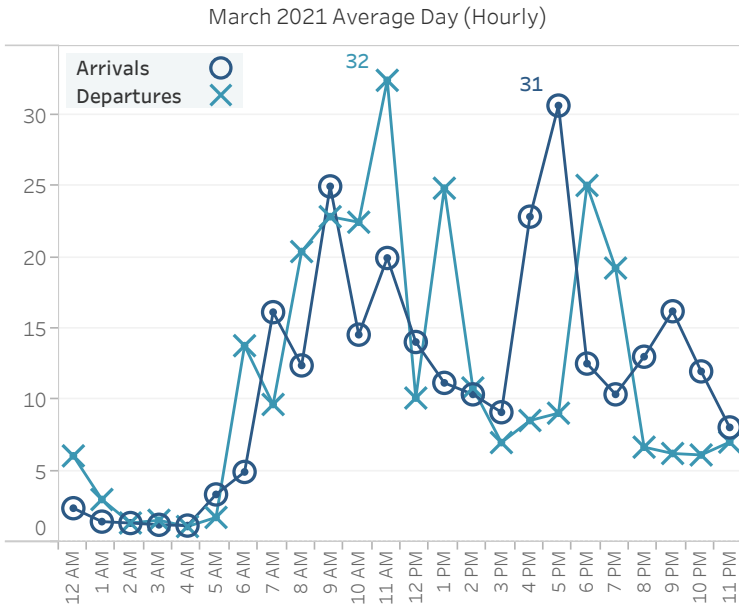
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
17,003	548	14,559	-75%

Major Arrival and Departure Routes (West Flow)



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

West Flow
95%



Arrival Route

1. BDEGA	29%
2. DYAMD	35%
3. SERFR	29%
4. PIRAT	7%

Departure Route

A. GAP	31%
B. SSTIK	27%
C. NIITE	5%
D. TRUKN RWY 01	28%
D. TRUKN RWY 28	10%

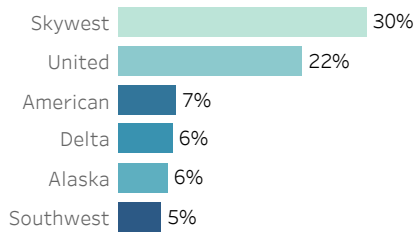
Top Destinations

Los Angeles	8%
Seattle	6%
San Diego	4%

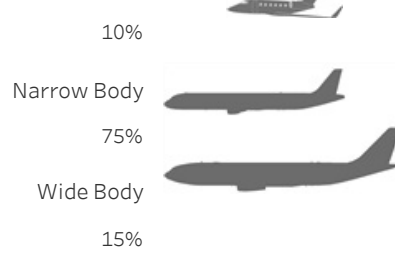
Down the Bay vs Peninsula

1.1 BDEGA East	31%
1.2 BDEGA West	69%

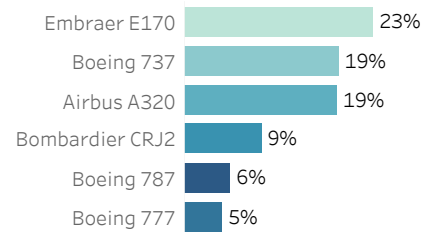
Airlines with the Most Operations



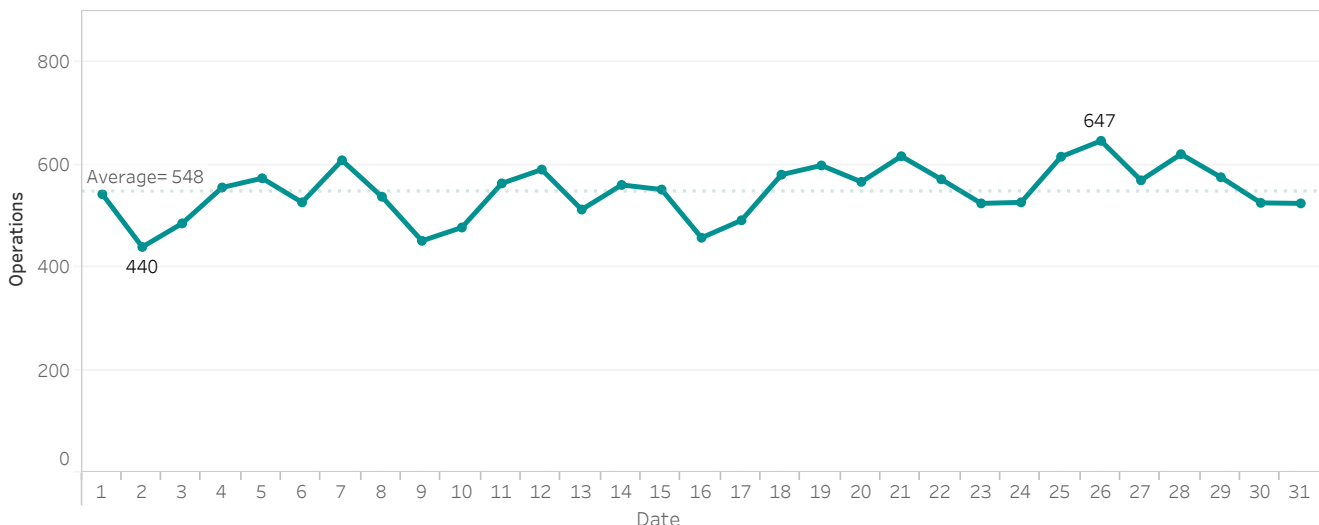
Non Airline



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		57% 3,652
10 L/R		5% 314
19 L/R	6% 387	0% 29
28 L/R	94% 5,939	37% 2,373

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

	Departures
10 L/R	4% 7
01 L/R	31% 57
28 L/R	65% 117

Runway Utilization

	Arrivals	28L	28R
		42%	58%
Night (10pm-7am)			
		10%	90%

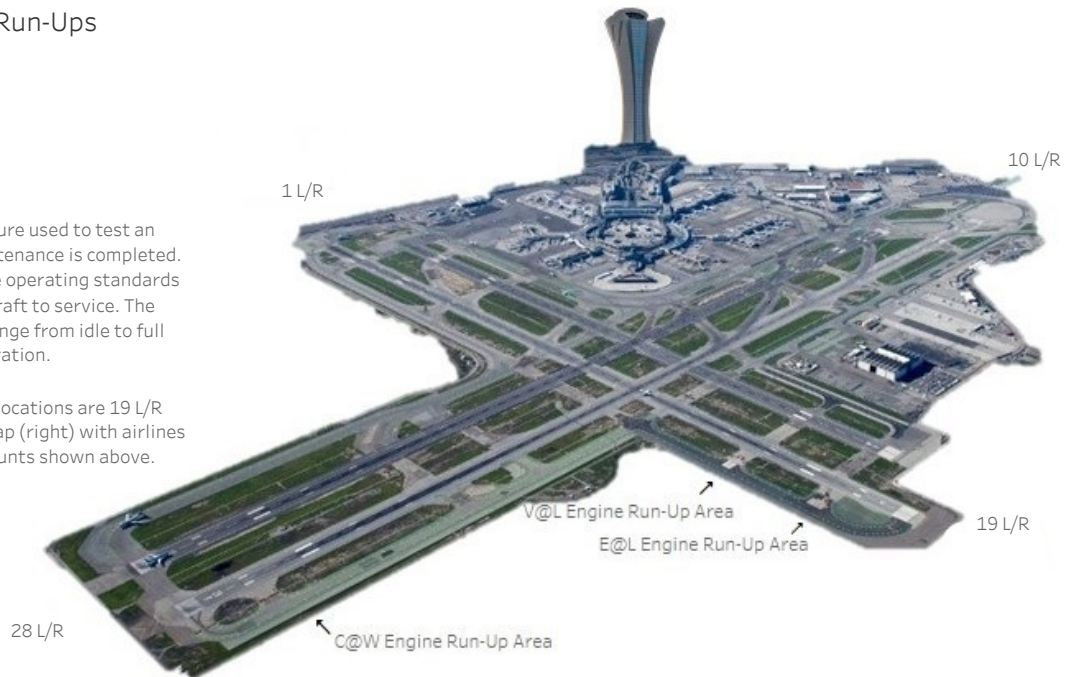
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	1
American Airlines	4
United Airlines	2

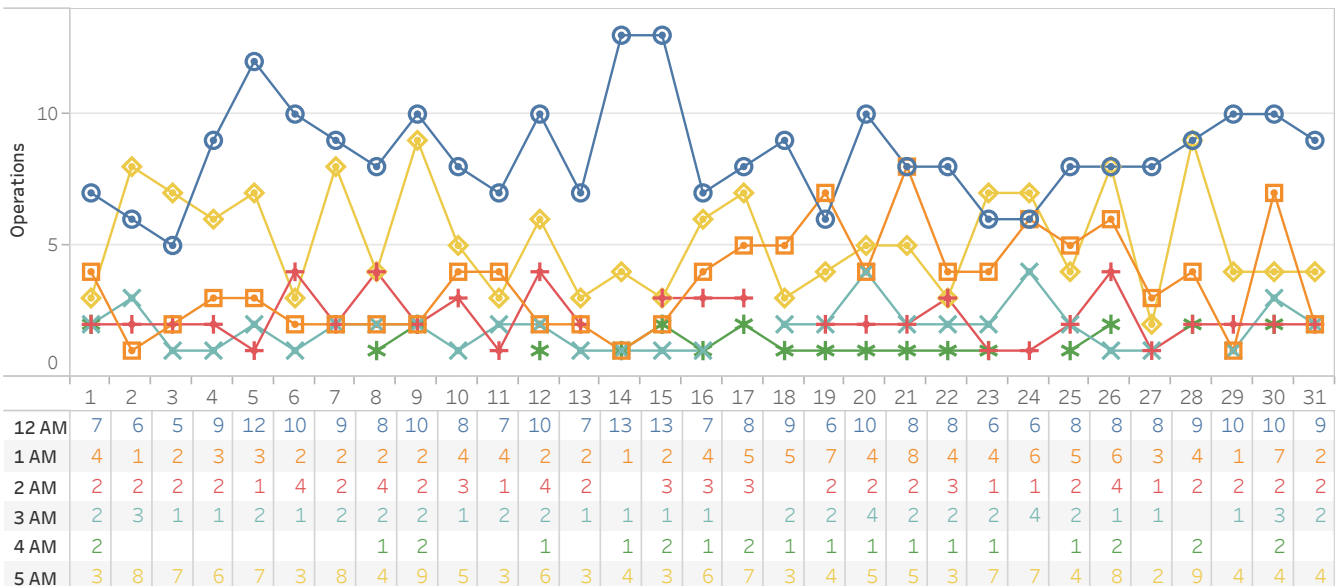
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

○ 12 AM □ 1 AM + 2 AM × 3 AM * 4 AM ◇ 5 AM



Noise Reports

Reporters Annual AVG

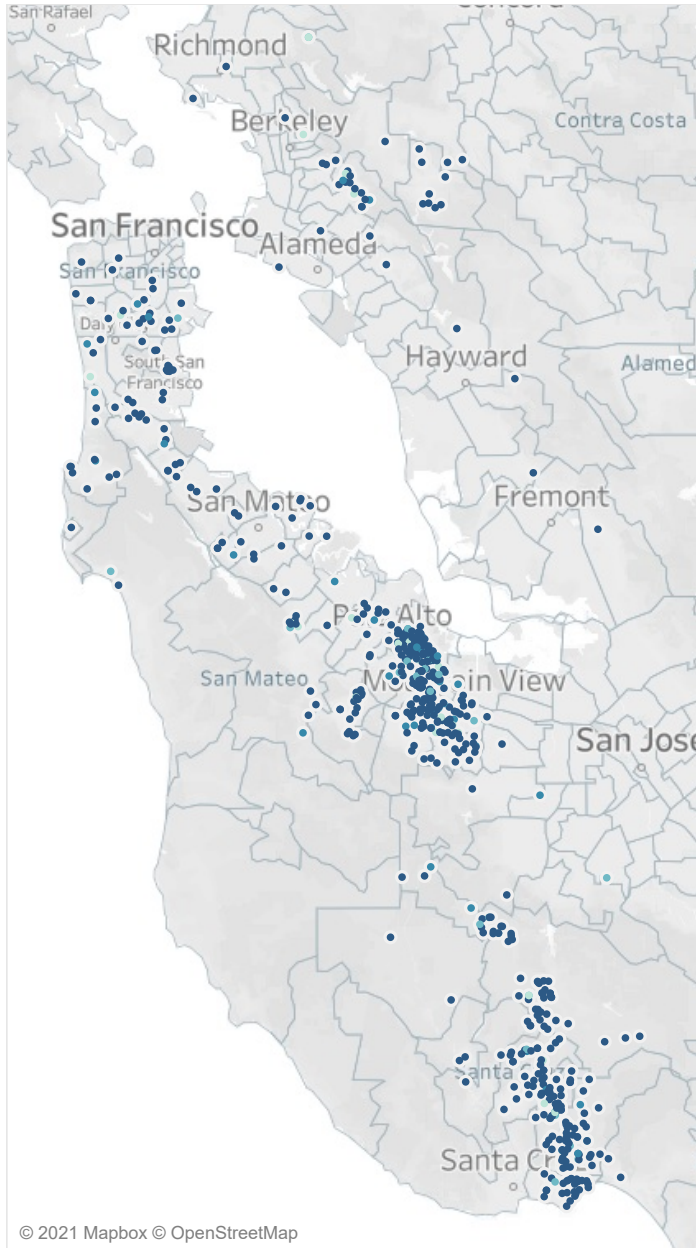
Noise Reporters Location Map

March 2021

Noise Reporters / Noise Reports

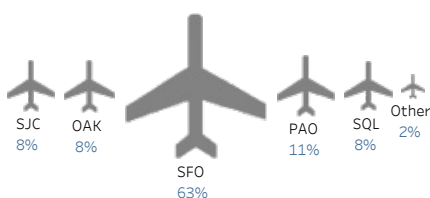
	Noise Reporters	Noise Reports
Roundtable		
Atherton	6	296
Belmont	3	165
Brisbane	9	373
Burlingame	2	4
Daly City	5	1,482
El Granada	1	705
Foster City	4	18
Half Moon Bay	1	7
Hillsborough	1	1
Menlo Park	7	1,303
Millbrae	5	15
Montara	1	195
Pacifica	12	804
Portola Valley	21	17,654
Redwood City	7	4,109
San Bruno	3	294
San Carlos	2	123
San Francisco	23	2,925
San Mateo	8	575
South San Francisco	10	27
Woodside	5	1,334
Other		
Alameda	1	79
Aptos	2	6
Ben Lomond	2	4
Berkeley	5	1,040
Boulder Creek	2	2
Capitola	11	521
Carmel Valley	1	13
Castro Valley	1	2
Cupertino	2	403
East Palo Alto	1	5
Emerald Hills	5	811
Felton	5	134
Fremont	1	23
Hayward	1	64
Lafayette	2	7
Los Altos	68	10,264
Los Altos Hills	22	1,833
Los Gatos	54	6,431
Moraga	8	443
Mountain View	19	2,464
Oakland	17	5,201
Orinda	1	26
Palo Alto	128	21,811
Richmond	4	1,946
Santa Cruz	61	8,284
Saratoga	1	80
Scotts Valley	42	4,533
Soquel	37	3,427
Stanford	4	308
Sunnyvale	1	57
Union City	1	1
Watsonville	1	87
Grand Total	647	102,719

701
Reports Annual AVG
90,297
New Reporters
21
New Reporters Top City
South San Francisco
Furthest Report
88 miles
Reports per SFO Operation
6
Top Aircraft Types
E75L B737 A320
Top Flight Numbers
KAL214 UAL689 AAR286



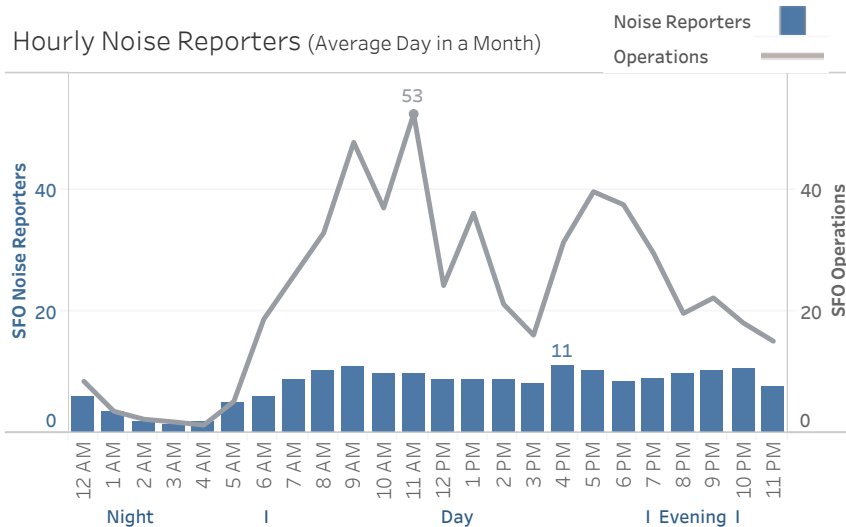
Notes: Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport



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

Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System



Airport Director's Report

Presented at the June 2, 2021
Airport Community Roundtable
Meeting

Aircraft Noise Office
April 2021

Regular Meeting 331
Packet Page 9



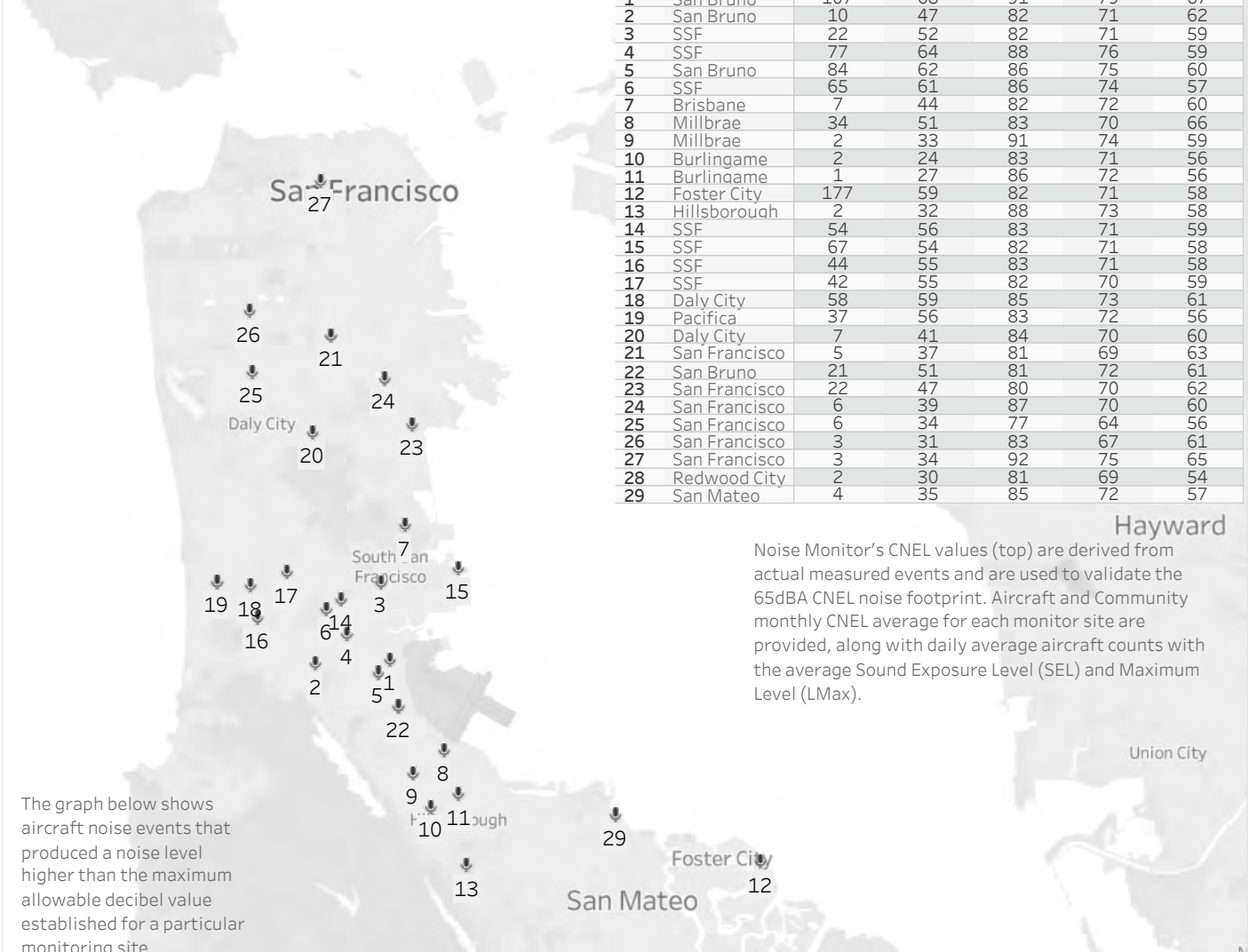
San Francisco
International
Airport

Aircraft Noise Levels

April 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.

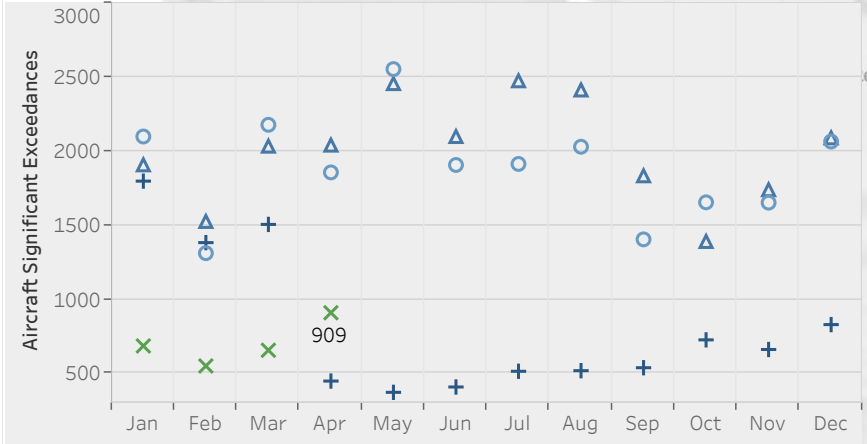
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	107	68	91	79	67
2	San Bruno	10	47	82	71	62
3	SSF	22	52	82	71	59
4	SSF	77	64	88	76	59
5	San Bruno	84	62	86	75	60
6	SSF	65	61	86	74	57
7	Brisbane	7	44	82	72	60
8	Millbrae	34	51	83	70	66
9	Millbrae	2	33	91	74	59
10	Burlingame	2	24	83	71	56
11	Burlingame	1	27	86	72	56
12	Foster City	177	59	82	71	58
13	Hillsborough	2	32	88	73	58
14	SSF	54	56	83	71	59
15	SSF	67	54	82	71	58
16	SSF	44	55	83	71	58
17	SSF	42	55	82	70	59
18	Daly City	58	59	85	73	61
19	Pacifica	37	56	83	72	56
20	Daly City	7	41	84	70	60
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22	San Bruno	21	51	81	72	61
23	San Francisco	22	47	80	70	62
24	San Francisco	6	39	87	70	60
25	San Francisco	6	34	77	64	56
26	San Francisco	3	31	83	67	61
27	San Francisco	3	34	92	75	65
28	Redwood City	2	30	81	69	54
29	San Mateo	4	35	85	72	57



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

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

Significant Exceedances



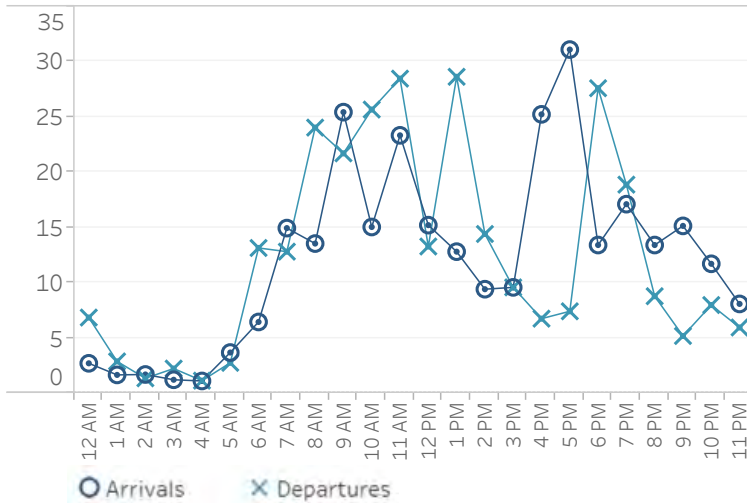
Operations

April 2021

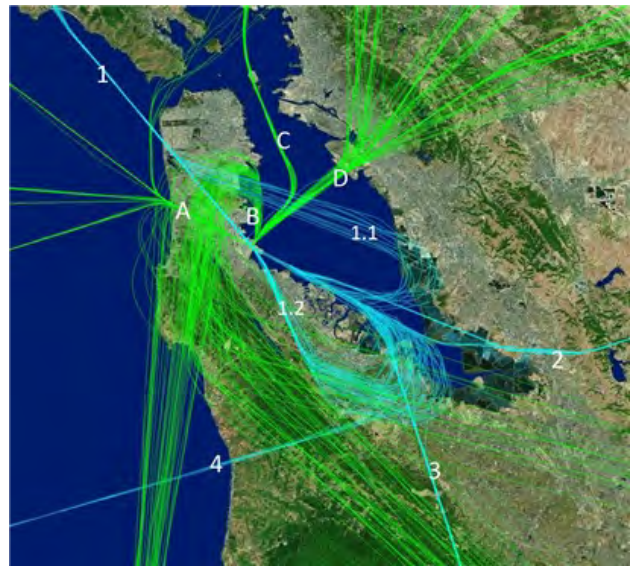
Monthly Ops AVG Daily Ops 12 Month AVG YOY Growth

17,605	587	15,394	57%
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April 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 100%

Top Destinations

LAX	SEA	SAN
8%	5%	4%

Down the Bay vs Peninsula

1.1 BDEGA East	28%
1.2 BDEGA West	72%

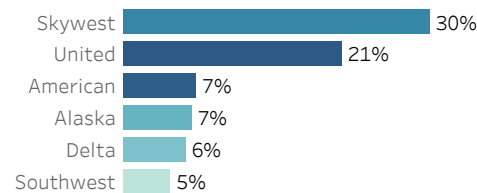
Arrival Route

1. BDEGA	27%
2. DYAMD	35%
3. SERFR	30%
4. PIRAT	7%

Departure Route

A. GAP	27%
B. SSTIK	27%
C. NIITE	5%
D. TRUKN RWY 01	30%
D. TRUKN RWY 28	11%

Airlines with the Most Operations



Non Airline

11%

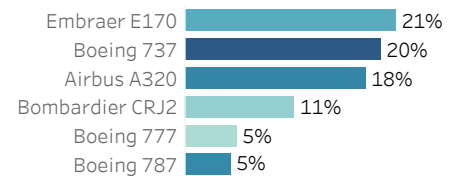
Narrow Body

75%

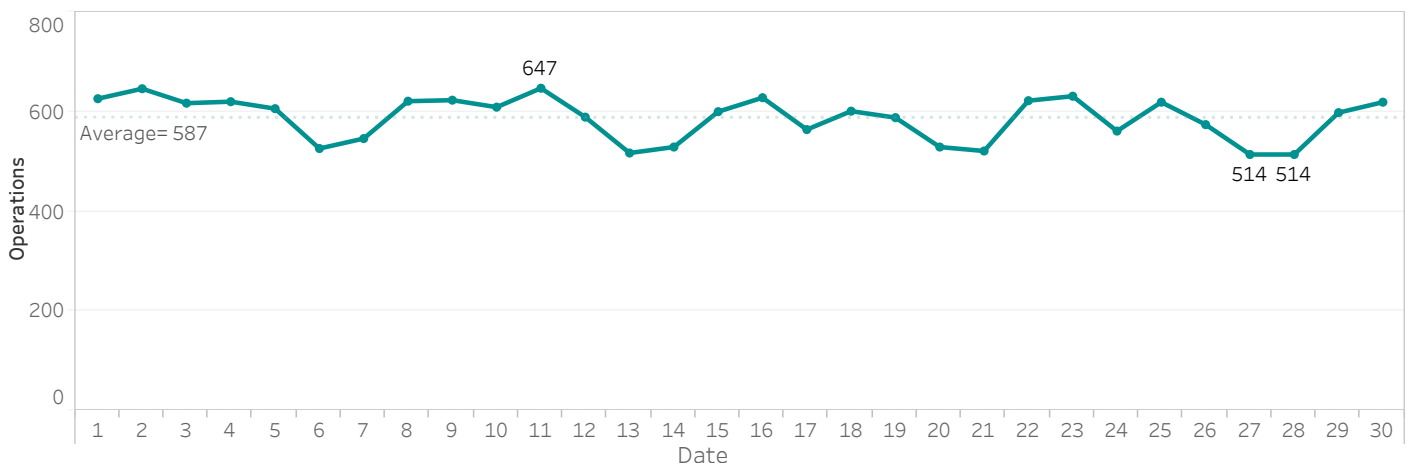
Wide Body

15%

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		 66% 5,267
28 L/R	 100% 7,932	 34% 2,710

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

	Departures	
01 L/R	 34% 81	
28 L/R	 66% 157	

Runway Utilization

Arrivals	
28L	28R
 53%	 47%
Night (10pm-7am)	
 31%	 69%

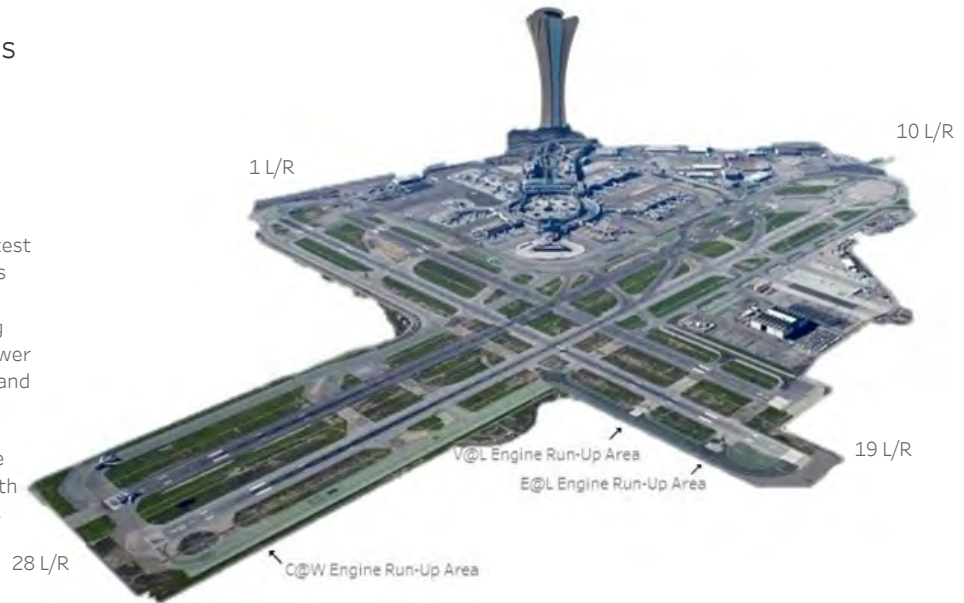
Nighttime Power Run-Ups

10pm-7am

American Airlines 4
United Airlines 6

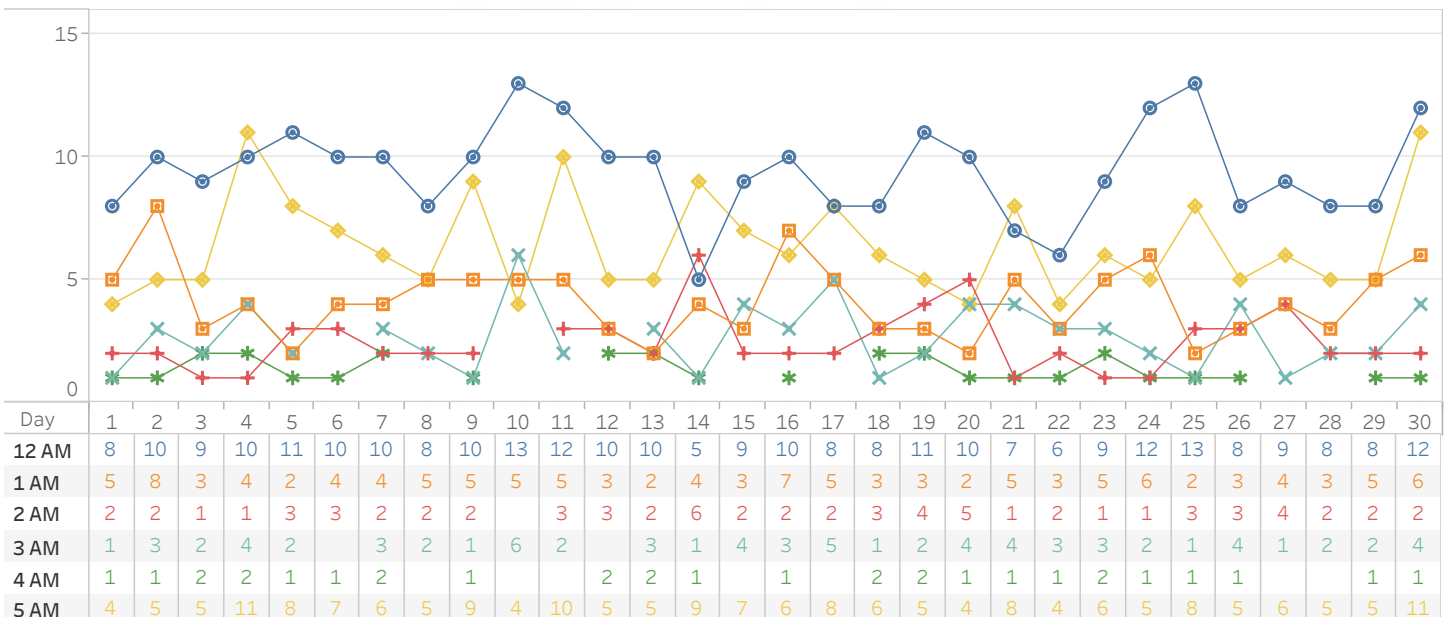
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

Designated Power Runup locations are 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

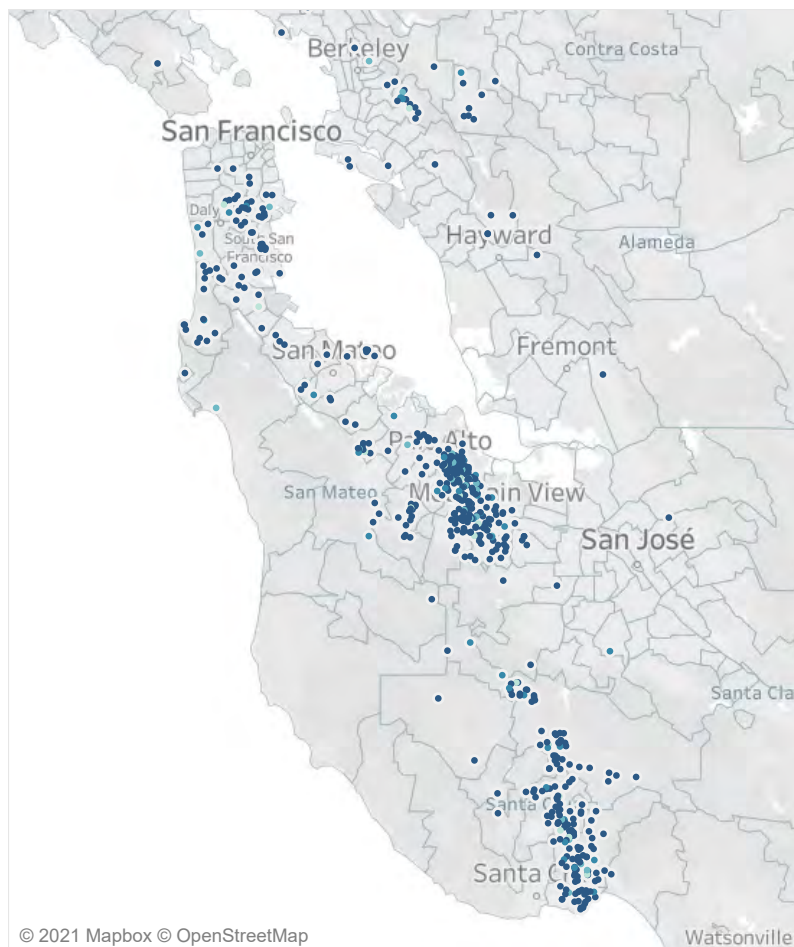
	Noise Reporters	Noise Reports
Atherton	5	193
Belmont	2	169
Brisbane	12	312
Burlingame	2	18
Daly City	7	986
El Granada	1	565
Foster City	6	44
Hillsborough	1	3
Menlo Park	10	764
Millbrae	1	4
Montara	1	193
Pacifica	14	483
Portola Valley	19	10,590
Redwood City	6	2,575
San Bruno	3	1,849
San Carlos	2	111
San Francisco	25	2,925
San Mateo	7	599
South San Francisco	9	27
Woodside	5	1,177
Alameda	3	63
Aptos	1	7
Ben Lomond	1	2
Berkeley	4	859
Boulder Creek	2	3
Capitola	8	594
Carmel Valley	1	1
Castro Valley	4	7
Cupertino	2	248
East Palo Alto	2	138
Emerald Hills	6	863
Felton	4	78
Fremont	1	24
Hayward	1	59
La Honda	1	1
Lafayette	1	1
Los Altos	64	9,768
Los Altos Hills	21	1,224
Los Gatos	55	6,596
Mill Valley	1	2
Moraga	7	535
Mountain View	23	1,742
Oakland	13	4,181
Orinda	1	17
Palo Alto	131	22,614
Richmond	4	1,826
San Jose	1	1
Santa Cruz	64	8,186
Saratoga	1	205
Scotts Valley	36	4,127
Soquel	35	3,570
Stanford	4	551
Sunnyvale	5	79
Watsonville	1	98
Grand Total	647	91,857

Roundtable

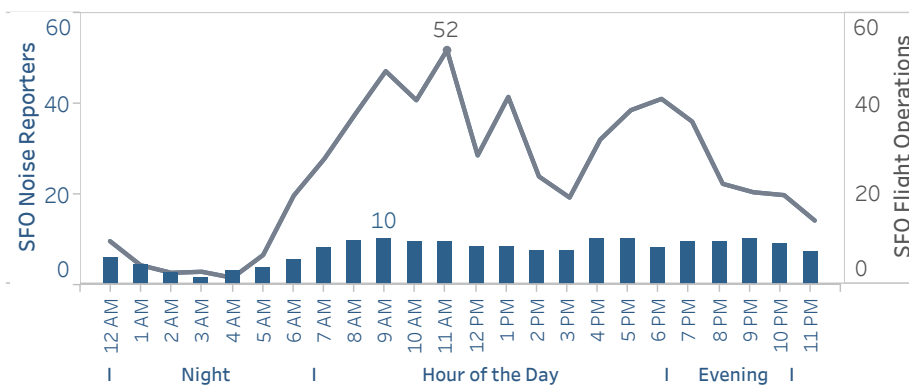
Other

Reporters Annual AVG	691
Reports Annual AVG	91,543
New Reporters	22
New Reporters Top City	San Francisco
Furthest Report	85 miles
Reports per SFO Operation	5
Top Aircraft Types	E75L B737 A320
Top Flight Numbers	AAR286 UAL689 UAL2625

Noise Reporters Location Map

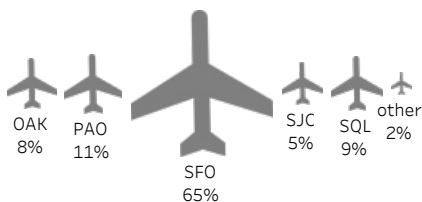


Hourly Noise Reporters (Average Day in a Month) ■ Noise Reporter — Operation



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

Airports



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

Source: SFO Intl Airport Noise Monitoring System

SFO Airport/Community Roundtable

Meeting No. 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

CONGRESSIONAL STAFF

Kathleen Wentworth – Senior Advisor, Congresswoman Jackie Speier

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 began by stating that as new members were coming on board it was better to hold off to later in the year to take a vote once they are all caught up. He said that it will be brought back for a vote once all members understand what it entails, such as MOU amendments, 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.

Mark 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 the FAA website, she said the report was released through federal register notice and is currently receiving feedback and encourages people to comment.

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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 residents 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. She stated that an increase in publicity also impacts noise complaints. Lastly, she asked if the metro plex change has caused elevated noise complaints. 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 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 citizens 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.

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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.

SFO Airport/Community Roundtable

Meeting No. 330 Minutes

Wednesday, April 7, 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

Lauren Chung – City and County of San Francisco Board of Supervisors Office (*staff, no vote)
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
Terry O'Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
Sam Hindi – City of Foster City
Al Royse – Town of Hillsborough
Cecilia Taylor – City of Menlo Park
Ann Schneider – City of Millbrae
Jeff Aalfs – Town of Portola Valley
Jeff Gee – City of Redwood City
Tom Hamilton – City of San Bruno
John Dugan – City of San Carlos
John Carvell – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Mayor's Office
City of Belmont
City of Daly City
City of Half Moon Bay
City of Pacifica
City of San Mateo
City of South San Francisco

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

CONGRESSIONAL STAFF

Kathleen Wentworth, Senior Advisor Congresswoman Jackie Speier

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager
Doug Yakel – Public Information Officer
Nupur Sinha, Acting Planning and Environmental Director

Public Comments for Items NOT on the Agenda

Peter Grace from Brisbane
Mark Shull from Palo Alto
Alastair Fyfe from Brookdale
Jennifer Landesmann from Palo Alto
Marie-Jo Fremont from Palo Alto
Darlene Yaplee from Palo Alto
Rebecca Ward from Palo Alto

Member Ford stated she had correction to the minutes and would agree with public member Darlene Yaplee to pull item 2, Minutes from February 3, 2021 regular meeting from consent agenda and revise.

Member Widmer agreed with the public comment, he noted that being a new member at the February meeting membership was told there would be a briefing on the membership expansion situation to being everyone up to speed and be brought back for vote. He also noted that timers should not be started until public begins speaking.

ACTION: Member Al Royse **MOVED** to set agenda and approve consent item 1. The motion was seconded by Vice Chair Sam Hindi and **CARRIED**, roll call vote passed.

Chair Ortiz stated that regarding item 2 staff had also received written correction from member Schneider. Member Ford stated her additions for staff to revise. February minutes will be brought back to June regular meeting.

3. Approve Work Plan (2021-2022) (00:27:50)

Chairman Ortiz gave a verbal presentation. He stated that at the October 2020 membership meeting an Ad-Hoc Strategic Plan/Work Plan Committee was formed for the purpose of recommending to the Membership a four-year strategic plan, and one-year work plan. He said a membership and public survey were conducted to inform the deliberations and eventual recommendation to the membership. He noted that the Ad-Hoc Committee met three times, and then presented its recommendations to the Membership at the December 2, 2020 meeting. After receiving public input, the membership approved the three-year Strategic Plan, and the one-year work plan. Chairman Ortiz reiterated the requirements of the SFO Roundtable bylaws in terms of approval timeline. Several tasks from the Work Plan have been completed, but since the Work Plan was approved in December, less than one-year old, and there are still several substantive pending item staff presented two options. He asked the membership if they would like to 1) carry over the Work Plan from 2020-21 as the Work Plan 2021-22 or 2) make any changes.

Chair Ortiz opened public comment.
Peter Grace from Brisbane
Mark Shull from Palo Alto
Chair Ortiz closed public comment.

Member Wider questioned whether there is flexibility in the work plan to reconsider and reallocate funds if the membership finds something that comes up that is worthwhile. Chair Ortiz confirmed that the Roundtable has done that and would do that if needed

ACTION: Member Terry O’Connell **MOVED** to continue Work Plan as it is and roll over to FY2021-2022. The motion was seconded by member Ann Schneider and **CARRIED**, roll call vote passed.

4. Chairman’s Report (00:40:45)

Chairman Ortiz gave an oral report on the status of receiving 2017-2020 Title 21 reports, update on the Technical Aviation Consultant contract, the new Glossary, an update on the Noise 101 training, the Roles and Responsibilities of Roundtables, the Airport Commission action, and the Process for Roundtable Membership Amendment memo in the packet from August 2020.

Member Widmer said that in regard to San Carlos airport flight plans, when they became a semi-commercial airline it became more disruptive and if the SFORT is able to make comments on that. Chair Ortiz said he would report back because he was unsure how the body at the SFORT relate to the San Carlos airport.

5. Subcommittee Updates (00:49:47)

Chair Ortiz gave a verbal update to the membership. He began by stating that staff has worked with the Chairperson of each standing subcommittees to identify future meeting dates and times and deadlines for packet content. The 2021 Membership and Subcommittee meeting calendar is included in meeting packet.

Technical Working Group (TWG) Chair Ortiz updated the membership on the meeting on March 24, 2021 where the focus was to discuss Work Plan Goal 1: Aircraft Procedures, and Goal 2: Ground-Based Augmentation System. He said that on the GBAS the Roundtable received a presentation from SFO on the current status, environmental process, estimated schedule, and planned outreach. He noted that the presentation included language that the Roundtable would have a role in the GBAS Innovative Approach approval process and provide comment on the Community Flight Procedure Package. He said that he requested clarification from the airport on the Roundtable role for the duration of the process, preferences to distinguish between GLS overlay procedures and innovative approach procedures in future, and address concerns and questions on the GLS overlay procedures prior to moving forward with discussion and review of the innovative approach procedures, and a list of information requested and preferences for next TWG meeting. He finalized by saying that the Roundtable needs to understand how changes impact noise.

Member Al Royse asked to clarify on changes to night procedures. Chair Ortiz clarified what times are being considered.

Member O’Connell noted that during the TWG meeting members of the public spent a lot of time speaking on process involving the entire Roundtable not the subcommittee.

Ground-Based Noise subcommittee Chairperson Ann Schneider gave a verbal update to the membership on the meeting on January 27, 2021. She stated that the Roundtable received the Ground-Based Noise Modeling Study presentation by HMMH. The meeting concluded asking members to complete their review of the report, send recommendations to the Chair and staff, and at the next subcommittee meeting next steps will be discussed in terms of implementation. The public was given the opportunity to comment. She stated that all GBN meeting videos are up on the Roundtable website for anyone interested in understanding more details.

Legislative Committee Chairperson Al Royse gave a verbal update to the membership. He began by saying that at the February 3, 2021 membership meeting there was a presentation by Mary Ellen Eagan, HMMH President and CEO on the Neighborhood Environmental Survey. He said that as follow-up to that report the Legislative subcommittee was tasked with drafting a comment letter to the FAA. He noted that the Legislative subcommittee met on March 1, 2021 and reviewed the Department of Transportation Docket requesting input on Research Activities to Inform Aircraft Noise Policy, the HMMH presentation and Fact Sheet, as well as public written and verbal comments. He summarized the points highlighted in the comment letter. He finalized that the next Legislative subcommittee meeting is on May 11 and the focus will be on 2021-2022 Aviation Legislation. Kathleen Wentworth congratulated Chairperson Royse the good work done on the comment letter to FAA.

6. San Francisco Airport Commission Update (01:07:57)

Chair Ortiz thanked Airport Director, Ivar Satero, for the FEMA COVID-19 masks to members, and for considering revising the existing the Airport Director reports to add N-Above metric in the Aircraft Noise Levels.

Mr. Satero began by stating that traffic levels increased over Easter weekend. He shared that SFO is involved in an initiative where they will create a model to show that safe travel can happen through testing and through vaccination. He noted that they are accelerating the 28R runway project because they want to take advantage of reduced flight activity. He stated that SFO also continues to expand the COVID-19 rapid test site.

He summarized that the airport is committed to GBAS projects. He said that RNAV overlays will be monitored by the FAA for further determination. He stated that they are still fully committed to community engagement as they establish these innovative procedures. He said that they will not recommend any procedure that has a negative impact on the community.

Mr. Satero noted that they have deployed portable noise monitors to Palo Alto, East Palo Alto and Pacifica.

Mr. Ganoung gave a verbal update to the membership on Enviro-Suite Aircraft Noise Reporting Software Revision. He said they are rolling out the updated Noise App. He said they will be getting more feedback from the community.

Member O'Connell asked whether the new enviro-suite can do a comparison between threshold and duration? Mr. Ganoung clarified and said this option is coming.

7. Overview Roundtable Flight Procedures Recommendations (01:17:30)

Roundtable Technical Consultant, Justin Cook shared a visual presentation along with his verbal update to the membership. He began by speaking on Work Plan Goal 1. He gave an outline of his presentation. He gave historical information on the Select Committee on South Bay Arrivals and shared a historical timeline. He summarized that the Phase One report recommendations were to fly at higher altitudes, fly over locations with fewer people, avoid noisy flight maneuvers, and implement noise reducing retrofits where possible. He said that reducing noise at night was reported as an urgent priority.

Mr. Cook summarized historical and current status of NIITE/HUSSH. He said the Select Committee recommendations on this procedure was to create a new south transition for NIITE departure procedure and expand nighttime hours to 11pm – 7am. He reviewed other Roundtable

recommendations. He provided a comparison between Roundtable recommendations, and the FAA response to these recommendations. He provided the Technical Working Group and the HMMH recommendations for next steps. He said these recommendations are broken up into two main topics, nighttime hours and GOBBS Waypoint. He said the Roundtable recommended 12 am to 6 am and the FAA proposed 1 am to 5 am.

Mr. Cook also summarized historical and current status on Runways 28L/R procedures. He stated that the Select Committee recommendations to the FAA as well as the FAA response to these recommendations. He noted the Technical Working Group recommended next steps.

Chair Ortiz asked Mr. Cook how many of the Select Committee recommendations have been implemented. Mr. Cook did not have statistical data at the time but would get back to the Roundtable.

Ms. Wentworth shared her screen with slides on NIITE departures to the North and East. She shared a slide that illustrated actual flight tracks at night. She shared another illustration from the Roundtable recommendations that depicts the current night departure as it exists up to GOBBS and NIITE, she stated that there has been no indication from the FAA, that there is no technical reason why these flights cannot stay over the ocean. She continued to share another slide provided by the FAA NIITE/HUSSH counter-proposal to the SFORT for a nighttime noise abatement southbound departure procedure that flies to GOBBS intersection and then stays offshore until higher altitude. She noted that there will be no point that is defined minimum distance where aircraft can turn, she stated this was based on SOP manual, which she cannot get a copy of. She stated that this was not a transparent process as they use a non-published procedure, and this might be something the Roundtable should address. She continued to address her thoughts on the illustration.

Vice Chair Sam Hindi thanked Kathleen for her input on the presentation and stated that it does not make sense what he FAA is proposing, that the urgent matter from the Select Committee which was reducing nighttime noise and allowing aircraft to vector before GOBBS defeats the purpose. He said that he is not comfortable accepting the FAA counter-proposal without further engagement with FAA on the turn when reaching GOBBS.

Member Widmer thanked Justin and Kathleen for their presentations. He suggested that the Roundtable should not accept, and he agrees with Sam Hindi.

Member O'Connell asked if GOBBS should be a pass "through" point versus a pass "near" point. Ms. Wentworth stated that it would be worth to clarify how it is classified.

Mr. Cook commented on next steps and comments regarding accepting FAA proposal. He stated that this would be an interim solution that would provide some sort of relief and a step in right direction though it was not the full Technical Working Group recommendation. Chair Ortiz agreed that it would be better than what the communities have.

Member Royse agreed with other members and asked Mr. Cook for clarity on his slide where it states the FAA will not move forward until issues of congestion, noise shifting and increased flying distance have been addressed. Mr. Cook said he was not completely clear and said that is a topic discussed that should be brought up at the next TWG. He also asked about the restricted airspace, Mr. Cook clarified that area does not extend to land and is further out.

Chair Ortiz said that in regard to noise shifting that it is very important to the Roundtable that we don't propose or establish any procedure that will shift noise from one community to another. He said he needs to discuss with staff next steps.

Ms. Wentworth answered member Royse concerns around congestion, noise shifting and increased flying distance in terms of FAA requirements. She summarized how the FAA works and the type of changes they do. She said when changes are proposed to the FAA by the FAA, certain set of standards apply. She continued to state that when changes are proposed to the FAA by community groups the FAA, has additional requirements. She continued to summarize airlines involvement. She finalized by stating that special use airspace is far South and is not a factor.

Faviola Garcia from the FAA stated that flight path changes happen for many reasons. She noted that the changes brought up by the community are definitely looked at differently. Chair Ortiz asked Ms. Garcia to comment on GOBBS and South bound flights remaining over water. Joseph Bert from the FAA stated that the FAA could direct airlines to pass along the shorelines and then make their turn. He said that if that is not something that the Roundtable wants and based on what the Roundtable wants he is not sure if the FAA is able to provide that. He said he will bring these requests forth. He said that they have not committed to any exact turn point. He said he cannot commit anything but can at least have a discussion with control facility as to where that turn goes. He said that regarding south bound flights remaining over water the procedure ends at GOBBS and it would have to vectored by ACT coordination to see that is doable. He said that feasibility would need to be determined.

8. Member Communications / Announcements

Member Al Royse shared his experience during his attendance at the UC Davis Air Symposium. He said he would support having other members go again next year. Member Schneider commented on her experience at the Symposium as a second time attendee. She added that the Rec center for the City of Millbrae is in beginning construction phases.

Chair Ortiz opened public comment.

Liz Lopes from San Francisco
Mark Shull from Palo Alto
Jennifer L. form Palo Alto
Darlene Yaplee from Palo Alto
Marie-Jo Fremont from Palo Alto
Greer Stone from Palo Alto City Council
Rebecca Ward from Palo Alto
Sue Digre from Pacifica

Chair Ortiz closed public comment.

Mr. Yakel responded to comments and clarified the airports focus on innovative procedures and that the flight procedures are under FAA determination.

9. Adjourn

Chairperson Ortiz adjourned the meeting at approximately 9:32 p.m.

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



June 2, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Update on Roundtable Technical Consultant Selection Process

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

RECOMMENDATION: No action required.

BACKGROUND: At the October 8, 2020 meeting the Roundtable membership approved 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 review of the Title 21 reports, participation and contribution at Subcommittee meetings, and the review of the Remote Monitoring Terminal Thresholds report.

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 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.

UPDATE: The Board of Supervisors approved on their Consent Calendar at the May 4, 2021 meeting. The start date of this contract is July 1, 2021.



June 2, 2021

TO: SFO Airport/Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Work Plan and Budget Adoption Memo FY 2021-2022

EXECUTIVE SUMMARY:

As required by the Memorandum of Understanding, approve budget for FY 2021/2022 operations, for the SFO Airport Community Roundtable (“Roundtable”) and an associated Work Plan to guide and focus the work of the membership, staff, and consultants.

RECOMMENDATION:

Approve a 12-month budget and work plan based on current Roundtable funding for FY2021-2022.

BACKGROUND:

Budget: 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. The Roundtable is funded by its voting member agencies.

In preparation of the annual budget last fiscal year (2020-2021) an audit of the trust fund was conducted for FY2017 – Q3-2020. In addition, each quarterly membership meeting packet includes a report of actual expenditures relative to budget. The Roundtable budget has expenses balanced with revenue with a positive year-end balance, including a solid reserve fund. A budget year-end audit of the trust fund will be completed starting in July 2021, and will be included in the October 2021 Member packet.

Highlights from the proposed budget are:

Budget Sources

- *Airport Commission* The City and County of San Francisco annual funding contribution to the Roundtable of \$220,000 will remain constant through June 30, 2024, under an Agreement signed by the Airport Commission, adopted on May 14, 2019.
- *Member Cities and C/CAG:* All member cities are paid in full for FY20-21 at a current rate of \$1,500 per member San Mateo County contributes \$12,000 towards staffing costs. The Executive Committee should consider outreaching to the City of Colma, and East Palo Alto about becoming Members.

- *Miscellaneous:*
 - Invoices for member agencies for the amount of \$1,500 each will be sent in June 2021 for FY 2021-2022.

Expenses

- *Staffing:* The Roundtable supports the salaries of two part-time San Mateo County staff including a Planner III (Coordinator), and Administrative Secretary II. The San Mateo County – Employee contract includes an annual cost of living and step increases. San Mateo County does not currently charge additional fees for Roundtable time incurred by the Planning Director, County Counsel, Finance, IT, or additional Secretary staff support to the Roundtable.
- *Operations:* The website is a major tool for communicating the work of the Roundtable with our members, partners, and communities; the FY2020-2024 budget reflects an increase in costs to modify the site and update the host. This is an expected, and necessary cost. This task is on the 2021-2022 Work Plan. In May, the FPPC made a determination that members are required to file Conflict of Interest Form 700. The decision has been appealed. There may be other requirements of this determination still under discussion, such as completing a Conflict of Interest Policy. San Mateo County is determining other requirements, if any. Printing costs have been kept to a minimum due to our commitment to greenhouse gas reduction. Costs include all electric membership packets, and one printed public packet for in-person meetings.
- *Projects, Programs & Other:* This year expenses are shown for a 40th Anniversary Recognition event, and the potential resumption of in-person meetings in October 2021, three Noise Symposium conference registrations, and a member Tracon field trip. No budget is set-aside for special studies, as none are known at this time.
- *Contracts:* The Roundtable has two contracts, both updated this year: 1) Services with HMMH for aviation consultanting at \$90,000/year for 3 years, total contract amount not to exceed \$270,000, contract expires June 2024; 2) Millbrae Community TV for videography and live cable casting for virtual and/or in-person meetings up to \$9,200 thru June 30, 2022. The assumption is the first in-person meeting will likely be conducted at the October 2021 Membership meeting.

Work Plan

At the April 7, 2021 meeting the Membership agreed to carry-over the existing FY 2020-2021 Work Plan to FY2021-2022 given that it was approved in December 2020 and there were a number of substantive pending items. That staff report is attached and provides the Work Plan history, tasks completed, and pending.

ATTACHMENTS:

- SFO Airport Community Roundtable Budget 2021-2022
- April 2, 2021 Work Plan and Budget (FY 2021-2022) Memo
- Roundtable Annual Work Plan July 1, 2021 – June 30, 2022
- Mark Shull letter of May 16, 2021 and Staff Response of May 20, 2021

SFO Airport/Community Roundtable - Expense Report & Proposed Budget FY 2021-2022

SOURCES	2021-2022	
Revenue	BUDGET	
San Francisco Airport Commission	\$220,000	
Roundtable Membership	\$40,500	
<i>Meeting Room In-Kind Millbrae</i>		
Total Revenue	\$260,500	
Fund Balance	\$133,687	
Total Sources	\$394,187	
EXPENSES	BUDGET	ACTUAL
Staffing and Coordination		
County of San Mateo Coordination Services	\$143,719	
Roundtable Aviation Technical Consultant	\$90,000	
	\$233,719	
Administration/Operations	BUDGET	ACTUAL
Meeting Room In-Kind Millbrae		
Postage / Printing	\$1,000	
Website	\$6,300	
Data Storage & Conference Services	\$900	
Miscellaneous Office Expenses/Equipment	\$1,500	
Video Services	\$7,580	
	\$17,280	
Projects, Programs & Others	BUDGET	
Noise Conferences Attendance, Coordinator	\$1,500	
Noise Conferences Attendance, Members(5)	\$3,000	
TRACON Field Trip(s)	\$750	
Airport Noise Report subscription	\$850	
N.O.I.S.E. Membership	\$4,300	
Fly Quiet Awards	\$600	
Special Study		
	\$11,000	
Contingency Fund	BUDGET	
Reserve	\$40,000	
	\$40,000	
TOTAL EXPENSES	\$301,999	
	PROJECTED	
UNCOMMITTED FUNDS / YEAR END BALANCE	\$92,188	



June 2, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Options for Roundtable Membership Expansion

EXECUTIVE SUMMARY: History of San Francisco International Airport (SFO) Community Roundtable (“Roundtable”) Memorandum of Understanding and various requests to add Palo Alto as a member, discussion, and direction to staff on next steps.

RECOMMENDATION: Discuss alternatives and provide direction to staff on next steps. If the Membership decides NOT to entertain this request, recommend tabling any further discussion of expansion until the expiration of the Strategic Plan in December 2024.

BACKGROUND: In 1978, 43-years ago, the City and County of San Francisco and San Mateo County entered into a *Joint Powers Agreement* to address shared impacts that result from airport operations, and to quantify the impacts and to identify possible noise mitigation actions. One action item identified in the Joint Powers Agreement *Joint Action Plan* was the formation of a formal structure and process to oversee the implementation of numerous mitigation actions outlined in the Plan. In May 1981, the SFO Community Roundtable was created and formalized under a *Memorandum of Understanding (MOU)*. The public body included the City and County of San Francisco, San Mateo County, and 11 cities/towns in San Mateo County near the Airport¹. In October 1992, in response to the expansion, consolidation, and remodeling of SFO through the Airport Master Plan, the MOU was amended to provide for committed funding from the Airport Commission, and the Airport Commission agreed to spend up to \$120 million to fund aircraft noise insulation projects in eligible cities identified by FAA as those adjacent to the Airport and located within the noise impact area where average daily noise is equal to or greater than 65 decibels. In June 1997, the MOU was amended a second time to allow non-member cities and towns in San Mateo County to join the Roundtable. The MOU also established procedures for these new member jurisdictions to join the Roundtable and established annual financial contribution requirements.

Article 1: Statement of Purpose of the MOU is “to foster and enhance a cooperative relationship between the San Francisco Airport Commission, the neighborhoods and communities in San Francisco and San Mateo Counties, the federal government, and the airlines operating at San Francisco International Airport to facilitate

¹ City of Brisbane, City of Burlingame, Town of Colma, City of Daly City, City of Foster, Town of Hillsborough, City of Millbrae, City of Pacifica, City of San Bruno, City of San Mateo, and the City of South San Francisco.

Roundtable Membership Expansion Memo

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numerous aircraft noise mitigation achievements to improve the quality of life in communities near the airport."

Article 1: Objectives of the MOU (summary), (1): to organize, administer, and operate the Community Roundtable to minimize aircraft noise impacts to help improve quality of life in San Mateo and San Francisco Counties; (3): be the focal point of information and discussion between local, state, and federal legislators and policy makers as to noise impacts from airport/aircraft operations on local communities; (4) develop and implement Work Program to evaluate and analyze impacts of aircraft noise in affected communities and make recommendations to appropriate agencies of effective noise actions.

Article II: Agreement, the signatory agencies/bodies to the MOU agree to accept in concept and spirit the continuing operation of the Community Roundtable as to this Statement of Purpose, and Objectives.

History of Palo Alto Requests for Membership

1997: The history on the City of Palo Alto requesting voting membership in the Airport/Community Roundtable, dates to March 19, 1997, and September 30, 1997 with the first and second formal requests by the City of Palo Alto (attached), requesting to become a voting member of the Roundtable to address these issues. Although the Roundtable did not take any action to allow or deny Palo Alto membership at that time, it concluded that airport noise was a regional issue and, thus, the Metropolitan Transportation Commission Regional Airport Planning Committee would be the more appropriate body to address the issues raised by the City of Palo Alto.

The reasons discussed during the Roundtable meeting (minutes attached) for not amending the MOU was as follows:

- The Roundtable purpose is to focus on noise impacts to Airport adjacent cities/towns.
- The Roundtable size would get too large and difficult to manage.

The Roundtable strategic focus and scope would become diluted. The noise impacts would expand to include Oakland and San Jose airports, in addition to San Francisco which is regional in nature.

- Noise impacts to non-adjacent Airport cities/towns are different and would distract from the Roundtable's core mission.
- Cities/counties beyond Palo Alto, such as the Counties of Santa Clara and Santa Cruz, and any of the incorporated cities/towns within those counties, may want to join.

2014: On May 29, 2014, the Membership considered a third formal request from the City of Palo Alto (attached) to join the Roundtable. Following the recommendation of an Ad Hoc Subcommittee, the membership voted to deny the request. Instead, the Membership chose to encourage Palo Alto, to continue to participate at Roundtable meetings, to participate at a regional level at the Regional Airport Planning Committee and agreed to assist the County of Santa Clara to create a Roundtable and include the City of Palo Alto (attached SFORT Memo Dec 3, 2014). The MTC (Regional) Airport Planning Committee <https://mtc.ca.gov/about-mtc/what-mtc/mtc-organization/partnership-committees/regional-airport-planning-committee> was identified as the regional body best for addressing regional airport/airline noise issues beyond the Roundtable purpose and objectives.

Roundtable Membership Expansion Memo

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2016: On January 28, 2016, and at the request of the Roundtable Chairperson, the Membership considered a fourth request for the City of Palo Alto to join the Membership (SFORT Memo Jan 28, 2016). Congresswomen Eshoo sent a letter to FAA Western Regional Administrator “we do not support this approach” to add the City of Palo Alto to the San Francisco International Airport Community Roundtable “given the focus of the SFO Airport Roundtable on many issues that are not relevant to the South Bay”, and “will not resolve the issues at hand” (attached). The SFORT Membership re-firmed their commitment to supporting a new Santa Clara Santa Cruz Roundtable (SCSC) be organized. According to the SCSC Roundtable history, in 2017, US Representative Anna Eshoo, Jimmy Panetta, Ro Khanna asked the Cities Association to form a permanent Roundtable. In October 2018, the Cities Association Board of Directors voted to initiate the formation of the Santa Clara/Santa Cruz Roundtable, a permanent aircraft noise mitigation entity. The invited include the 21 cities and counties of Santa Clara and Santa Cruz Counties, including the Norman Y. Mineta San Jose International Airport and San Francisco International Airport. The SCSC Roundtable has an MOU, Bylaws, Strategic Plan, and Work Plan. As of today, the Santa Clara/Santa Cruz Counties Airport/Community Roundtable continues to operate and remain active. The current May 26, 2021 agenda (attached) includes a contract with an attorney for legal services without an expiration date and ESA (aviation consultant) work, committee reports from Legislative Committee, and Technical Working Group, as well as a draft resolution on regular quarterly meeting dates.

2020: The fifth effort and task regarding Palo Alto Membership was at the Chairperson request and occurred at the August 8, 2020 Membership meeting where a presentation was given on the process for amending the Membership. No Member initiated amendment to the MOU. At the October 7, 2020 Membership meeting the Strategic Plan (2020-2024), and Work Plan (2020-2021) was initiated. The Member survey included two questions on whether the Membership wanted to discuss amending the MOU to allow Membership of other Counties and Cities, and whether the Membership wanted to Establish a Regional Roundtable. These questions received a lower ranking and only those tasks receiving higher priority are shown on the existing Strategic Plan and Work Plan approved by the Membership on December 2, 2021 (SFORT memo dated April 7, 2021). The discussion among Members was to focus the Membership, and staff time and resources on tasks that would result in measurable reduction in noise to the communities being served in San Francisco and San Mateo counties.

2021: This sixth effort regarding Palo Alto, is initiated at the Chairperson request, to discuss alternatives and provide direction to staff on next steps.

DISCUSSION

The reasons for not amending the MOU originally identified in 1997 are similar to the reasons discussed in 2014, 2016, and 2020, and remain relevant today, and include:

- The Roundtable’s purpose is to focus on noise impacts to Airport adjacent cities/towns.
- The Roundtable’s size would get too large and difficult to manage.

The Roundtable strategic focus and scope would become diluted. The noise impacts would expand to include Oakland and San Jose airports, in addition to San Francisco which is regional in nature.

- Noise impacts to non-adjacent Airport cities/towns are different and would distract from the Roundtable’s core mission.

Roundtable Membership Expansion Memo

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- Cities/counties beyond Palo Alto, such as the Counties of Santa Clara and Santa Cruz, and any of the incorporated cities/towns within those counties, may want to join.
- The approved Strategic Plan (2020-2024), and Work Plan (2020-2021) does not include this task.

The following is a list of pros and cons of Membership expansion to include the City of Palo Alto:

<i>PROS</i>	<i>CONS</i>
\$1,500 increase in annual budget (2021-2020) – Member dues	Part-time staff is already maximized with six Membership meetings per year, plus up to 10 Subcommittee meetings per year. Increased work is expected depending upon number of additional cities / counties being added. Exact budget impact must be determined before a decision can be made and depends on the direction of the Membership (e.g., one City, one County, two Counties).
Additional thought leadership on the Roundtable Membership.	The SCSC Roundtable is currently active and operating and representing the City of Palo Alto. By initiating amendment to the SFORT MOU, the City of Palo Alto would have a seat on the SCSC Roundtable and a seat on the SFORT Roundtable. What about other SCSC Members (In Santa Clara County: Cupertino, Los Altos, Los Altos Hills, Mountain View, Palo Alto, Santa Clara, Saratoga, Sunnyvale, Santa Clara County) do they want to join.
Addressing regional air space.	Historical focus has been on cities adjacent to airport, and related airspace issues. If Membership is expanded, will the focus expand outside the two counties? What will be the Roundtable priorities? Is the Roundtable the best entity for regional airspace topics, or is the Metropolitan Transportation Committee Regional Airport Planning Committee?
Modification required to MOU, Bylaws, Strategic Plan, Work Plan, and Budget to reflect change.	SFO Roundtable has existed for 40-years with a commitment to jurisdictions adjacent to the Airport. Staff time and effort redirected from Work Plan to facilitate MOU amendment through all Member Board of Supervisors and City Councils, estimate 3-4 months.
Benefit from Noise Mitigation to reduce noise.	FAA does not recognize Palo Alto as being within the 65 CNEL noise impacted area so Palo Alto residents are not eligible for noise mitigation (insulation,

	windows, doors). At this time, it is unclear on the financial implication from SFO on this topic
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OPTIONS

The options available to the Membership, direction to staff could include parts of multiple options:

1. No Action: Recognize that there has been no formal 2020-2021 request from the City of Palo Alto to consider adding them to the Membership, no action required.
2. Deny Request: Deny the request to add the City of Palo as a Member.
 - a. Recommend that City of Palo Alto continue to sit on the SCSC Roundtable to address its specific noise issues.
 - b. Continue to contribute at SFO Roundtable meetings on Palo Alto applicable topics.
 - c. Agree to table further discussion on this topic until the deliberation of the new Strategic Plan (2024-27?) to enable staff to focus on current identified Strategic Plan and Work Plan items.
 - d. Encourage the City of Palo to engage with the *MTC Regional Planning Committee* to address noise issues for the South Bay.
3. Create Ad-Hoc Subcommittee: Create an Ad-Hoc Membership Subcommittee, comprised of existing Member cities with balanced geographical representation, to consider the options and develop a recommendation for consideration by the full Roundtable at its August 4, 2021, meeting. Note that the creation and management of this new subcommittee will replace the planned work of existing Subcommittees (GBN, TWG, LEG) and supplant Work Plan priorities.
4. Approve Membership expansion: Direct staff to initiate the amendment to the Roundtable Bylaws, MOU, Strategic Plan, and Work Plan to allow the City of Palo Alto, and/or County of Santa Clara, and/or County of Santa Cruz and/or incorporated cities and towns within those counties to join Roundtable. Staff workload would include bringing these amendments to each Roundtable Member's governing body (SMC Board of Supervisors and respective City and Town Councils). Note that this extensive additional workload will replace the planned work of existing Subcommittees (GBN, TWG, LEG).
5. Support Regional Roundtable: Decide a Regional Roundtable or Task Force is appropriate to address regional scale air space issues. SFORT staff met with MTC/ABAG Director and Assistant Director of Planning regarding the Regional Airport System Planning Analysis role they have played assessing future air passenger and air cargo growth in the region and best approaches to handling that growth from a regional perspective. Historically, this has been a data driven effort resulting in recommended policies to be used by FAA and Airports when preparing master plans and environmental documents. The last report was issued in 2012. SFORT staff asked MTC/ABAG staff about their interest in hosting SFO, Oakland, SCSC Roundtables (and possibly SJ Airport too) to discuss higher level regional air traffic and noise issues. They do agree that with the Bay Area being a job center, with significant connections from air to surface and highway transit system that additional conversation is warranted. The draft MTC/ABAG budget to be approved in June 2021 does not include any funding for this effort, and the topic is not on the MTC Board radar given their focus on the ABAG Regional Housing Needs Allocation, and the Regional Plan Bay Area 2050. But, MTC/ABAG staff is interested in further discussion to discuss topic areas, expected outcomes, roles and responsibilities etc. Direct staff to pursue one or more of the following:
 - a. Approach *MTC/ABAG Airport Planning Committee* to define next steps,

Roundtable Membership Expansion Memo

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- b. Refer Palo Alto to *MTC Airport Planning Committee*
 - c. Amend the Strategic Plan, and Work Plan to reflect this effort
 - d. Establish regular schedule (e.g., four times per year) to convene a regional meeting with Oakland Forum, SCSC, San Jose Airport, and SFO Roundtable.
6. Request Additional Information: Direct staff to return to the August 4, 2021 meeting with specific additional information.

Recognize that staffing and resources is impacted by certain decision. Additional analysis on those staffing and resources may be appropriate before a decision is made.

ATTACHMENTS:

- A. Memorandum of Understanding
- B. Strategic Plan approved December 2, 2020
- C. Work Plan approved December 2, 2020
- D. SFORT Memos on Amendment MOU for Palo Alto:
 - i. August 13, 2014
 - ii. December 3, 2014
 - iii. January 28, 2016
 - iv. July 31, 2020
 - v. April 7, 2021
- E. Roundtable Meeting Minutes:
 - i. December 3, 1997
 - ii. January 7, 1998
- F. City of Palo Alto requests for Membership:
 - i. March 19, 1997
 - ii. September 30, 1997
 - iii. May 29, 2014
- G. Congresswomen Eshoo letter of February 2, 2016
- H. SCSC Agenda Meeting of May 26, 2021



**SAN FRANCISCO
INTERNATIONAL
AIRPORT/COMMUNITY
ROUNDTABLE**

**MEMORANDUM OF
UNDERSTANDING
(MOU)**

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

Working together for quieter skies 

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

MEMORANDUM OF UNDERSTANDING (MOU)

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

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

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

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

MEMORANDUM OF UNDERSTANDING (MOU)

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

Preamble

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

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

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

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

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

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Preamble - continued

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

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

ARTICLE I: Statement of Purpose and Objectives

1. Purpose

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

2. Objectives

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

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

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Objectives – continued

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

ARTICLE II: Agreement

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

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

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

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ARTICLE III: Roundtable Membership

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

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

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

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

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

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ARTICLE III: Roundtable Membership - continued

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

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

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

ARTICLE IV: Roundtable Operations and Support

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

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

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

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ARTICLE V: Amending This Memorandum of Understanding (MOU)

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

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

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

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

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

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

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

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

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

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

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

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

3. This MOU shall remain in effect so long as all of the voting following membership conditions are met: (1) at least five of the following cities – Brisbane, Burlingame, Daly City, Foster City, Hillsborough, Millbrae, Pacifica, San Bruno, and South San Francisco – remain members of the Roundtable, (2) the City and County of San Francisco remains a member of the Roundtable, and (3) the County of San Mateo remains a member of the Roundtable.
 4. This Memorandum of Understanding (MOU) and any subsequent amendments to this document shall remain in effect indefinitely, (1) as long as the membership conditions of Item No. 3 of this Article are met, (2) until it is replaced or superceded by another Memorandum of Understanding (MOU), or (3) until the Roundtable is disbanded.
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ROUNDTABLE STRATEGIC PLAN

July 1, 2020 – December 31, 2024

Adopted by the Roundtable on December 2, 2020

ORGANIZATION OF THIS STRATEGIC PLAN

This Strategic Plan is organized as follows:

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

INTRODUCTION

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

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

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

BACKGROUND/HISTORY

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

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

GUIDING PRINCIPLES

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

1. The Roundtable is the preeminent forum for addressing and resolving community concerns related to noise from aircraft operating to and from San Francisco International Airport.
2. The Roundtable fosters and enhances cooperation between the San Francisco International Airport, noise-impacted communities, the federal government, and the airlines with the purpose of developing, evaluating, and implementing reasonable and feasible policies, procedures, and mitigation actions that will further reduce aircraft noise exposure in neighborhoods and communities in San Francisco and San Mateo Counties.
3. The Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the “shifting” of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport.

MISSION STATEMENT

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

GOALS, AND ACTION ITEMS

The following goals are not listed in priority order:

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

Roundtable Strategic Plan 2020-2024

Page 4 of 5

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

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

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

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

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

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

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

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

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

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

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

STRATEGIC PLAN AMENDMENT PROCESS

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

Roundtable Strategic Plan 2020-2024

Page 5 of 5

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

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

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



ROUNDTABLE ANNUAL WORK PLAN

July 1, 2020 through June 30, 2021

Adopted by the Membership on December 2, 2020

Organization of the Work Program

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

Introduction

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

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

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

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

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

Work Plan Item(s):

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

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

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

Work Plan Item(s):

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

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

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

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

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

Work Plan Task(s):

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

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

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

Work Plan Task(s):

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

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

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

Work Plan Task(s):

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

Roundtable successes.

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

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

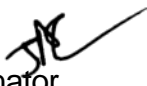
Action item: The Roundtable will make an ongoing effort at strengthening our membership, by developing a mentorship program, creating a new member packet, and translating technical jargon.

Work Plan Task(s):

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



August 13, 2014

TO: Roundtable Representatives and Alternates
FROM: James A. Castañeda, AICP, Roundtable Coordinator 
SUBJECT: City of Palo Alto request to join the Roundtable

The Roundtable held a Subcommittee meeting on July 22, 2014 to discuss the City of Palo Alto's request to join the San Francisco International Airport/Community Roundtable. The Subcommittee meeting was scheduled after the Roundtable's June 4, 2014 Regular Meeting in which the City of Palo Alto asked to be included as a voting member of the Roundtable and the Roundtable sent the matter to the Subcommittee. Information regarding the City of Palo Alto's request is attached to this memo. This memo provides a summary of the meeting, including recommendations of the Roundtable members.

July 22, 2014 Subcommittee Meeting

Members Present

Rich Newman	C/CAG, ALUC
Sue Digre	City of Pacifica
Ann Wengert	Town of Portola Valley
Rosanne Foust	City of Redwood City
John Martin	Airport Director, San Francisco International Airport
Julian Chang	City and County of San Francisco Mayor's Office

Staff Present

James Castaneda	Roundtable Coordinator, County of San Mateo
Cindy Gibbs	Roundtable Technical Consultant, BridgeNet International
John Bergner	Airport Planning, San Francisco International Airport
Bert Ganoung	Airport Noise Abatement Office, San Francisco International Airport
Andrew Swanson	Airport Manager, City of Palo Alto

Meeting Summary

The meeting discussed three main issues 1) inclusion of the City of Palo Alto as a voting member of the Roundtable, 2) admitting a non-County of San Mateo city to the Roundtable and 3) which agency should address airport noise issues for the region.

The subcommittee members recognized that aircraft noise is a regional issue that can go beyond the physical borders of the County of San Mateo and City and County of San Francisco. They underscored that citizen concerns related to aircraft noise should be heard and it is important to determine the appropriate agency for these requests to be sent. The subcommittee members concluded to recommend the Roundtable not take a vote on including the City of Palo Alto as a voting member of the Roundtable.

They recommended the following items to move forward:

- Encouraged the City of Palo Alto to continue attending Roundtable meetings to voice their concerns; SFO Noise Abatement Office staff noted they currently work with the City of Palo Alto citizens and staff on overflight questions and data requests.
- Participate on a regional level through the Association of Bay Area Government's Regional Airport Planning Committee (RAPC). RAPC is "*...representative of a broad range of stakeholders in the region - it serves as an investigative panel and advisory body to its governing boards as well as a forum for public discussion on regional aviation issues.*" RAPC meets at the Association of Bay Area Governments (ABAG) offices in downtown Oakland; the RAPC board is made up of elected officials from ABAG, San Francisco Bay Conservation, and Metropolitan Transportation Commission as well as staff from the region's airports.
- Draft a letter to RAPC to encourage the group to hold regular meetings and address noise issues in the Bay Area. RAPC cancelled its last two meetings in April and July 2014; it has not met since October 2013. The last year RAPC met on a regular basis was 2011. It is recommended the Roundtable draft a letter for the Chairman's signature encouraging RAPC to start meeting at regular intervals again to serve as the region's group to address noise issues for all three major airports.
- Assist the City of Palo Alto and County of Santa Clara in creating a County of Santa Clara Roundtable organization. The County of Santa Clara does not currently have a group focused on aircraft noise issues from general aviation or commercial activity in the County or from the region's other airports. They are the only county with a major commercial service airport in the Bay Area that does not have an airport-focused noise organization with elected officials or appointed staff.

Attachments

Request from Palo Alto, dated May 29, 2014

May 29, 2014

Cliff Lentz
Chair, San Francisco Airport Community Roundtable
San Mateo County Planning & Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Request to Include the City of Palo Alto as a Voting Member of the San Francisco Airport Community Roundtable

Dear Chair Lentz,

Thank you for considering adding the City of Palo Alto as a voting member of the San Francisco Airport Community Roundtable. As you can see from the attached map, Palo Alto is directly impacted by aircraft operations from San Francisco International Airport. My City Council colleagues and I believe that a seat on the Roundtable is extremely important for Palo Alto, and would also benefit the Roundtable and San Francisco International Airport (SFO).

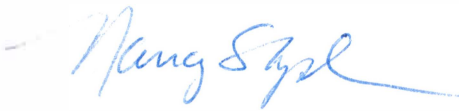
Designating a seat for Palo Alto at the Roundtable would serve two purposes: 1) Our citizens will have an elected official to represent their concerns about noise impacts from aircraft operations at SFO; and 2) the Airport will have a representative of the City of Palo Alto to relay accurate and timely information about Airport operations to our community and advocate for sensible and well-supported changes.

Recently, Congresswoman Anna Eshoo's office contacted Palo Alto about the NorCal OAPM Environmental Assessment and asked us to support the Congresswoman's request for an extension of the comment period. Congresswoman Eshoo's request was the first time that Palo Alto officials were made aware of the NorCal OAPM. We gladly supported Congresswoman Eshoo's request letter by sending our own letters, but the experience taught us that the City of Palo Alto would be better served by participating in the San Francisco Airport Community Roundtable, where we would receive regular updates about important developments at SFO that impact our community.

P.O. Box 10250
Palo Alto, CA 94303
650.329.2477
650.328.3631 fax

We believe that a seat on the Roundtable is key to an open dialogue, understanding and cooperative approach with other cities on the Peninsula that are impacted by aircraft operations from San Francisco International Airport. We greatly look forward to joining the group and playing a constructive role in Airport-community relations.

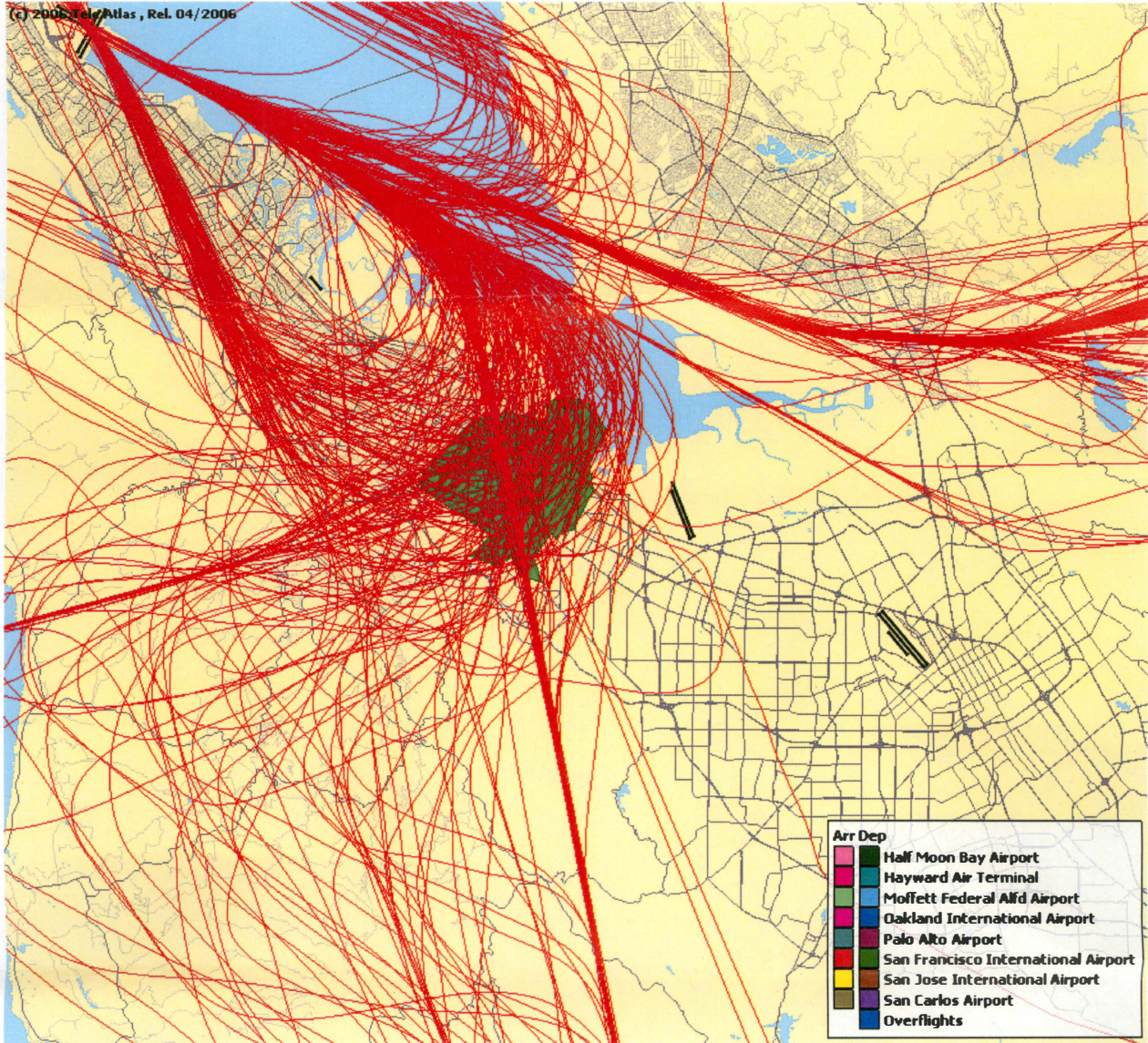
Sincerely,



Nancy Shepherd
Mayor, City of Palo Alto

cc: Congresswoman Anna Eshoo
Congresswoman Jackie Speier
Congresswoman Zoe Lofgren
Congressman Mike Honda
Senator Jerry Hill
Assembly Member Richard Gordon
Palo Alto City Council
James Keene, Palo Alto City Manager
Molly Stump, Palo Alto City Attorney
Mike Sartor, Palo Alto Public Works Director
Andy Swanson, Palo Alto Airport Manager

San Francisco International flight tracks for a 24 hour period on April 18, 2014 the City of Palo Alto is highlight in green:





December 3, 2014

TO: Roundtable Representatives and Alternates

FROM: James A. Castañeda, AICP, Roundtable Coordinator

SUBJECT: City of Palo Alto request to join the Roundtable Subcommittee and Regular Roundtable Meeting Summary

The Roundtable held a Subcommittee meeting on July 22, 2014 to discuss the City of Palo Alto's request to join the San Francisco International Airport/Community Roundtable. The Subcommittee meeting was scheduled after the Roundtable's June 4, 2014 Regular Meeting in which the City of Palo Alto asked to be included as a voting member of the Roundtable and the Roundtable sent the matter to the Subcommittee. The Subcommittee made four recommendations.

At the Roundtable's regular meeting on October 1, 2014, the Roundtable membership voted on Item 5, Request from the City of Palo Alto for Roundtable Membership. The membership voted 9 – 5 in favor of the subcommittee's recommendations as show here:

- Encouraged the City of Palo Alto to continue attending Roundtable meetings to voice their concerns; SFO Noise Abatement Office staff noted they currently work with the City of Palo Alto citizens and staff on overflight questions and data requests.
- Participate on a regional level through the Association of Bay Area Government's Regional Airport Planning Committee (RAPC). RAPC is "*...representative of a broad range of stakeholders in the region - it serves as an investigative panel and advisory body to its governing boards as well as a forum for public discussion on regional aviation issues.*" RAPC meets at the Association of Bay Area Governments (ABAG) offices in downtown Oakland; the RAPC board is made up of elected officials from ABAG, San Francisco Bay Conservation, and Metropolitan Transportation Commission as well as staff from the region's airports.
- Draft a letter to RAPC to encourage the group to hold regular meetings and address noise issues in the Bay Area. RAPC cancelled its last two meetings in April and July 2014; it has not met since October 2013. The last year RAPC met on a regular basis was 2011. It is recommended the Roundtable draft a letter for the Chairman's signature encouraging RAPC to start meeting at regular intervals again to serve as the regions group to address noise issues for all three major airports.

- Assist the City of Palo Alto and County of Santa Clara in creating a County of Santa Clara Roundtable organization. The County of Santa Clara does not currently have a group focused on aircraft noise issues from general aviation or commercial activity in the County or from the region's other airports. They are the only county with a major commercial service airport in the Bay Area that does not have an airport-sanctioned noise organization.

At the October 1, 2014 regular meeting, a motion was put forward to adopt the Subcommittee's four recommendations. After a motion was put on the table, discussion ensued; the discussion included specific rationale used by the Subcommittee on recommending the four items. Subcommittee members made the following comments regarding their rationale in the four items being recommended:

- The Roundtable's charter would need to be changed to allow a city from Santa Clara County to join and this process could take a few years for all 21 members to agree and sign the charter.
- The Roundtable has grown within its charter but that it is not intended to be a regional body. The regional body they would like to address issues is RAPC.
- Expanding the Roundtable could dilute its mission and want to ensure current issues within San Mateo County are addressed and mitigated.
- It was difficult for the subcommittee to define a boundary that was not arbitrary; used historical record of cities outside of the Roundtable (Bollinas and Tiburon) to create context for the decision.
- The Subcommittee recommends the Roundtable become more active through RAPC and supports the County of Santa Clara's formation of its own Roundtable group.
- Believe there is strength having multiple strong voices, including RAPC and the Roundtable which would bring more power to Palo Alto and the Roundtable.

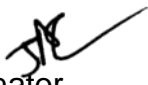
Attached:

Draft Letter to the Association of Bay Area Government's Regional Airport Planning Committee (RAPC)



January 28, 2016

TO: Roundtable Representatives and Alternates

FROM: James A. Castañeda, AICP, Roundtable Coordinator 

SUBJECT: Consideration of amending the Roundtable's Memorandum of Understanding and Bylaws to allow the City of Palo Alto to be a voting member

At the request of the Roundtable chairperson, the item of considering the City of Palo Alto to join the Roundtable as a member is being brought forth for consideration. Due to the ongoing noise impacts and recent FAA initiative to address noise issues in the Bay Area, it was felt appropriate to reintroduce the item for discussion and possibly amending the Roundtable's documents to allow membership to occur.

BACKGROUND

Up until the spring of 1997, the Roundtable had been limited to the original nine cities since the establishment of the Roundtable in 1981- Brisbane, Daly City, South San Francisco, San Bruno, Pacifica, Millbrae, Burlingame, Hillsborough and Foster City. Due to a growing number of complaints in the southern San Mateo County communities in the mid-1990s, cities within that region became more active in participating on the Roundtable, and actively request membership. Beginning in December 1995, the Roundtable started granting provisional non-voting membership to cities in the south county. The cities of Palo Alto and Los Altos in Santa Clara County at this time expressed interest in also becoming voting members. In April 1997, the Roundtable amended the Memorandum of Understanding (MOU) to allow any city within San Mateo County membership, with no provisions to offer membership to other counties or any cities located in other counties. At that time, the cities of Atherton, Belmont, Half Moon Bay, Menlo Park, Portola Valley, Redwood City, San Mateo, and Woodside formally requested voting membership as a result of the adopted amendment to the MOU.

In September 1997, the City of Palo Alto requested voting membership on the Roundtable. At the January 7, 1998 Regular Meeting, the Roundtable considered the request, but did not take a vote to grant the City of Palo Alto voting membership, which required an amendment to the MOU to allow it. The Roundtable felt it was more appropriate to discuss aircraft noise issues beyond San Mateo County in regional forum, such as the Association of Bay Area Government's (ABAG) Regional Airport Planning Committee (RAPC).

At the Roundtable's regular meeting on October 1, 2014, the Roundtable considered another request from the City of Palo Alto to join the Roundtable. The membership voted not to grant membership, but to adopt recommendations provided by a subcommittee that encouraged ongoing participation at Roundtable meetings, participate at a regional level with RAPC, and assist the City of Palo Alto and County of Santa Clara to create a Roundtable organization in Santa Clara County.

AMENDMENT PROCEDURE

1. Approval by the Roundtable Members

In order to include the City of Palo Alto's request, the Roundtable must amend language in both the MOU and Bylaws to add a non-San Mateo County city. Per Article V of the Roundtable's MOU, a motion to include the City of Palo Alto must be made by a Roundtable member, seconded, and approved by at least two-thirds of the current 23 voting membership seats (15 affirmative votes), which also include vacant seated members. If less than two-thirds of the Roundtable member are present and/or approve in the affirmative, the proposal fails.

The language in the MOU and Bylaws to consider could include the following (changes in bold):

MOU page 7, Article III, Section 4 edits:

"Additional Voting Membership – Other incorporated towns and/or cities located within San Mateo County, **and the City of Palo Alto**, may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution"

Bylaws page 5, Article III, Section 9 edits:

"Any city or town in San Mateo County, **and the City of Palo Alto**, that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU."

2. Approval by Current Member Cities

Once approved by the Roundtable members, the proposed MOU amendment must be considered and approved by at least two-thirds of the respective councils/boards of the Roundtable member agencies/bodies by a majority vote of each of those bodies. If at least two-thirds of the current 23 member agencies/bodies approve (15 affirmative) the proposed amendment, the amendment becomes effective. If less than two-thirds of the member agencies/bodies approve the proposed MOU amendment, the proposal fails.



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

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.



TO: SFO Roundtable Members
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DATE: July 31, 2020

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- 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.

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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.

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- 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

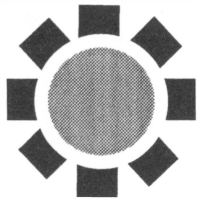
July 31, 2020

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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.



AIRPORT/COMMUNITY ROUNDTABLE

San Francisco International Airport and
Local Governments in San Mateo County

AIRPORT/COMMUNITY ROUNDTABLE MEETING SUMMARY

Meeting No. 166
Wednesday, December 3, 1997

1. Call to Order; Roll Call

Chairman Patrick Kelly called the meeting to order at approximately 7:40 p.m. in the Multi-Purpose Room at Taylor Middle School in Millbrae, California. Dave Carbone, Roundtable Staff Coordinator, called the roll. A quorum (at least 11 Regular Members) was present, as follows:

Regular Members Present

Amy Quirk (Alternate), City and County of San Francisco Board of Supervisors' Representative
Ron Wilson (Alternate), City and County of San Francisco Airport Commission
Mary Griffin (Roundtable Vice-Chair), County of San Mateo Board of Supervisors
Herbert Foreman, C/CAG Airport Land Use Committee (ALUC) Representative
Coralin Feierbach (Alternate), City of Belmont
Sepi Richardson, City of Brisbane
Marti Knight (Alternate), City of Burlingame
Marland Townsend, City of Foster City
Patrick Kelly (Roundtable Chairman), Town of Hillsborough
Charles Kinney, City of Menlo Park
Mark Church, City of Millbrae
Nancy Vian, Town of Portola Valley
Chris Pallas, City of San Bruno
Sue Lempert, City of San Mateo
Karyl Matsumoto, City of South San Francisco

Regular Members Absent

City and County of San Francisco Mayor's Office
Town of Atherton
City of Daly City
City of Half Moon Bay

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City of Pacifica
City of Redwood City

Roundtable Advisory Members Present

Airlines/Flight Operations: None

FAA: Harley Hartmann, Steve Atkinson, FAA Bay TRACON, Oakland; Andy Richards, FAA SFO Tower

Roundtable Staff/Consultants

Dave Carbone, Roundtable Staff Coordinator/Senior Planner, San Mateo County
Planning and Building Division

Walter Gillfillan, Roundtable Project Manager/Consultant, Walter E. Gillfillan and
Associates

Don Shoecraft, Roundtable Media Consultant, MTK

San Francisco International Airport Staff/Consultants

Dan Seaver, Community Affairs Specialist

Marvin Ellis, Noise Abatement Officer

Jennifer Lewis, SFO Noise Monitoring Center Staff

Patty DeAngelis, SFO Legal Staff

Roger Chinn, SFO Consultant/Community Liaison

Captain Bill Frisbie, SFO Consultant/Air Operations

Others Present

See attached Roundtable Audience Attendance List for November 5, 1977

2. Public Comment on Items not on the Agenda

None.

3. Consideration of a second request from the City of Palo Alto to become a voting member of the Airport/Community Roundtable (this item was continued from the November 5, 1997 Roundtable Meeting)

Joe Huber, Mayor of Palo Alto, explained the residents of his city are experiencing low flying aircraft and noise impacts similar to the impacts in Menlo Park and Atherton. He expressed the desire of his city to become a voting member of the Roundtable to address those issues. He noted these issues have "nothing to do with county lines." He further

Airport/Community Roundtable Meeting Summary

Meeting No. 166, Wednesday, December 3, 1997

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noted his city is prepared to attend and to commit staff resources to address these issues. He asked the Roundtable members for favorable consideration of his request.

Chairman Kelly briefly described the basis for the creation of the Roundtable. Vice-Chair Griffin noted aircraft noise is a complicated issue. She explained cities in Santa Clara County are also concerned about noise and overflight from aircraft operating at San Jose International Airport. She noted there are also noise impacts from Oakland International Airport. She further noted that given the wide spread nature of the airport noise problem the Roundtable membership could get so large, "it would have to meet in a large facility like the Oakland Coliseum."

Vice-Chair Griffin emphasized the need to look at the noise issues in the immediate environs of San Francisco International Airport. She further emphasized the Roundtable should look at all of the issues before it considers adding additional cities beyond San Mateo County.

Chris Pallas expressed concern that if Palo Alto joined the Roundtable, such action would provide an opportunity for other cities in Santa Clara County to request membership on the Roundtable. He emphasized that if Palo Alto joins the Roundtable, it would be difficult for the Roundtable to refuse membership requests from other cities in Santa Clara County.

Sue Lempert emphasized the airport noise issue is a regional issue. She asked if there is any other method by which Palo Alto could join the Roundtable without amending the original Roundtable Memorandum of Understanding (MOU) Chairman Kelly explained the Town of Atherton was granted non-voting membership for an interim period until the Roundtable MOU was amended to establish a process to address membership requests and establish criteria for new members.

Sepi Richardson explained the concerns of the residents of Palo Alto are similar to those of Roundtable member cities. She explained these issues are being addressed by the Roundtable which will help the residents in Palo Alto. Mayor Huber agreed but noted the issues that affect his city are not going to be resolved.

Rod Stewart, Foster City resident, read from the existing Roundtable Memorandum of Understanding (1981), regarding membership. He indicated the MOU provides for the Roundtable to set its own membership. He argued the San Mateo County Counsel and the Airport attorneys do not establish the Roundtable membership. Mr. Stewart further argued that Amendment No. 2 to the 1981 Roundtable Memorandum of Understanding, as amended, regarding establishing a process and criteria for new members, was not necessary because the original MOU provides the Roundtable with the authority to establish its membership.

Airport/Community Roundtable Meeting Summary

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Vice-Chair Griffin expressed her confidence in the guidance from San Mateo County Counsel, regarding the membership issue for the Roundtable. She indicated she would like to further consult with County Counsel on this matter.

Patty DeAngelis, an attorney for San Francisco International Airport, explained the Coordinating Group that was identified in the original 1981 Roundtable Memorandum of Understanding (MOU) was not formed. She further explained the rationale and approval process for Amendment No. 2 to the MOU, regarding membership.

ACTION: Chairman Kelly directed that the Roundtable Chairman, Vice-Chair, San Mateo County Deputy County Counsel, and Patty DeAngelis will meet before the next Roundtable meeting to discuss the Roundtable membership issue regarding Palo Alto's request for membership on the Roundtable.

Marland Townsend indicated the MOU is very clear regarding membership. He explained the issue is how membership is granted and how another county could be accommodated.

Chris Pallas explained the original group, prior to the creation of the Roundtable, was concerned about the cities immediately around the Airport. He suggested the 1981 MOU should be rewritten. He also indicated he could not vote on this issue without prior direction from the members of his City Council.

4. Review of Monthly Airport Director's Report

Marvin Ellis explained the nighttime noise complaint summary from November 1997 (September 1997 data), as shown in a handout distributed at the meeting. He also reviewed another handout that presented a clarification of late night operations data. Mr. Ellis and Chairman Kelly also discussed the issue of Delta Airlines' early morning L-1011 arrivals via the Woodside VOR, regarding low flying aircraft.

Mr. Ellis reviewed the data in the Airport Director's Report that was included in the Agenda packet. Chairman Kelly asked for a clarification regarding daytime v. nighttime engine runups. Mr. Ellis explained the report includes data for only nighttime runups.

Rose Urbach, San Bruno resident, suggested the noise complaint summary shown in Figure C. of the Airport Director's Report is "irrelevant" because many people don't complain, and therefore, is "doesn't tell the whole story." She also noted there are more planes through the Gap on Sundays that are disrupting church services.

Sue Lempert suggested that the Roundtable should consider putting a noise monitor in San Mateo. Chuck Kinney noted Menlo Park is not shown on the Noise Complaint

Airport/Community Roundtable Meeting Summary

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Summary in Figure C. Mr. Ellis indicated Menlo Park will be added in future Airport Director's Reports. Coralin Feierbach asked if the complaints include the intensity of the complaints. Mr. Ellis explained the complaints are compared on an equal basis.

Sepi Richardson asked if the Noise Complaint Summary could identify the population of each city shown in the Summary. Mr. Ellis indicated the Roundtable could ask for this information to be included in the Noise Complaint Summary. Marland Townsend asked if the number of complaints and the number of complainants have some relationship. He noted there is "new noise" in southern San Mateo County cities.

Chris Pallas explained San Bruno is impacted by the Airport more than any other city. He noted San Bruno doesn't accept the noise just because there are few noise complaints.

ACTION: This was an information item; no action was necessary.

5. 1997 Roundtable Work Program Items:

- a. Item No. III. - Backblast noise insulation pilot project - status report on the Airport's consultant selection process.

Marvin Ellis presented a status report on this item. He indicated the Airport is currently developing contracts for the consultants that have been selected for the project. Chairman Kelly requested a date certain for this project.

ACTION: This was an information item; no action was necessary.

- b. Item No. IV.C. - Noise variance renewal: Identifying conditions for a new variance - review/approval of final recommendations from the Roundtable Variance Subcommittee.

Vice-Chair Griffin, who served as the Chair of the Roundtable Variance Subcommittee, explained the Subcommittee has prepared a final draft of the proposed content for a variance from the State Noise Standards for San Francisco International Airport. A copy of the Subcommittee's recommendations were mailed separately in advance of the Roundtable meeting, for public review and comment, and were included in the Agenda packet. No public comments were received prior to the December 3, 1997 Roundtable meeting.

Walt Gillfillan reviewed the highlights of the Roundtable Variance Subcommittee's recommendations. He explained the recommendations are shown in three categories in the Subcommittee's report: (1) recommended variance content to serve as a basis for conditions to be included in a variance decision to be issued by

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Caltrans, (2) modifications to be made by the Roundtable to its Work Program and the way that the Work Program is organized, and (3) actions that are endorsed by the Roundtable that would require modification of the State Noise Standards and/or of the legislation that created it. He also highlighted the basic elements of the State Noise Standards.

Vice-Chair Griffin emphasized the Variance Subcommittee reviewed all of the variance-related comments. She also explained the rationale for the proposed Fast Track Items in the revised Roundtable Work Program format.

Amy Quirk asked for a clarification of Item No. 6 in the proposed variance content. This item reads as follows: "6. Runway reconfiguration study - Conduct a comprehensive study to evaluate the noise benefits of a possible runway reconfiguration to attempt to reduce the size of the noise impact boundary."

Ms. Quirk asked that a new sentence be added to the text in Item No. 6 to read as follows: "This condition exists solely for the purpose of this State variance and shall not limit the scope, content, or other objectives of the runway reconfiguration study." She also asked for a letter from the Airport to the Roundtable that indicates the Airport's support for the proposed new language in Item No. 6. She also asked that the letter acknowledge that the "runway reconfiguration study will also seek to reduce overflight noise and backblast noise in areas outside of the Noise Impact Area."

Vice-Chair Griffin indicated she assumes the proposed new language is meant to avoid a "shifting of noise" from one area to another. She emphasized the goal of the Roundtable is to avoid "shifting of noise" and to support actions that further reduce aircraft noise impacts in affected communities.

Chairman Kelly asked for input on the runway reconfiguration study item in the proposed variance content, as it relates to the State Noise Standards. Mr. Dyer indicated the runway reconfiguration study is open as far as Caltrans is concerned and "as long as the Airport's operations are not restricted." Chairman Kelly noted the completed Phase I of a runway reconfiguration study in 1990. He further noted that study was terminated at that point.

Walt Gillfillan noted the proposed clarification requested by Ms. Quirk is specifically addressed in an expanded description of Item No. I.B. of the proposed Roundtable Work Program recommendations that were included in the Agenda packet. Mr. Gillfillan indicated the specific language was shown on page 47 of the Agenda packet, and reads as follows: "...including the reduction of the impact of overflight and low frequency backblast noise outside of the Noise Impact Boundary."

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Ms. Quirk explained her requested language is “harmonious” with the Variance Subcommittee’s recommendations. Vice-Chair Griffin indicated the requested language is already included in the Subcommittee’s recommendations. Ron Wilson indicated the Airport does not want language included in the variance that would limit the scope of the runway reconfiguration study. He emphasized the Airport wants a “broad-based” study.

Ms. Quirk emphasized it is important to her San Francisco Airport Noise Committee to include the proposed language as a variance condition and not as a reference in the Roundtable Work Program. Ms. Quirk explained the concerns of her committee related to this issue.

Vice-Chair Griffin explained the language regarding the runway reconfiguration study, as shown in the proposed Roundtable Work Program, cannot be included in the proposed variance content recommendations because of the limitations of the State Noise Standards. Dave Carbone explained the State Noise Standards are focused on reducing the Noise Impact Boundary (the 65 dB CNEL noise contour line) and the variance conditions must address the reduction of that boundary. He further explained Ms. Quirk’s concerns have been addressed in the additional language highlighted in Item No. I.B. of the proposed Roundtable Work Program Recommendations. Mr. Carbone also noted the specific language of the variance conditions is prepared by Caltrans, not the Roundtable. Therefore, the Roundtable is recommending proposed variance content, not specific variance condition language. Marland Townsend explained the concerns of Ms. Quirk are addressed in the proposed Roundtable Work Program.

ACTION: Marland Townsend **MOVED** that the proposed language in Item No. 6 of the Recommended Variance Content (as shown on page 27 of the Agenda packet) is adequate. Sue Lempert **SECONDED** the motion and the **MOTION CARRIED**. Amy Quirk voted **NO**.

Nancy Vian asked for an explanation of Item No. 7 in the proposed Roundtable Work Program Recommendations, as shown on page 47 of the Agenda packet. Item No. 7 reads as follows: “7. Request that the FAA eliminate the use of the “short cut” routings over the Peninsula to Runways 28.” Ms. Vian asked how the elimination of the “short cut” routings does not constitute a “shifting of noise” from one area to another.

Walt Gillfillan explained the so-called “short cut” arrival routings to Runways 28. He explained the primary impact of the “short cut” turns occurs in Foster City, although cities from Belmont and San Carlos south are also affected. He further

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explained the intent of this Work Program item is to work with the FAA to eliminate the “early turns.”

Coralin Feierbach noted the “short cut” turns are deviations from the usual procedure. Chuck Kinney noted the aircraft are low in altitude in the Menlo Park area. Harvey Hartmann explained the aircraft are directed to descend from 11,000 feet to 6,000 feet to 4,000 feet to intercept the final approach course to Runways 28.

Marland Townsend explained the arrival flow “hole” to which the “short cuts” are being routed is on a fixed path in space. Art Perry, Foster City resident, noted there is also a “short cut” arrival routing from the Woodside VOR for trans-Pacific arrivals.

Rod Stewart, Foster City resident, indicated the “short cut” routings are “illegal” in the legal sense, because they violate the federal air regulations as implemented by FAA Bay Tracon. He explained aircraft are required to be on a nine-mile final approach. The “short cut” aircraft are routed on an approach that is less than nine miles. He emphasized the “short cut” routings are a violation of the law.

Elizabeth Boudart, Palo Alto resident, asked if the “short cut” routings occur during the day. She also asked why aircraft fly low over Palo Alto.

Harvey Hartmann explained and emphasized the “short cut” procedure is not a violation of any federal air regulations. He also noted the left turn for arrivals to Runways 28 occurs day and night. He further explained the arrival sequencing to Runways 28. Sue Lempert indicated arrivals to Runways 28 could have a potential impact on future housing development in Redwood City near the Bay.

Marland Townsend emphasized the solution is “to keep planes higher” to reduce the noise impacts. He emphasized the need for Standard Terminal Arrival Routings (STAR) procedures for aircraft arrivals to San Francisco International Airport.

Karyl Matsumoto asked for a revision to Item No. 3 of the Recommended Variance Content (on page 27 of the Agenda packet). She asked for the following language to be added to Item No. 3: “The Airport should be required to fund the completion of the noise insulation work on all of the dwelling units contemplated under the MOU.”

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Mark Church emphasized there are insufficient funds to insulate all of the eligible dwelling units. He explained the question of adequate funding for the insulation program is an issue that should be addressed in the variance.

Vice-Chair Griffin emphasized the conditions in a noise variance are designed to reduce an Airport's Noise Impact Boundary (the 65 dB CNEL aircraft noise contour). Dick Dyer explained variance conditions must be technologically and economically feasible. Mr. Dyer indicated supporting data is required to address the issue of additional funding for the insulation program.

Walt Gillfillan noted the existing local agency noise insulation programs are insulating dwelling units that are located outside of the current 65 dB CNEL noise contour line. Therefore, the State cannot require the Airport to fund insulation programs that insulate dwelling units outside of the Noise Impact Boundary (65 dB CNEL aircraft noise contour line). Mr. Dyer agreed with Mr. Gillfillan's comments.

Vice-Chair Griffin briefly described the history and implementation of the noise insulation program. Chairman Kelly explained the basis for the funding shortfall.

ACTION: Vice-Chair Griffin **MOVED** approval of the Roundtable Variance Subcommittee Final Recommendations, as contained in the Agenda packet. Marland Townsend **SECONDED** the motion and the **MOTION CARRIED**. Amy Quirk voted **NO**.

Karyl Matsumoto also asked for a revision to Item No. 2 of the Recommended Variance Content (on page 27 of the Agenda packet) that includes a requirement for the Airport to measure aircraft noise impacts on the A-scale and the C-scale for the next three years. Vice-Chair Griffin explained this issue is addressed in the Subcommittee's recommendations regarding the Roundtable's suggested revisions to State Noise Law (as indicated on page 30 of the Agenda packet).

c.1. **Item No. V.I.B.1. - Review status of current Work Program Items (July - December 1997)**

Walt Gillfillan referred to the status report on pp. 55-59 in the Agenda packet. He did not review each individual item. There were no questions or comments on the status report. Mr. Gillfillan also reviewed a list of completed Work Program items for July - December 1997. The list was included in the Agenda packet (pp. 61-62). The list was a subset of the items contained in the status report.

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ACTION: This was an information item; no action was necessary.

c.2. Item No. VI.B.2. - Review/approval of a recommendation from the Roundtable Work Program Subcommittee, re: Consideration/adoption of a Roundtable Work Program for January - June 1998

Walt Gillfillan reviewed the highlights of the proposed Roundtable Work Program for January - June 1998. He explained the proposed Work Program is now divided into three categories: (1) "Fast Track" Items, (2) Administrative Items, and (3) Future Work Items. He further explained the "Fast Track" Items are items to be completed, to the extent possible, by June 1998.

Mr. Gillfillan also reviewed several of the proposed Work Program Items that the Roundtable and the Airport intend to analyze, via computer modeling. He explained these items are overflight noise issues related to air traffic routings. He indicated the Airport is pursuing a contract with a computer modeling consultant to "model" several air traffic scenarios that may reduce aircraft noise impacts.

Marland Townsend asked that the Roundtable review an offset ILS for arrivals to Runway 28R as soon as possible. He explained the potential of an offset ILS on Runway 28R.

Mr. Gillfillan reviewed each of the proposed "Fast Track" Items. He explained the Administrative Items will be addressed concurrently with the "Fast Track" Items. He also reviewed the proposed Administrative Items.

Mr. Gillfillan also referred to the Future Work Items. He explained these are items to be scheduled as the "Fast Track" Items are completed. Chairman Kelly asked that Item No. I.A.7. "Request that the FAA eliminate the use of the "short cut" routings over the Peninsula to Runways 28" and Item No. I.A.3. "Review of arrival procedures via Pt. Reyes" be moved from the Future Work Items list to the "Fast Track" Items list. He explained these two items should be included as part of the air traffic and airspace computer modeling effort. Chairman Kelly, Marland Townsend, and Marvin Ellis discussed the time frame involved in the computer modeling process.

Chairman Kelly suggested that the Roundtable approve the proposed Work Program items and schedule the proposed "Fast Track" Items at a later date. Dave Carbone suggested that staff prepare a proposed "Fast Track" Items schedule for review and approval at the next Roundtable meeting.

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ACTION: Sepi Richardson MOVED approval of the proposed Roundtable Work Program for January - June 1998, with the revisions requested by Chairman Kelly. Marland Townsend SECONDED the motion and the MOTION CARRIED unanimously. Roundtable staff will prepare a "Fast Track" Items schedule for review at the next meeting.

6. **Adoption of a resolution establishing the date, time, and place of Regular Roundtable Meetings**

Chairman Kelly briefly explained the rationale for moving the Roundtable meetings to a new location. He also noted the Roundtable meetings will begin at 7:00 p.m. instead of 7:30 p.m.

ACTION The resolution was ADOPTED, as submitted, by a unanimous vote.

7. **Review/approval of the Roundtable Meeting Summary for the November 5, 1997 Roundtable meeting**

ACTION: The Meeting Summary was APPROVED, as submitted, by a unanimous vote.

8. **Review of Correspondence/Information Items for December 1997**

There was no discussion of these items.

9. **Member Communications**

Chairman Kelly and Dave Carbone explained each Roundtable Member and Alternate will receive a Roundtable Resource Binder and a copy of the Roundtable noise abatement video at this meeting. Dave Carbone explained the Roundtable Membership Roster will be updated when the information becomes available.

Chairman Kelly noted the Roundtable now has an administrative office, which is located at 350 Harbor Way in South San Francisco. He indicated it will be staffed, on a part-time basis, by Roundtable staff and will be used for Roundtable staff meetings and subcommittee meetings.

Vice-Chair Griffin asked that cold water and hot water be provided at the next meeting. Marland Townsend asked FAA Bay Tracon staff to clarify in writing, certain noise abatement procedures, as mentioned in a letter from Foster City Mayor Eileen Larson to William Withycombe, FAA Regional Director, dated November 12, 1997. The letter was included in the Agenda packet (p. 129).

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Sue Lempert asked that the Roundtable conduct an orientation session for new members. Chairman Kelly indicated an orientation session will be held in February 1998.

10. Adjourn

The meeting was adjourned at approximately 9:25 p.m.

Attachment

Airport/Community Roundtable Audience Attendance List for December 3, 1997.


NOTE: A copy of the meeting tape can be made available, upon request, with at least a 48-hour notice during normal business hours (8:00 a.m. - 5:00 p.m., Monday - Friday); contact David Carbone, Roundtable Staff Coordinator, at 650/363-417.

DFC:cdn - DFCH1893.6CB



July 21, 2014

TO: Subcommittee members

FROM: James A. Castañeda, AICP, Roundtable Coordinator 

SUBJECT: Request for membership from the City of Palo Alto

At the June 5, 2014 Regular meeting, the Roundtable discussed the recent request from the City of Palo Alto. The Roundtable decided to task a subcommittee to discuss the matter further and report back recommendations to the Roundtable at their next Regular Meeting.

BACKGROUND

In May 2014, staff had received a request from the City of Palo Alto to participate on the Roundtable as a voting member (see attached request letter). In order to allow such, two amendments of the Roundtable regulatory documents are required. Upon initial discussion and consideration of the request at the June 5, 2014 Regular Meeting, the Roundtable referred the matter to subcommittee for further discussion.

Up until the spring of 1997, the Roundtable had been limited to original nine cities since the establishment of the Roundtable in 1981- Brisbane, Daly City, South San Francisco, San Bruno, Pacifica, Millbrae, Burlingame, Hillsborough and Foster City. Due to a growing number of complaints in the southern San Mateo County communities in the mid 1990s, cities within that region became more active in participating on the Roundtable, and actively requesting membership. Beginning in December 1995, the Roundtable started granting provisional non-voting membership to cities in the south county. The cities of Palo Alto and Los Altos in Santa Clara County at this time expressed interest in also becoming voting members. In April 1997, the Roundtable considered and approved an amendment to the Memorandum of Understanding (MOU) to allow any city within San Mateo County membership, with no provisions to offer membership to other counties or any cities located in other counties. At that time, the cities of Atherton, Belmont, Half Moon Bay, Menlo Park, Portola Valley, Redwood City, San Mateo, and Woodside formally requested voting membership as a result of the adopted amendment to the MOU.

In September 1997, the City of Palo Alto made a second formal request for voting membership on the Roundtable. At the January 7, 1998 Regular Meeting, the Roundtable consider the request, but did not take a vote to grant the City of Palo Alto voting membership, which required an amendment to the MOU to allow it. The Roundtable felt it was more

appropriate to discuss aircraft noise issues beyond San Mateo county in regional forum, such as the Association of Bay Area Government's (ABAG) Regional Airport Planning Committee (RAPC).

AMENDMENT REQUIREMENTS

As mentioned and discussed at the June 5, 2014 Regular Meeting, in order to accommodate the City of Palo Alto's request, the Roundtable must amend language in both the MOU and Bylaws to open up membership beyond San Mateo County. Example language of alternative language in the MOU and Bylaws to consider could include the following (changes in bold):

MOU page 7, Article III, Section 4 draft example language:

“Additional Voting Membership – Other incorporated towns and/or cities located within San Mateo County **or city within the County of Santa Clara that shares a border with San Mateo County** may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution”

Bylaws page 5, Article III, Section 9 draft example language:

“Any city or town in San Mateo County **or city within the County of Santa Clara that shares a border with San Mateo County** that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.”

These examples only serve as a starting point for discussion if the subcommittee decides to entertain recommendations to the Roundtable to allow membership to the City of Palo Alto. Any proposed language changes to the MOU and the Bylaws would require additional formal review by counsel.

Attachments:

Request Letter from the City of Palo Alto, dated May 29, 2014
Request Letter from the City of Palo Alto, dated March 19, 1997
Memo to Roundtable regarding Request from the City of Palo Alto, dated September 30, 1997
Relevant Excerpts from the April 2, 1997 and January 7, 1998 Regular Meeting Overviews
Correspondence from San Mateo County Counsel, dated November 25, 1997

May 29, 2014

Cliff Lentz
Chair, San Francisco Airport Community Roundtable
San Mateo County Planning & Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Request to Include the City of Palo Alto as a Voting Member of the San Francisco Airport Community Roundtable

Dear Chair Lentz,

Thank you for considering adding the City of Palo Alto as a voting member of the San Francisco Airport Community Roundtable. As you can see from the attached map, Palo Alto is directly impacted by aircraft operations from San Francisco International Airport. My City Council colleagues and I believe that a seat on the Roundtable is extremely important for Palo Alto, and would also benefit the Roundtable and San Francisco International Airport (SFO).

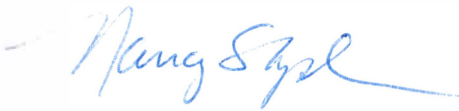
Designating a seat for Palo Alto at the Roundtable would serve two purposes: 1) Our citizens will have an elected official to represent their concerns about noise impacts from aircraft operations at SFO; and 2) the Airport will have a representative of the City of Palo Alto to relay accurate and timely information about Airport operations to our community and advocate for sensible and well-supported changes.

Recently, Congresswoman Anna Eshoo's office contacted Palo Alto about the NorCal OAPM Environmental Assessment and asked us to support the Congresswoman's request for an extension of the comment period. Congresswoman Eshoo's request was the first time that Palo Alto officials were made aware of the NorCal OAPM. We gladly supported Congresswoman Eshoo's request letter by sending our own letters, but the experience taught us that the City of Palo Alto would be better served by participating in the San Francisco Airport Community Roundtable, where we would receive regular updates about important developments at SFO that impact our community.

P.O. Box 10250
Palo Alto, CA 94303
650.329.2477
650.328.3631 fax

We believe that a seat on the Roundtable is key to an open dialogue, understanding and cooperative approach with other cities on the Peninsula that are impacted by aircraft operations from San Francisco International Airport. We greatly look forward to joining the group and playing a constructive role in Airport-community relations.

Sincerely,



Nancy Shepherd
Mayor, City of Palo Alto

cc: Congresswoman Anna Eshoo
Congresswoman Jackie Speier
Congresswoman Zoe Lofgren
Congressman Mike Honda
Senator Jerry Hill
Assembly Member Richard Gordon
Palo Alto City Council
James Keene, Palo Alto City Manager
Molly Stump, Palo Alto City Attorney
Mike Sartor, Palo Alto Public Works Director
Andy Swanson, Palo Alto Airport Manager

City of Palo Alto
Office of the Mayor and City Council

March 19, 1997

Mr. Pat Kelly, Chair
Airport/Community Roundtable
c/o Dave Carbone
Planning and Building Division
County of San Mateo
590 Hamilton Street, 2nd Floor
Redwood City, CA 94063

Dear Mr. Kelly:

Thank you for acknowledging the City of Palo Alto as one of the cities affected by airport noise and for including us as a voting member of the Airport/Community Roundtable. Please accept this letter as our request for an official application to become a voting member of the Roundtable.

I will be the representative for the City of Palo Alto, and Chief Transportation Official Marvin Overway will be the alternate. Please note the following contact addresses and phone numbers:

Representative: Joseph H. Huber
Mayor
City of Palo Alto
P.O. Box 10250
Palo Alto, CA 94303
(415) 329-2384

Alternate: Marvin Overway
Chief Transportation Official
City of Palo Alto
P.O. Box 10250
Palo Alto, CA 94303
(415) 329-2578

Unfortunately, we will not be able to attend the Aircraft Noise Orientation meeting scheduled for Saturday, March 22, 1997, because of prior commitments. We do look forward, however, to working with you and the other members of the Airport/Community Roundtable toward reducing airport noise over our cities.

Sincerely,

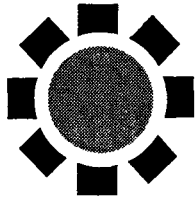


Joseph H. Huber
Mayor

cc: June Fleming, City Manager
Marvin Overway, Chief Transportation Official

S:\CLK\ADMIN\COUNCIL\HUBER\AIRPORT\JH

P.O. Box 10250
Palo Alto, CA 94303
415.329.2477
415.328.3631 Fax



AIRPORT/COMMUNITY ROUNDTABLE

San Francisco International Airport and
Local Governments in San Mateo County

October 29, 1997

TO: Roundtable Members

FROM: Dave Carbone, Roundtable Staff Coordinator *DRC*

SUBJECT: Second Request From the City of Palo Alto to Become a Voting Member of the Airport/Community Roundtable

Earlier this year, the City of Palo Alto expressed interest in becoming a voting member of the Roundtable. However, the Roundtable decided to offer membership to cities located in San Mateo County, based on the history of the creation of the Roundtable in 1981. The City of Palo Alto has now made a second request to become a voting member of the Roundtable (see attached letter to Patrick Kelly, Roundtable Chairman, from Joseph Huber, Mayor, City of Palo Alto, dated September 30, 1997).

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September 30, 1997

Patrick Kelly
Chairperson
Airport/Community Roundtable
590 Hamilton Street, Second Floor
Redwood City, CA 94063

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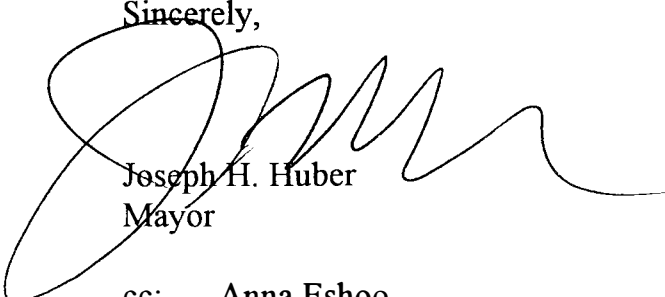
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We strongly support a coordinated effort to develop a common understanding regarding aircraft noise issues, and to work toward practical solutions for impacted communities. The Roundtable is the only existing mechanism for local authorities to address these issues in a coordinated manner. We recognize that the Roundtable is currently limited to cities in San Mateo County, however, aircraft noise doesn't recognize county lines. Palo Alto is faced with many of the same issues that impact the southern San Mateo County cities recently admitted to the Roundtable.

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Mayor

cc: Anna Eshoo
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Willie Brown, Jr., San Francisco Airport Commission
John Martin, San Francisco Airport Director
Henry E. Bowman

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RELEVANT EXCERPTS FROM MEETING 160 - APRIL 2, 1997 OVERVIEW

Item No IV.F.1 and Item No. IV.F.2 - Roundtable Memorandum of Understanding (MOU) amendment. re: membership criteria for new voting members

Chairman Kelly indicated a letter was mailed last month to each mayor of the non-Roundtable member cities in San Mateo County, from Chairman Kelly, as a letter of invitation to those cities to join the Roundtable as voting members. He further indicated that letter was followed by a letter to those same mayors from John Martin, Airport Director, San Francisco International Airport, encouraging those cities to join the Roundtable to address their aircraft noise concerns.

Dave Carbone presented a list of non-Roundtable member cities that have expressed an interest in joining the Roundtable as voting members, as of April 2, 1997. The list included the following cities in San Mateo County: Atherton, Belmont, Half Moon Bay, Menlo Park, Portola Valley, Redwood City, San Mateo, and Woodside. Mr. Carbone also noted the cities of Palo Alto and Los Altos in Santa Clara County also expressed an interest in joining the Roundtable as voting members. Mr. Carbone also displayed a map that illustrated the geographic location of the cities in San Mateo County that have expressed an interest in joining the Roundtable. He noted most of them are located in the southerly portion of the county.

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RELEVANT EXCERPTS FROM MEETING 167 - JANUARY 7, 1998 OVERVIEW

Item 3. Consideration of a Second Requests from the City of Palo Alto to Become a Voting Member of the Airport/Community Roundtable: Follow-Up Report

Chairman Kelly reported that he and Vice-Chair Griffin met with San Mateo County Deputy County Counsel Michael Murphy and Patty DeAngelis, Airport Attorney, to discuss the request from the City of Palo Alto to become a voting member of the Roundtable. Chairman Kelly explained the discussion at that meeting noted the creation of the Roundtable was based upon an agreement between the Board of Supervisors of the City and County of San Francisco and the Board of Supervisors of the County of San Mateo. That agreement formed the basis to address noise issues and other Airport issues that affect communities and neighborhoods in both counties. He further explained that the agreement between both counties must be changed by both Boards of Supervisors to accommodate membership requests from outside both counties.

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ACTION: No official action (vote) was taken. Chairman Kelly explained that rather denying Palo Alto's request for membership on the Roundtable, the approach is to discuss the airport noise issue on a regional scale, via the RAPC forum. He thanked the Mayor of Palo Alto and the City of Palo Alto for being the "catalyst" for this approach.

COUNTY OF SAN MATEO

INTERDEPARTMENTAL CORRESPONDENCE

To: David F. Carbone, Planning Division
From: County Counsel
Subject: Membership of Out-of-County Cities in the Airport Roundtable
Date: November 25, 1997

You have requested our advice on the process that would need to be followed to allow out-of-county cities membership on the Airport Roundtable.

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Please feel free to call if you have any questions.

THOMAS F. CASEY, III, COUNTY COUNSEL

BY: _____

Michael P. Murphy, Deputy

MPM:mw
K:\P_DEPTS\PLANNING\MEMCARBO.WPD

City of Palo Alto
Office of the Mayor and City Council

March 19, 1997

Mr. Pat Kelly, Chair
Airport/Community Roundtable
c/o Dave Carbone
Planning and Building Division
County of San Mateo
590 Hamilton Street, 2nd Floor
Redwood City, CA 94063

Dear Mr. Kelly:

Thank you for acknowledging the City of Palo Alto as one of the cities affected by airport noise and for including us as a voting member of the Airport/Community Roundtable. Please accept this letter as our request for an official application to become a voting member of the Roundtable.

I will be the representative for the City of Palo Alto, and Chief Transportation Official Marvin Overway will be the alternate. Please note the following contact addresses and phone numbers:

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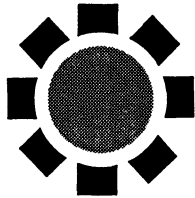


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AIRPORT/COMMUNITY ROUNDTABLE

San Francisco International Airport and
Local Governments in San Mateo County

October 29, 1997

TO: Roundtable Members

FROM: Dave Carbone, Roundtable Staff Coordinator *DRC*

SUBJECT: Second Request From the City of Palo Alto to Become a Voting Member of the Airport/Community Roundtable

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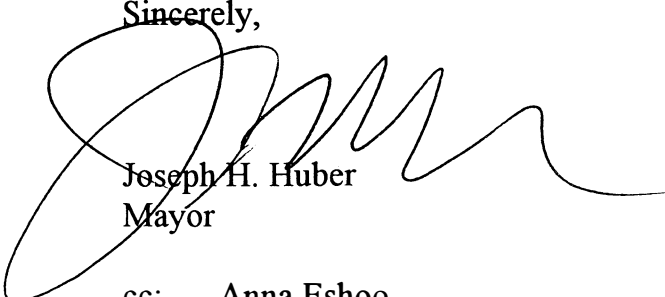
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John Martin, San Francisco Airport Director
Henry E. Bowman

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July 21, 2014

TO: Subcommittee members

FROM: James A. Castañeda, AICP, Roundtable Coordinator 

SUBJECT: Request for membership from the City of Palo Alto

At the June 5, 2014 Regular meeting, the Roundtable discussed the recent request from the City of Palo Alto. The Roundtable decided to task a subcommittee to discuss the matter further and report back recommendations to the Roundtable at their next Regular Meeting.

BACKGROUND

In May 2014, staff had received a request from the City of Palo Alto to participate on the Roundtable as a voting member (see attached request letter). In order to allow such, two amendments of the Roundtable regulatory documents are required. Upon initial discussion and consideration of the request at the June 5, 2014 Regular Meeting, the Roundtable referred the matter to subcommittee for further discussion.

Up until the spring of 1997, the Roundtable had been limited to original nine cities since the establishment of the Roundtable in 1981- Brisbane, Daly City, South San Francisco, San Bruno, Pacifica, Millbrae, Burlingame, Hillsborough and Foster City. Due to a growing number of complaints in the southern San Mateo County communities in the mid 1990s, cities within that region became more active in participating on the Roundtable, and actively requesting membership. Beginning in December 1995, the Roundtable started granting provisional non-voting membership to cities in the south county. The cities of Palo Alto and Los Altos in Santa Clara County at this time expressed interest in also becoming voting members. In April 1997, the Roundtable considered and approved an amendment to the Memorandum of Understanding (MOU) to allow any city within San Mateo County membership, with no provisions to offer membership to other counties or any cities located in other counties. At that time, the cities of Atherton, Belmont, Half Moon Bay, Menlo Park, Portola Valley, Redwood City, San Mateo, and Woodside formally requested voting membership as a result of the adopted amendment to the MOU.

In September 1997, the City of Palo Alto made a second formal request for voting membership on the Roundtable. At the January 7, 1998 Regular Meeting, the Roundtable consider the request, but did not take a vote to grant the City of Palo Alto voting membership, which required an amendment to the MOU to allow it. The Roundtable felt it was more

appropriate to discuss aircraft noise issues beyond San Mateo county in regional forum, such as the Association of Bay Area Government's (ABAG) Regional Airport Planning Committee (RAPC).

AMENDMENT REQUIREMENTS

As mentioned and discussed at the June 5, 2014 Regular Meeting, in order to accommodate the City of Palo Alto's request, the Roundtable must amend language in both the MOU and Bylaws to open up membership beyond San Mateo County. Example language of alternative language in the MOU and Bylaws to consider could include the following (changes in bold):

MOU page 7, Article III, Section 4 draft example language:

“Additional Voting Membership – Other incorporated towns and/or cities located within San Mateo County **or city within the County of Santa Clara that shares a border with San Mateo County** may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution”

Bylaws page 5, Article III, Section 9 draft example language:

“Any city or town in San Mateo County **or city within the County of Santa Clara that shares a border with San Mateo County** that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.”

These examples only serve as a starting point for discussion if the subcommittee decides to entertain recommendations to the Roundtable to allow membership to the City of Palo Alto. Any proposed language changes to the MOU and the Bylaws would require additional formal review by counsel.

Attachments:

Request Letter from the City of Palo Alto, dated May 29, 2014
Request Letter from the City of Palo Alto, dated March 19, 1997
Memo to Roundtable regarding Request from the City of Palo Alto, dated September 30, 1997
Relevant Excerpts from the April 2, 1997 and January 7, 1998 Regular Meeting Overviews
Correspondence from San Mateo County Counsel, dated November 25, 1997

May 29, 2014

Cliff Lentz
Chair, San Francisco Airport Community Roundtable
San Mateo County Planning & Building Department
455 County Center, 2nd Floor
Redwood City, CA 94063

Re: Request to Include the City of Palo Alto as a Voting Member of the San Francisco Airport Community Roundtable

Dear Chair Lentz,

Thank you for considering adding the City of Palo Alto as a voting member of the San Francisco Airport Community Roundtable. As you can see from the attached map, Palo Alto is directly impacted by aircraft operations from San Francisco International Airport. My City Council colleagues and I believe that a seat on the Roundtable is extremely important for Palo Alto, and would also benefit the Roundtable and San Francisco International Airport (SFO).

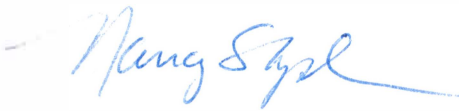
Designating a seat for Palo Alto at the Roundtable would serve two purposes: 1) Our citizens will have an elected official to represent their concerns about noise impacts from aircraft operations at SFO; and 2) the Airport will have a representative of the City of Palo Alto to relay accurate and timely information about Airport operations to our community and advocate for sensible and well-supported changes.

Recently, Congresswoman Anna Eshoo's office contacted Palo Alto about the NorCal OAPM Environmental Assessment and asked us to support the Congresswoman's request for an extension of the comment period. Congresswoman Eshoo's request was the first time that Palo Alto officials were made aware of the NorCal OAPM. We gladly supported Congresswoman Eshoo's request letter by sending our own letters, but the experience taught us that the City of Palo Alto would be better served by participating in the San Francisco Airport Community Roundtable, where we would receive regular updates about important developments at SFO that impact our community.

P.O. Box 10250
Palo Alto, CA 94303
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We believe that a seat on the Roundtable is key to an open dialogue, understanding and cooperative approach with other cities on the Peninsula that are impacted by aircraft operations from San Francisco International Airport. We greatly look forward to joining the group and playing a constructive role in Airport-community relations.

Sincerely,



Nancy Shepherd
Mayor, City of Palo Alto

cc: Congresswoman Anna Eshoo
Congresswoman Jackie Speier
Congresswoman Zoe Lofgren
Congressman Mike Honda
Senator Jerry Hill
Assembly Member Richard Gordon
Palo Alto City Council
James Keene, Palo Alto City Manager
Molly Stump, Palo Alto City Attorney
Mike Sartor, Palo Alto Public Works Director
Andy Swanson, Palo Alto Airport Manager

City of Palo Alto
Office of the Mayor and City Council

March 19, 1997

Mr. Pat Kelly, Chair
Airport/Community Roundtable
c/o Dave Carbone
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County of San Mateo
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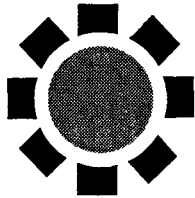


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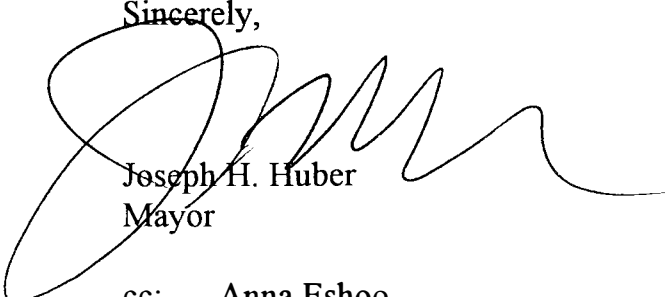
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The Airport Roundtable Memorandum of Understanding ("MOU") was entered into in 1981 by the City and County of San Francisco, the County of San Mateo, and eleven cities in North San Mateo County. Voting membership was restricted to the signatories to the MOU. As a result of several requests from other County cities, the MOU was amended in early 1997 to allow other County cities to become voting members of the Roundtable upon adoption of a resolution authorizing a member of the City Council to represent their city, agreeing to comply with the MOU as amended, and agreeing to contribute an annual funding amount. The amendment, by its terms, became effective upon execution of the then current voting members of the Roundtable.

The current MOU, as amended, does not authorize membership for out-of-county cities. Before membership can be considered, therefore, a further amendment to the MOU would be required. Following the procedure used in adopting the most recent amendment, any new amendment would have to be approved by a majority of the original signatories to the MOU. If it chooses to amend the MOU to allow membership of out-of-county cities, the Roundtable may establish such conditions of membership as it sees fit.

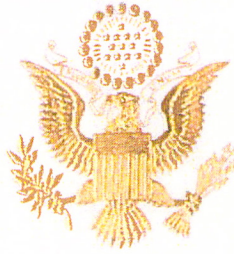
Please feel free to call if you have any questions.

THOMAS F. CASEY, III, COUNTY COUNSEL

BY: 

Michael P. Murphy, Deputy

MPM:mw
K:\P_DEPTS\PLANNING\MEMCARBO.WPD



February 2, 2016

Mr. Glen Martin, Western Regional Administrator
Federal Aviation Administration
15000 Aviation Boulevard
Lawndale, California 90261

Dear Mr. Martin,

Thank you for working with us to explore standing up a new FAA Select Committee made up of local elected officials from the cities and counties in the South Bay and Santa Cruz County.

As you know, the vast majority of our constituent complaints involve aircraft coming into the San Francisco Airport, not the San Jose Airport. We understand the SFO Airport Roundtable is considering adding an additional city, Palo Alto, to its existing membership of 23 elected officials. This, in our view, will not resolve the issues at hand and we do not support this approach. Santa Clara County has 15 cities within its jurisdiction and adding only one city as a voting member is not an equitable solution. Additionally, Santa Cruz County must have representation as well. Given the focus of the SFO Airport Roundtable on many issues that are not relevant to the South Bay, we believe a new Select Committee representing the entire region (three congressional districts) is necessary.

We greatly appreciate your leadership and support in helping to ensure that our constituents have a direct voice in FAA matters with you and FAA leadership through a new Select Committee with equal regional representation of local elected officials appointed through an appropriate body within each county that we represent. We recommend the new Select Committee hold regular meetings in each county so constituents can have easier access to the meetings.

Most gratefully,

A handwritten signature in blue ink, appearing to read "Anna G. Eshoo".

Anna G. Eshoo
Member of Congress

A handwritten signature in blue ink, appearing to read "Sam Farr".

Sam Farr
Member of Congress

cc: The Honorable Jackie Speier (CA-14)
Mr. John Martin, San Francisco International Airport Director
Mr. Cliff Lentz, Chairperson, SFO Airport Roundtable



AMENDED
AGENDA

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

SPECIAL MEETING of the Roundtable

**May 26, 2021
1:00 – 4:00 PM PDT**

This meeting will be conducted in accordance with State of California Executive Order N-29-20, dated March 17, 2020. All members of the Committee will participate by video conference, with no physical meeting location.

Members of the public wishing to observe the special meeting live may do so at:

https://www.youtube.com/channel/UCtPEgHsvTSnRcJUCQxX2Ofw?view_as=subscriber
[Youtube.com](#) → [SCSC Roundtable Channel](#)

Members of the public wishing to comment on an item on the agenda may do so in the following ways:

1. Email comments to scscroundtable@gmail.com by 3:00 p.m. on May 25, 2021. Emails will be forwarded to the Committee. Emails received after 3:00 p.m. and prior to the Chair announcing that public comment is closed may be noted or may be read into the record by the Chair at the meeting (up to 3 minutes) at the discretion of the Chair. **IMPORTANT:** Identify the Agenda Item number in the subject line of your email. All emails received will be entered into the record for the meeting.
2. Provide oral public comments during the meeting by following the link to register in advance to access the meeting via Zoom Webinar: <https://esassoc.zoom.us/j/84610857135>
 - a. You will be asked to enter an email address and a name. Your email address will not be disclosed to the public. After registering, you will receive an email with instructions on how to connect to the meeting. If you prefer not to provide an email, you may call in to the meeting (listed below) and view the live stream on the SCSC Roundtable YouTube Channel.

Dial: +1 669 219 2599 or +1 213 338 8477 or +1 346 248 7799 or +1 206 337 9723 or +1 646 518 9805 or +1 470 250 9358 or 833 548 0282 (Toll Free) or 877 853 5247 (Toll Free) or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free)

Webinar ID: 846 1085 7135
 - b. When the Chair announces the item on which you wish to speak, click the “raise hand” feature in Zoom. Speakers will be notified shortly before they are called to speak.
 - c. When called to speak, please limit your comments to the time allotted (up to 3 minutes, at the discretion of the Chair).
 - d. For those individuals participating by phone, you may use the following controls as appropriate.

Press *9 - Raise hand

Press *6 - Toggle mute/unmute

1:00 PM	1. Welcome/Review of the Meeting Format – <i>Steve Alverson, Roundtable Facilitator</i>	Information
	2. Call to Order and Identification of Members Present – <i>Chairperson Bernald</i>	Information
	Summary of SCSC Roundtable Special Meeting Format – SCSC Roundtable Legal Counsel, Kirsten Powell	
1:15 PM	3. Consent Agenda – <i>Chairperson Bernald</i>	Information/ Action
	a.) Summary of SCSC Roundtable Legal Counsel's Scope of Work, Kirsten Powell	
	b.) SCSC Roundtable Chair sending recommendation to the Cities Association regarding consultant contract extension.	
	→ c.) Summary of SCSC Roundtable Resolution to establish a schedule for regular SCSC Roundtable meetings to occur on a quarterly basis.	
	Possible actions include:	
	- Approval of Legal Counsel Scope of Work.	
	- Approval of Roundtable Chair sending recommendation to the Cities Association that the contract with ESA be extended to December 31, 2021.	
	→ - Approval of Resolution Establishing Regular Meeting Dates.	
	Public Comment	
1:30 PM	4. Overview of the FAA's Neighborhood Environmental Survey - <i>Steve Alverson, Roundtable Facilitator</i>	Information/ Action
	Possible actions include approval of Roundtable Chair preparing and sending letter to the Congressional Offices to encourage Congressional representatives to continue to convey Roundtable positions on aircraft noise impacts and FAA noise research. Roundtable Chairperson and ESA to draft letter based on Roundtable member input.	
	Public Comment	
1:45 PM	5. Committee Reports	Information
	a.) Legislative Committee – <i>Legislative Committee Chair Lisa Matichak</i>	
	- Report out from the December 16, 2020 Legislative Committee meeting.	
	b.) Technical Working Group – <i>Technical Working Group Committee Chair Anita Enander</i>	
	- Report out from the December 15, 2020 Technical Working Group meeting.	
	Public Comment	

Item moved from member discussion to Item 3c under Consent.

- | | | |
|---------|--|-------------|
| 3:00 PM | 6. Ad Hoc Committee Report – <i>Chairperson Bernald</i>

Update regarding the Ad Hoc Committee’s ongoing discussions with the Cities Association.

Public Comment | Information |
| 3:30 PM | 7. Oral Communications/Public Comment - <i>Speakers are limited to a maximum of two minutes or less depending on the number of speakers. Roundtable members cannot discuss or take action on any matter raised under this agenda item.</i> | Information |
| 3:40 PM | 8. Member Discussion
- Chair’s Report

- Report/Update on recent FAA procedure status (BRIXX, etc.), and FAA public briefing to be held virtually this summer.

Public Comment | Information |
| 4:00 PM | 9. Adjournment – <i>SCSC Roundtable Chairperson</i>

Materials to be provided during the meeting:
- Presentation of the electronic agenda packet | |

4/26/2021

Ms. Michele Rodriguez
San Francisco International Airport/Community Roundtable Coordinator
County of San Mateo
400 County Center
Redwood City, CA 94063
650.241.5180
mrodriguez2@smcgov.org

Re: HMMH Review of Quarterly Noise Reports – 1st Quarter 2017 through 4th Quarter 2020 (16 Total)

Dear Ms. Rodriguez,

Per your request, as the SFO Airport/Community Roundtable (herein Roundtable) technical consultant, HMMH reviewed the quarterly noise reports provided by San Francisco International Airport (SFO) Aircraft Noise Abatement Office (ANAO) to the County of San Mateo prior to submittal to the California Department of Transportation (Caltrans) Division of Aeronautics.

HMMH's review of each quarterly noise report focused on compliance with the requirements set forth in the California Code of Regulations, Title 21¹ (herein Title 21). Title 21 requires "noise problem" airports to submit noise reports to Caltrans within 75 days after the end of each calendar quarter. Each report must contain at least the following information:

- A) A map illustrating the location of the noise impact boundary, as validated by measurement, and the location of measurements points, in the four preceding calendar quarters;
- B) The annual noise impact area as obtained from the preceding four calendar quarterly reports, an estimate of the number of dwelling units, and the number of people residing therein;
- C) The daily CNEL measurement, together with identification of the date on which each measurement was made, number of total aircraft operations during the calendar quarter, estimated number of operations of the highest noise level aircraft type (as defined in the 14th Code of Federal Regulations, Part 1, for the certification of airmen) in the calendar quarter, and any other data pertinent to the activity. The Hourly Noise Level (HNL) data shall be retained for at least 3 years and made available to the department upon request.
- D) The quarterly report shall include use of a standard information format provided by the department (for DOA 617, dated 10/89). The standard form provides a listing for certain summary information including size of noise impact area and the aircraft operational data specified in paragraph (c) above.

The 1st quarter 2017 through 4th quarter 2020 (total of 16) noise reports prepared by SFO's ANAO were submitted to the County of San Mateo at the end of March 2021 and therefore not in time to submit within the 75 day requirement. After review of the quarterly noise reports, HMMH confirms that all information required by Section 5012 of Title 21 are included in each quarterly noise report.

¹ California Code of Regulations, Title 21 - Public Works, Division 2.5 - Division of Aeronautics, Chapter 6 -Noise Standards, Article 1 - General, Section 5012 - Airport Noise Standard.

Moving forward and starting 1st quarter 2021, the quarterly noise reports prepared by SFO's ANAO should be submitted to the County of San Mateo within 45 days after the end of each calendar quarter to ensure that the County of San Mateo has time to review, address any concerns, and submit to Caltrans within 75 days as required. SFO ANAO must deliver the 1st quarter 2021 noise report to the County of San Mateo by May 15, 2021. Upon completion of the County audit ensuring that the data were produced in accordance with the noise monitoring system plan, the County of San Mateo will submit the 1st quarter noise report of 2021 to the following by June 14, 2021.

Mr. Philip Crimmins
Aviation Environmental Specialist
Department of Transportation, Division of Aeronautics
P.O. Box 942874, MS-40
Sacramento, CA 94274
916.654.6223
philip.crimmins@dot.ca.gov

Sincerely yours,
Harris Miller Miller & Hanson Inc.



Justin W. Cook – INCE, LEED GA
Director of Emerging Technologies and IT

cc: Gene M. Reindel, Vice President
enclosures:

5/19/2021

Ms. Michele Rodriguez
San Francisco International Airport/Community Roundtable Coordinator
County of San Mateo
400 County Center
Redwood City, CA 94063
650.241.5180
mrodriguez2@smcgov.org

Re: HMMH Review of the 1st Quarter 2021 Noise Report

Dear Ms. Rodriguez,

Per your request, as the SFO Airport/Community Roundtable (herein Roundtable) technical consultant, HMMH reviewed the quarterly noise report provided by San Francisco International Airport (SFO) Aircraft Noise Abatement Office (ANAO) to the County of San Mateo prior to submittal to the California Department of Transportation (Caltrans) Division of Aeronautics.

HMMH's review of each quarterly noise report focuses on compliance with the requirements set forth in the California Code of Regulations, Title 21¹ (herein Title 21). Title 21 requires "noise problem" airports to submit noise reports to Caltrans within 75 days after the end of each calendar quarter. Each report must contain at least the following information:

- A) A map illustrating the location of the noise impact boundary, as validated by measurement, and the location of measurements points, in the four preceding calendar quarters;
- B) The annual noise impact area as obtained from the preceding four calendar quarterly reports, an estimate of the number of dwelling units, and the number of people residing therein;
- C) The daily CNEL measurement, together with identification of the date on which each measurement was made, number of total aircraft operations during the calendar quarter, estimated number of operations of the highest noise level aircraft type (as defined in the 14th Code of Federal Regulations, Part 1, for the certification of airmen) in the calendar quarter, and any other data pertinent to the activity. The Hourly Noise Level (HNL) data shall be retained for at least 3 years and made available to the department upon request.
- D) The quarterly report shall include use of a standard information format provided by the department (for DOA 617, dated 10/89). The standard form provides a listing for certain summary information including size of noise impact area and the aircraft operational data specified in paragraph (c) above.

HMMH recommends quarterly noise reports prepared by SFO's ANAO be submitted to the County of San Mateo within 45 days after the end of each calendar quarter to ensure that the County of San Mateo has time to review, address any concerns, and submit to Caltrans within 75 days as required.

The 1st quarter 2021 noise report prepared by SFO's ANAO was submitted to the County of San Mateo on May 17, 2021; 47 days after the end of the quarter since the 45th day fell on a Saturday. After review

¹ California Code of Regulations, Title 21 - Public Works, Division 2.5 - Division of Aeronautics, Chapter 6 -Noise Standards, Article 1 - General, Section 5012 - Airport Noise Standard.

of the quarterly noise report submitted, HMMH confirms that all information required by Section 5012 of Title 21 are included in the 1st quarter 2021 noise report.

Upon completion of the County audit ensuring that the data were produced in accordance with the noise monitoring system plan, the County of San Mateo will submit the 1st quarter 2021 noise report to the following by June 14, 2021.

Mr. Philip Crimmins
Aviation Environmental Specialist
Department of Transportation, Division of Aeronautics
P.O. Box 942874, MS-40
Sacramento, CA 94274
916.654.6223
philip.crimmins@dot.ca.gov

Sincerely yours,
Harris Miller Miller & Hanson Inc.



Justin W. Cook, Director

cc: Gene M. Reindel, Vice President
enclosures:

YTD ACTUALS FOR FY20-21

SOURCES	2020-2021	
	BUDGET	ACTUAL
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	
Total Sources	\$471,471	\$ 248,500

EXPENSES	BUDGET	
County of San Mateo Coordination Services	\$139,534	\$ 84,554
Roundtable Aviation Technical Consultant	\$90,000	\$ 63,119
	\$229,534	\$ 147,673

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
	\$12,700	\$ 2,428

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
	\$55,550	\$ 55,152

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

EXPENSES SUBTOTAL	BUDGET	
	\$337,784	\$ 205,253

UNCOMMITTED FUNDS / YEAR END BALANCE	PROJECTED	
	\$133,688	\$ 43,248

From: [Justin W. Cook](#)
To: [Michele Rodriguez](#)
Subject: FAA - Community Engagement
Date: Wednesday, April 28, 2021 12:36:46 PM
Attachments: [image001.png](#)

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

1st link for you is the FAA community roundtable information sheet published on their website. 2nd link is the community involvement manual.

https://www.faa.gov/air_traffic/community_involvement/media/FAA_Community_Roundtable_Info_Sheet.pdf

https://www.faa.gov/about/office_org/headquarters_office/s/apl/enviro_n_policy_guidance/guidance/media/faa_cim.pdf

Community Engagement Officer

The Incumbent is responsible for planning, organizing, and controlling the activities necessary to deliver an effective community outreach program for the Regional Administrator's Office. The position is expected to fully plan, implement, manage and coordinate all community outreach activities related to aviation issues in their assigned areas. This position is a subject matter expert and responsible for planning, organizing, and controlling the activities necessary to deliver an effective community outreach program for the Regional Administrator's Office. Applies experience and expert knowledge that are applicable to his or her discipline to conduct functional activities for projects/programs that often require the development of new and innovative approaches. Identifies and resolves challenging problems or issues that often cross organizational boundaries and impact on the accomplishment of strategic objectives. The position's focus will be on FAA actions that have the potential to lead to noise concerns in their assigned areas, especially new procedures or airport development projects. This position maintains consistent engagement and communication/messaging with their assigned communities on aircraft noise concerns in accordance with Regional and National policies. The position requires close cooperation and collaboration with the respective ATO Service Center(s), and Regional and HQ LOB's and Staff Offices. Duties include, but are not limited to: Manages community outreach activities in the Regional Administrator's Office including aviation roundtables and public meetings, including coordinating between agencies and required logistics. Develops annual regional strategy for community outreach and information distribution designed to inform stakeholders, Congressional

staff, and communities on projects that have the potential to raise aircraft noise and other changes of interest. Serves as the POC to Airport Community Roundtables, collaborating with airports and community leaders on FAA presentations. Collaborates on a regular basis with airport sponsors in the region(s) on aircraft related noise complaints/issues to ensure consistency in responses between FAA and the airports and to minimize or eliminate duplicative efforts. The incumbent applies knowledge of FAA's policies and objectives to identify, define, and organize resources for large projects/programs/work activities. Acquires and allocates resources to accomplish activities within established schedules and budgetary requirements. Participates in FAA planning and development meetings to advise on potential community noise issues resulting from the project based on community noise complaints documented in the FAA database. Analyzes noise complaint reports and provided by AEE to identify trends and community noise concern hot spots and coordinates with AJV in ATO Service Areas to analyze potential changes in airspace that may be causing hot spots. Advises RAs of trends in FAA aircraft noise complaints that may indicate a change in air traffic or airport procedures that has the potential to become controversial and invite Congressional interest. Broad policies and objectives provide general guidance for addressing issues but often require the development of new approaches. May create new solutions and policy interpretations as situations require. Provides expert guidance and instruction both internally and externally to address diverse, complex issues which often cross multiple projects, programs, and/or functional areas. Develops and recommends approaches to address current and anticipated problems and issues. Works with senior management to identify and resolve problems. Participates in regularly scheduled telecons/meetings with the CEO Lead, AEE, and AJV to ensure the agency is consistently applying policy and programs regarding aircraft noise. To qualify for this position you must demonstrate in your application that you possess at least one year of specialized experience equivalent to FV-I, FG/GS-13. Specialized experience is experience that has equipped you with the particular knowledge, skills, and abilities to perform successfully the duties of the position. Specialized experience may include but is not limited to: Experience organizing and leading aspects of community outreach activities. Experience analyzing issues related to National Airspace System procedures and/or policies. Applicants should include examples of specialized experience in their work history. Qualifications must be met by the closing date of this vacancy announcement. Please ensure you answer all questions and follow all instructions carefully. Errors or omissions may impact your rating or may result in you not being considered for the job. PCS Note: Current Federal Employees with no break in service are entitled to payment of up to \$25,000 for PCS expenses. Former Federal employees and new employees with no prior Federal service are entitled to payment of up to \$10,000 for PCS expenses.

Justin W. Cook – INCE, LEED GA
Director, Emerging Technologies and IT



300 South Harbor Boulevard | Suite 516 | Anaheim, CA 92805

M 562.453.6878

jcook@hmmh.com

www.hmmh.com | [Twitter](#) | [LinkedIn](#)

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PUBLIC NOTICE

ISSUANCE OF ADDENDUM TO ENVIRONMENTAL IMPACT REPORT

Date: May 17, 2021
Date of EIR Certification: May 28, 1992
EIR Title: San Francisco International Airport Master Plan Final Environmental Impact Report
EIR Case No.: **1986.638E**
Project Title: **SFO Consolidated Administration Campus**
Project Case No.: 2019-006583ETM
Block/Lot: N/A
Project Site: 6.6 acres
Project Sponsor: San Francisco International Airport, Audrey Park, 650.821.7844, audrey.park@flysfso.com
Lead Agency: San Francisco Planning Department
Staff Contact: Jennifer Barbour McKellar, 628.652.7563, jennifer.mckellar@sfgov.org

Purpose of Notice

The San Francisco Planning Department has issued an addendum to the San Francisco International Airport Master Plan Final Environmental Impact Report (Master Plan FEIR; Planning Case No. 86.638E), pursuant to the requirements of the California Environmental Quality Act and chapter 31 of the San Francisco Administrative Code.

MASTER PLAN FEIR

The Master Plan FEIR was prepared for the San Francisco International Airport Master Plan (Master Plan) and was certified by the planning commission on May 28, 1992. The Airport Commission approved the Master Plan and accompanying Final Mitigation Monitoring and Reporting Program (MMRP) and conditions of approval on November 3, 1992. The Master Plan focused on accommodating passenger and cargo growth at the Airport through the development of improved facilities and circulation patterns for all Airport-owned lands (excluding the undeveloped area west of U.S. 101, which is referred to as the West of Bayshore).¹

MODIFIED PROJECT DESCRIPTION

Since adoption of the Master Plan FEIR, the administration facilities as envisioned in the Master Plan have been modified to include a new consolidated administration building, a parking garage, expansion of the West Field AirTrain station platform and associated improvements, including relocation of the AirTrain

¹ The “West of Bayshore” property is a 180-acre site owned by the Airport. Development of the West of Bayshore property was excluded from the Master Plan and subsequent analysis in the FEIR to maintain the site as a major utility right-of-way for Pacific Gas & Electric, Bay Area Rapid Transit (BART), SFO, San Francisco Public Utilities Commission, and others. (Master Plan FEIR, Volume III, Initial Study).

mechanical facility to the first floor of the proposed parking garage and construction of pedestrian bridges providing access between the AirTrain station and adjacent West Field area buildings. These project components are collectively referred to as the “modified project.”

Conclusion

Based on the information and analysis contained in the addendum, the San Francisco Planning Department concludes that the analyses conducted and the conclusions reached in the Master Plan FEIR certified on May 28, 1992, remain valid, and that no subsequent or supplemental EIR is required for the modified project. The modified project would not cause new significant impacts not identified in the Master Plan FEIR; would not result in significant impacts that would be substantially more severe than those described in the Master Plan FEIR; and would not require new mitigation measures to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the modified project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has been put forward to demonstrate that the modified project would cause new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. Therefore, no further environmental review is required beyond the addendum.

The addendum is available for public review on the planning department’s Environmental Review Documents web page at <https://sfplanning.org/environmental-review-documents>. Materials referenced in the addendum (unless otherwise noted) are available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/>. The file can be viewed by clicking the “Related Documents” link under the project’s environmental record number 2019-006583ETM.

NOTE: This notice is being issued during the suspension of certain CEQA filing and posting requirements pursuant to executive orders N-54-20 and N-80-20, and its issuance complies with the alternative posting requirements stated in the orders. This notice also complies with local requirements under the March 23, 2020 Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency Dated February 25, 2020.

Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 33, Number 16

May 14, 2021

Aircraft Noise Policy

FEDERAL MEDIATION SERVICE WILL ASSIST FAA WITH AIRCRAFT NOISE POLICY REVIEW

FAA is bringing on board an independent federal agency, the Federal Mediation and Conciliation Service (FMCS), to help design an “inclusive and participatory” framework and process for reviewing FAA’s outdated aircraft noise policy, FAA Administrator Steve Dickson told members of the House Quiet Skies Caucus in a May 10 letter.

FAA plans to begin the aircraft noise policy review process this summer.

Created in 1947, the FMCS explains on its website that it “is an independent agency whose mission is to preserve and promote labor-management peace and cooperation. Headquartered in Washington, DC, with two Regions comprising of eight District Offices and more than 60 Field and Home Offices, the agency provides mediation and conflict resolution services to industry, government agencies and communities.” To learn more about the agency, go to www.fmcs.gov.

The FAA Administrator’s announcement that his agency is working with the FMCS comes in response to a March 10 letter from House Quiet Skies Caucus members expressing their “deep concerns” about the results of FAA’s recently-re-

(Continued on p. 63)

FAA

FAA ANNOUNCES FUNDING OPPORTUNITY FOR ENVIRON. MITIGATION PILOT PROGRAM

July 9 is the deadline for submitting pre-applications to participate in the Airport Environmental Pilot Program authorized in the FAA Reauthorization Act of 2018 but only now getting implemented by FAA.

On May 10, the agency issued a Notice of Funding Opportunity for the program in the *Federal Register*.

“Each section of this notice contains information and instructions relevant to the pre-application process for these environmental mitigation pilot program grants. Applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications,” FAA stressed in its notice.

The notice specifies in great detail how to submit a pre-application, what it should include, and how it should be presented.

Section 190 of the FAA Reauthorization Act of 2018 creates a pilot program for environmental mitigation projects, FAA explained in its notice.

“The environmental mitigation projects should introduce new environmental mitigation techniques or technologies that have been proven in laboratory demon-

(Continued on p. 66)

In This Issue...

Aircraft Noise Policy ...

This summer, FAA will begin an “inclusive and participatory” review of its aircraft noise policy working with a federal mediation service that will help the agency develop a framework and process for the review, which FAA Administrator Dickson tells the House Quiet Skies Caucus “will not be a short, simple, or superficial undertaking” - p. 62

Env. Mitigation Pilot Program ...

FAA announces that July 9 is the deadline for submitting pre-applications to participate in the pilot, which may fund up to six projects at public use airports - p. 62

SSTs ...

HMMH wins a \$29 million, eight-year NASA contract to support community overflight tests of NASA’s X-59 Quiet Supersonic Technology (QueSST) research aircraft - p. 66

Electric Aircraft ...

Wright demonstrates inverter key to development of transport category zero-e aircraft - p. 67

Policy, from p. 62

leased Neighborhood Environmental Survey (NES), which found that FAA's current aircraft noise policy severely underestimates the extent of annoyance to aircraft noise in communities around a representative sample of 20 U.S. airports (33 ANR 29). The Caucus members asked Administrator Dickson to explain by May 10 how FAA plans to move forward in light of the updated aircraft noise annoyance data.

Laying Foundation for Policy Review

In his response to the Caucus, FAA Administrator Dickson wrote:

"Regarding next steps, the FAA is continuing to lay additional foundation for the policy review. We are bringing on board the Federal Mediation and Conciliation Service (FMCS) to assist with designing an inclusive and participatory policy review framework and process that prioritizes input from substantially affected stakeholders, including local communities. The FMCS will also facilitate these internal and external stakeholder dialogues.

"This will not be a short, simple, or superficial undertaking. It will be robust, data-driven, and inclusive. We can provide update briefings as the review gets underway.

"From a substance perspective, the review will be thorough, will build on the FAA's [April 14, 2020, Report to Congress (32 ANR 54)], which presented and evaluated alternative noise metrics and their potential suitability in certain circumstances, and will be designed to challenge long-standing assumptions. It will consider new evidence from the survey and the distribution of environmental risks, tradeoffs, or externalities across communities.

"We expect to review the continued use of the Day-Night Average Sound Level (DNL) as the FAA's primary noise metric for assessing cumulative aircraft noise exposure. If we determine that DNL will remain the primary noise metric, the FAA will review whether DNL 65dBA should remain the definition of the limit for residential land use compatibility and the significant noise exposure threshold. We also expect to explore whether, and under what circumstances, supplemental or alternative noise metrics are appropriate to inform research and policy considerations.

"The review process will identify and assess other policy options not noted here, consider feedback on the notice, and, if appropriate, recommend policy updates. All potential policy changes will be carefully considered, including for noise policies beyond aviation. Any proposed changes will require interagency coordination and involve public input opportunities designed with and facilitated by the FMCS.

"Finally, we want to emphasize that the survey does not represent a shift in current policy. Rather it demonstrates increased sensitivity to aviation-related noise and heightened annoyance levels. It does not invalidate prior or ongoing project actions subject to FAA funding or approval. The existing significance threshold and use of DNL as an aircraft noise metric will continue to govern FAA project-level reviews

until the FAA issues subsequent policy. I look forward to providing additional information as we proceed with all of these efforts."

Answers to ANR Questions

Following are questions ANR posed to FAA regarding the aircraft noise policy review and the FAA's response to them:

Q: When will this FMCS-aided FAA aircraft noise policy review process begin?

A: The FAA plans to begin this process as soon as possible, once interagency agreements with FMCS and other coordinating activities are completed. Our target is to start the policy review this summer.

Q: What "affected stakeholders" will it include (Administrator Dickson mentioned local communities in his letter)?

A: The agency has not yet identified a detailed list of specific affected stakeholders, however, we are committed to receiving input from a diverse and inclusive stakeholder community, which will include local communities.

Q: What is a ballpark estimate of how long this policy review process will take (months, years)?

A: As discussed in the May 10 letter from the FAA to the Quiet Skies Caucus, we intend to complete a robust, data-driven, and inclusive policy review. Work to design this process is currently under development, therefore we cannot yet estimate a timeframe for completion. We will work with FMCS to help us design a policy review process and timeline that is inclusive, productive, and effective.

Q: Will FAA impose a deadline for completing the review process?

A: The FAA recognizes the need for a timely review, however the agency must complete design of the review process with FMCS before we are able to make a decision on whether a deadline is appropriate as there are various considerations for doing so. We will have more to share as the process proceeds.

FAA Response to Caucus Questions

Following is an addendum to the FAA Administrator's letter with FAA's responses to specific questions posed by Quiet Skies Caucus members in their March 10 letter.

Does the FAA plan to reconsider its use of DNL as its core aircraft noise metric?

Yes, as part of the policy review described above, the Federal Aviation Administration (FAA) plans to review the

use of Day-Night Average Sound Level (DNL) as its core noise metric. The FAA's current aircraft noise policy was established in the late 1970s when the FAA adopted DNL as the metric to assess aircraft noise impacts.

Since the Federal aviation noise policy was issued, aircraft have become quieter; mitigation measures have been applied to numerous eligible homes and facilities; and abatement measures have been deployed around airport communities that experienced significant noise exposure. However, the volume of flights has also substantially increased.

Over the last four decades, the number of Americans exposed to significant aviation noise – above DNL 65dBA – near airports has been reduced by more than 94%, even as the number of passengers travelling in the aviation system has tripled. This reduction in noise exposure was not, however, accompanied by a commensurate reduction in the number of concerns expressed by communities about aircraft noise.

As a result, the FAA decided to conduct additional studies to better understand aircraft noise related impacts on communities and to understand if the evidence supporting the FAA's noise policy reflected modern use of the national airspace. While we continue to believe that the neighborhood environmental survey ("survey") demonstrated that DNL continued to be appropriate and has scientific utility, the FAA has not made any final decisions on policy updates and we don't wish to prejudge the outcome of the review.

Does the FAA plan to reconsider the 65 DNL level as the appropriate sound threshold for "significant" aircraft noise?

As set forth in greater detail in our letter, the FAA will engage in a robust policy review process involving stakeholders (including the public) to consider whether and what changes to the national noise policies are appropriate. As we noted in our letter, the FAA expects to review, at a minimum:

- The continued use of DNL as the FAA's primary noise metric for assessing cumulative aircraft noise exposure;
- If we determine that DNL will remain the primary noise metric, we will consider whether DNL 65dBA should remain the definition of the limit for residential land use compatibility and significant noise exposure threshold during the FAA's environmental review process under the National Environmental Policy Act (NEPA); and
- Whether and under what circumstances supplemental or alternative noise metrics are appropriate to inform research and policy considerations.

Until any relevant revisions to the noise policy are finalized, the FAA will continue to use the 65 DNL level as the metric and threshold for determining significance in NEPA reviews.

The report accompanying the FY 21 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill provided an increase of \$5 million for the FAA "to hire additional staff to increase the FAA's community engagement capacity, including participating in community roundtables and meetings with local officials, for contractor support to make more data about aircraft positions and altitude publicly available, to prepare air traffic histories and analyses, and to conduct environmental reviews." What is the status of hiring these new community engagement staff?

The FAA has implemented the \$4.3 million discretionary increase request. The request included:

- Three full time positions to increase and enhance routine engagement and communication with noise roundtables by Regional Administrator Offices;
- \$1 million for contractor services to further develop, deploy and maintain a Web-accessible system to provide the public with real-time visualization and analysis of overflight patterns and altitudes relative to concerned citizen locations to facilitate public understanding; and
- \$3 million for contractor services support to develop community engagement tool kits tailored to address the specific concerns of individual community roundtables and continue post-Performance Based Navigation (PBN) implementation education, to prepare historical traffic analyses, to evaluate the feasibility of roundtable-proposed changes to PBN procedures for noise mitigation, and to conduct required environmental reviews of feasible proposals.

The FAA has hired two of the three positions with the third position actively in the hiring process. The positions hired are in the FAA's New England Region and Eastern Region and the third position will be in FAA's Western Pacific Region. These positions support the continued work of the FAA's eight community engagement officers to engage with communities on multiple topics, including aviation noise.

The capability to display real-time visualization of flight tracks to the public is currently under development and the goal is to have that available by the end of calendar year 2021. The tool will also enable a better information flow for frequently asked questions about air traffic, flight paths and the FAA's efforts to modernize the National Airspace System.

The FAA is using the \$3 million to develop materials to support our enhanced engagement efforts in the following ways:

- Developing a virtual meeting platform to ensure we can continue to provide a meeting format that explains changes with understandable graphics as well as give the public an opportunity to ask questions of the air traffic subject matter experts.
- Develop videos, infographics and other tools to inform and support transparency to our process.

As for the remaining \$700,000 not covered under the discretionary increase request, the FAA continues to support the Noise Complaint Initiative and is developing the Community

Engagement Tracking System. The Community Engagement Tracking System allows for the tracking, reporting, and analyzing the FAA's community engagement activities in the FAA Regions to allow FAA to identify community engagement needs and best use community engagement resources.

Now that this [NES] survey data has been released, what are the next steps that FAA plans to take?

Creative thinking and sustained dialogue are vital elements in developing innovative solutions and achieving positive outcomes for the public. To aid in the FAA's noise policy review, the FAA will be partnering with the Federal Mediation and Conciliation Service (FMCS) to design and implement a policy review framework as well as a participatory process with a diverse and inclusive set of affected stakeholders, including with airport communities.

As we detail in our letter and the response to Questions 1 and 2, above, this review is not limited to the noise criteria and their application, but is intended to assess the issue holistically to develop a range of potential recommendations for consideration by the FAA.

Does the FAA plan to conduct additional studies on aircraft noise in the near future?

The FAA manages a long-standing research program to assess aircraft noise and its effects to support federal land use compatibility guidelines and the FAA's evaluation of noise impacts under the National Environmental Policy Act. We've outlined a number of our research initiatives in the January 13, 2021, Federal Register notice (86 FR 2722) announcing the results of the survey and describing our ongoing efforts to assess health impacts, advance technologies to reduce noise, and improve efforts to mitigate noise.

The survey is only one component of this research effort. The FAA is also developing a sleep study to collect nationally representative information on the effects of aircraft noise on sleep. The sleep study would derive exposure-response relationships between aircraft noise and its effect on communities around U.S. civilian airports. Another research effort underway assesses cardiovascular health impacts. This scientific data will help inform the FAA on whether and what type of revisions are needed to the national aviation noise policy and may also inform changes to the FAA's policy, orders, or regulations.

What data related to aircraft noise does the FAA collect on an ongoing basis? Is this data accessible to the public? If so, where?

Insofar as this question is focused on noise measurements from noise monitors, which are typically owned and operated by local airport sponsors and, where available, the public may obtain monitoring data from them upon request. However, the

FAA collects and shares, as appropriate, other data on aircraft noise from a variety of sources. For example, the FAA collects data from its aircraft noise certification tests. This data is available at: https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/aircraft_noise_levels/. In addition, the FAA collects and shares, as appropriate, data reports from research sponsored by the FAA-hosted Center of Excellence for Alternative Jet Fuels & Environment AS-CENT.aero program.

FAA also collaborates with the Bureau of Transportation Statistics to provide information that is incorporated into the National Transportation Noise Map and the National Transportation Atlas Database. These resources facilitate stakeholders, researchers, industry, and the public's efforts to track trends in transportation-related noise, by mode, and collectively for multiple transportation modes. These tools inform policy makers and planners to ways to prioritize noise-related transportation investments. The data sets present potential exposure to aviation and highway noise, which can be viewed at a national, state, or county level.

Finally, the FAA collects voluntarily submitted information from the public via the FAA Aircraft Noise Complaint and Inquiry System (Noise Portal). The Noise Portal collects the following information: name, email, address or cross street and a description of the complaint or inquiry. While we are not able to share this personally identifiable information due to privacy concerns, we use this information to respond and track complaints and to identify trends. The FAA is assessing several approaches to provide the public with access to noise-related data and their effectiveness in meaningfully communicating noise impacts.

Finally, we intend to make public some noise complaint information, such as certain noise complaint statistics captured by the Noise Portal and helicopter noise complaints,¹ in 2021, once we are able to ensure that any personally identifiable information of those interacting with our systems will remain safe from disclosure.

¹ The FAA is investigating a mechanism to exchange helicopter noise information with operators nationally, in response to an audit recommendation from the U.S. General Accountability Office contained in the January 2021 Report titled "AIRCRAFT NOISE: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns" (GAO-21-200).

[Rep. Eleanor Holmes Norton (D-DC), co-chair of the House Quiet Skies Caucus, is preparing a response to FAA Administrator Dickson's letter. A link to his letter will be included in her response. Her staff asked ANR not to distribute the letter but the portions of the letter that are significant are reported in today's issue.]

Pilot Program, from p. 62

strations. These projects should propose methods for efficient adaptation or integration of new concepts into airport operations. In addition, these projects must measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within five miles of the airport, and demonstrate whether new techniques or new technologies are practical to implement at or near public-use airports.

“FAA may establish and publish information identifying best practices for reducing or mitigating aviation impacts on noise, air quality, and water quality at airports or in the vicinity of airports based on the projects carried out under the program. The program shall terminate five years after FAA makes the first grant under the program,” the agency noted.

FAA may fund up to six projects at public use airports under the pilot program. Additional projects may be carried out at a site previously, but not currently, managed by the Department of Defense (DOD) if the DOD provides funds to the FAA for funding such projects.

FAA may make grants for the pilot program from the Airport Improvement Program's noise and environmental set-aside. Each project is limited to not more than \$2,500,000 in federal funding. The federal share of the cost of the project carried out under the program is 50 percent, and requires 50 percent in airport matching funds.

Projects Must Be Done by Consortium

The law enacting the FAA Reauthorization Act of 2018 specifies that projects conducted under the pilot program must be carried out by an eligible consortium consisting of two or more of the following entities:

- Businesses incorporated in the U.S.
- Public or private educational or research organizations located in the U.S.
- Entities of state or local governments in the U.S.
- Federal laboratories.

FAA said it will give priority consideration to projects that will achieve the greatest reductions in aircraft noise, airport emissions, or airport water quality impacts either on an absolute basis or on a per dollar of funds expended basis, and will be implemented by an eligible consortium.

Following evaluation of the proposed environmental mitigation projects, FAA will notify candidates about grant awards. If selected through the pre-application process, the local FAA Regional or Airports District Office will commence a conventional grant process.

For further information, contact Jaclyn M. Johnson, an environmental protection specialist in FAA's headquarters office: email jaclyn.johnson@faa.gov; tel: 202-267-9596.

FAA's Funding Opportunity announcement comes on the heels of an April 5 letter from Rep. Adam Smith (D-WA) urging FAA to quickly implement the Environmental Mitigation Pilot Program (33 ANR 50).

SSTs**HMMH WINS NASA CONTRACT TO SUPPORT LOW-BOOM SST COMMUNITY OVERFLIGHT TESTS**

NASA announced May 7 that it has awarded a contract to the consulting firm Harris Miller Miller & Hanson Inc. of Burlington, MA, to support a national campaign of community overflight tests using the agency's X-59 Quiet Supersonic Technology (QueSST) research aircraft.

The community overflight test campaign is set to begin in 2024.

This cost-plus-fixed-fee, indefinite-delivery/indefinite-quantity contract has a maximum potential value of approximately \$29 million with an eight-year period of performance.

Significant subcontractors include:

- Westat Inc. of Rockville, MD;
- Blue Ridge Research and Consulting LLC of Asheville, NC; and
- EMS Brüel & Kjær Inc. of Folsom, CA.

NASA is designing and building the X-59 research aircraft – a piloted, single-seat supersonic X-plane – with technology that reduces the loudness of a sonic boom to what it calls “a gentle thump.” The agency said its aeronautical innovators are leading a team across government and industry to collect data that could allow supersonic flight over land, dramatically reducing travel time within the United States or to anywhere in the world.

The scope of the work under the HMMH contract includes supporting NASA in the planning, execution, and documentation of phase three of the agency's Low-Boom Flight Demonstration mission.

NASA currently is working with Lockheed Martin Skunk Works of Palmdale, CA, to design, build and conduct initial flight testing of the X-59 research aircraft as part of phase one of the mission. The team will work during phase two to prove the X-59 performs as designed and is safe to fly in the national airspace. During phase three, NASA will fly the X-59 aircraft over communities yet to be selected and ask residents to share their response to the sound the aircraft generates during supersonic flight.

NASA will provide the results of the community survey and the X-59 acoustic data collected during the community overflight tests to U.S. and international regulators for use in considering new sound-based rules to enable supersonic flight over land.

“We are currently in the planning stage of developing methods that we will use for conducting community surveys,” Sasha Ellis, communication lead for Low-Boom Flight Demonstration, told ANR.

“We will have more information to share on community site selection during phase two of the mission, starting in 2023. We will be conducting four to six community response tests during phase three of the mission. Communities will be aware that NASA will be flying over their city and will be

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briefed about our supersonic mission ahead of time. Community survey participants will know the general timeframe of when flight tests will occur.”

Ellis said NASA received competing proposals for the contract in which HMMH was selected as the best value for the government.

For more information on the X-59 aircraft and its development, visit: <https://www.nasa.gov/X59>

Electric Aircraft

WRIGHT DEMONSTRATES INVERTER FOR TRANSPORT CAT. ZERO-E AIRCRAFT

Wright Electric, Inc., the U.S. company building the world’s first zero-emissions commercial aircraft, announced May 6 that it has delivered another key building block towards development and certification of the first commercially viable, zero-emissions single-aisle aircraft.

Whether a future airplane is battery-electric or powered by a hydrogen fuel cell, an inverter is a key component in high voltage aircraft electric systems. Its purpose is to convert the DC power from batteries to the AC power required by the propulsion system's electric motors.

Wright said it has now demonstrated the first such system for large zero-emissions aircraft. Designed to be scalable from 500 kw to 20 MW systems, the Wright inverter targets the following levels of performance:

- 99.5% efficiency – a 6x improvement in heat loss over current in-production aviation inverters resulting in significantly lower thermal management loads.
- 30 kw/kg power density – in contrast, today's technology delivers 10-20 kw/kg. On a standard single-aisle aircraft, this would result in a weight savings equivalent to adding an extra 5-10 passengers per flight.

"The level of performance demonstrated with our new inverter will become the baseline for any new electric aircraft and is a key technology in our megawatt system," said Jeff Engler, CEO of Wright. "In January 2020, we announced the start of our megawatt scale electric motor program for a single-aisle commercial airliner. Over the coming months, Wright will be making additional announcements regarding the progress of our integrated propulsion system. Zero-emissions commercial aircraft are the future, and Wright is focused on delivering on the promise."

The inverter now proceeds to the next phase of development including integration with an in-house developed 2 MW motor, high altitude chamber testing, and qualification for flight readiness.

Wright's flagship airplane under development is the Wright 1, a 186-seat airliner with an 800-mile range, targeting entry into service in 2030.

AIRPORT NOISE REPORT

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April 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

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published one update at SFO, two updates at OAK, and five updates at SJC during this cycle. Additionally, five comment periods at SJC are currently open. The next publication is expected on April 22, 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

April 5, 2021

Page 2 of 7

- 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:

- SSTIK FIVE at SFO
 - Status change to Under Development
- SID CNDEL FIVE at OAK
 - Status change to Under Development
- SID KATFH THREE at OAK
 - Status change to Under Development
- FAIRGROUNDS VISUAL RWY 30 L/R, AMD 8 at SJC
 - Status change to Awaiting Publication
- RNAV (RNP) Z RWY 30L, AMDT 3 at SJC
 - Status change to Awaiting Publication
- RNAV (RNP) Z RWY 30R, AMDT 2 at SJC
 - Status change to Awaiting Publication
- STAR BRIXX (RNAV) THREE at SJC
 - Status change to Awaiting Publication
- STAR RAZRR (RNAV) FIVE at SJC
 - Status change to Pending

Open Comment Periods:

- FAIRGROUNDS VISUAL RWY 30 L/R, AMDT 8 at SJC
 - Comment period ends **April 15, 2021** (previously March 23, 2021)
 - Changes
 - Added: JILNA waypoint to procedure
 - Added: Altitude restriction of 5,000 ft or higher until crossing Highway 17
 - 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&a](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&a)

[irportCode=%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 30L AMDT 3 at SJC
 - Comment period ends **April 15, 2021** (previously March 23, 2021)
 - Changes:
 - 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 **April 15, 2021** (previously March 23, 2021)
 - Changes:
 - 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 **April 12, 2021** (previously 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

HMMH FAA IFP Information Gateway Review

April 5, 2021

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- 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 **April 12, 2021** (previously 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)

Next Publication:

We expect the following five updates in the April 22, 2021 publication.

- Cancellation of ILS PRM RWY 28L, SIMULTANEOUS CLOSE PARALLEL, AMDT 3A at SFO
- Cancellation of LDA PRM RWY 28R, AMDT 2B at SFO
- Cancellation of LDA/DME RWY 28R, AMDT 2B at SFO
- Cancellation of RNAV (GPS) PRM RWY 28L, AMDT 2 at SFO
- Cancellation of RNAV (GPS) PRM X RWY 28R, AMDT 1B at SFO

Figure 1: FAIRGROUNDS VISUAL 30L/R at SJC

Source: https://www.faa.gov/aero_docs/acifp/A68CDDE171674288BE7A70D3A9CCA435-SJC/CA_KSJC_FAIRGROUNDS%20VISUAL%20RWYS%2030LR_A8_S.pdf

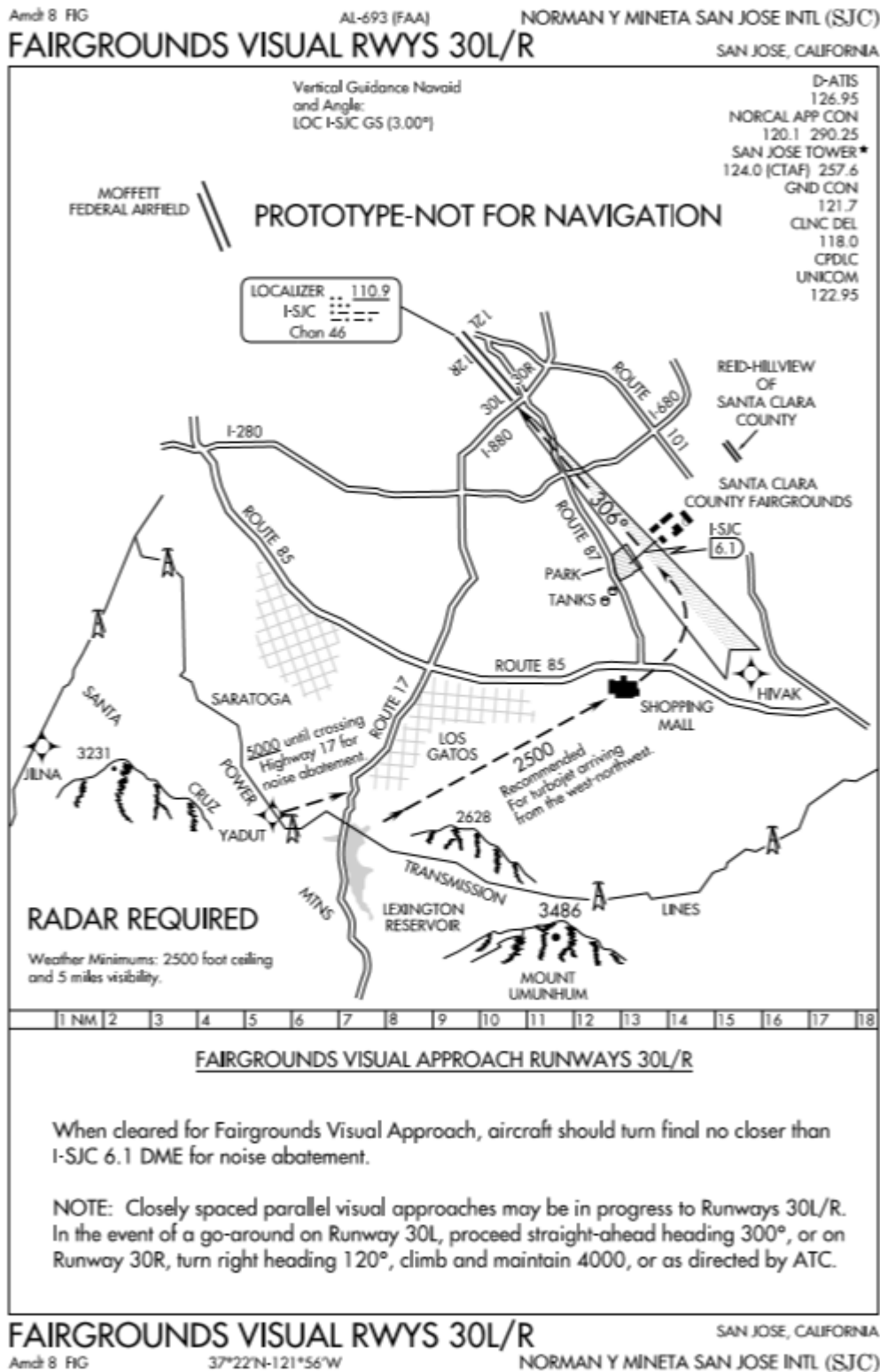
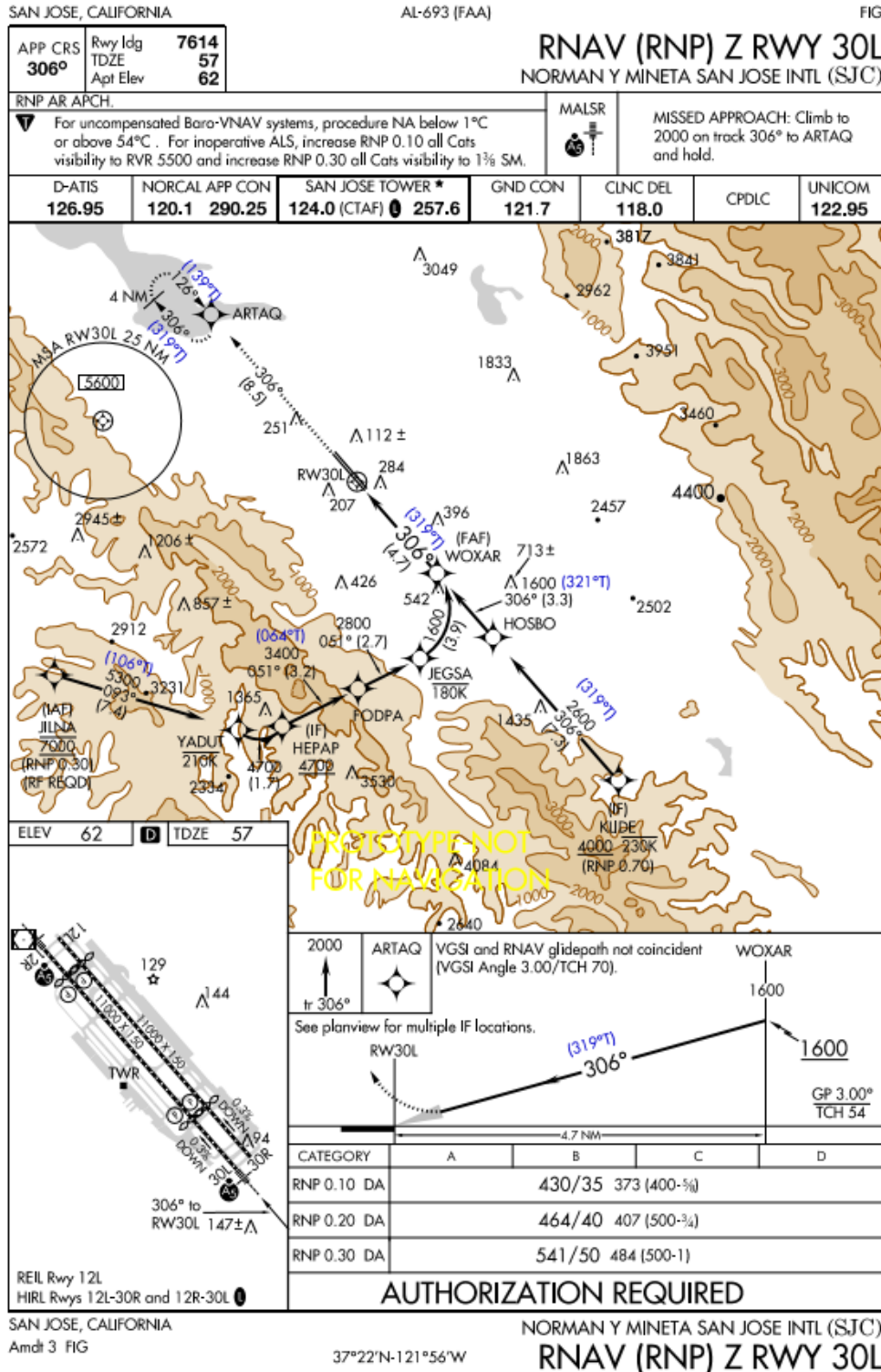


Figure 2: RNAV RNP 30L at SJC

Source: https://www.faa.gov/aero_docs/acifp/56F1A44E8C7D4181B1B2B659C9A2806A-SJC/CA_KSJC_RNAV%20RNP%20Z%20RWY%2030L_A3_S_UPDATED.pdf

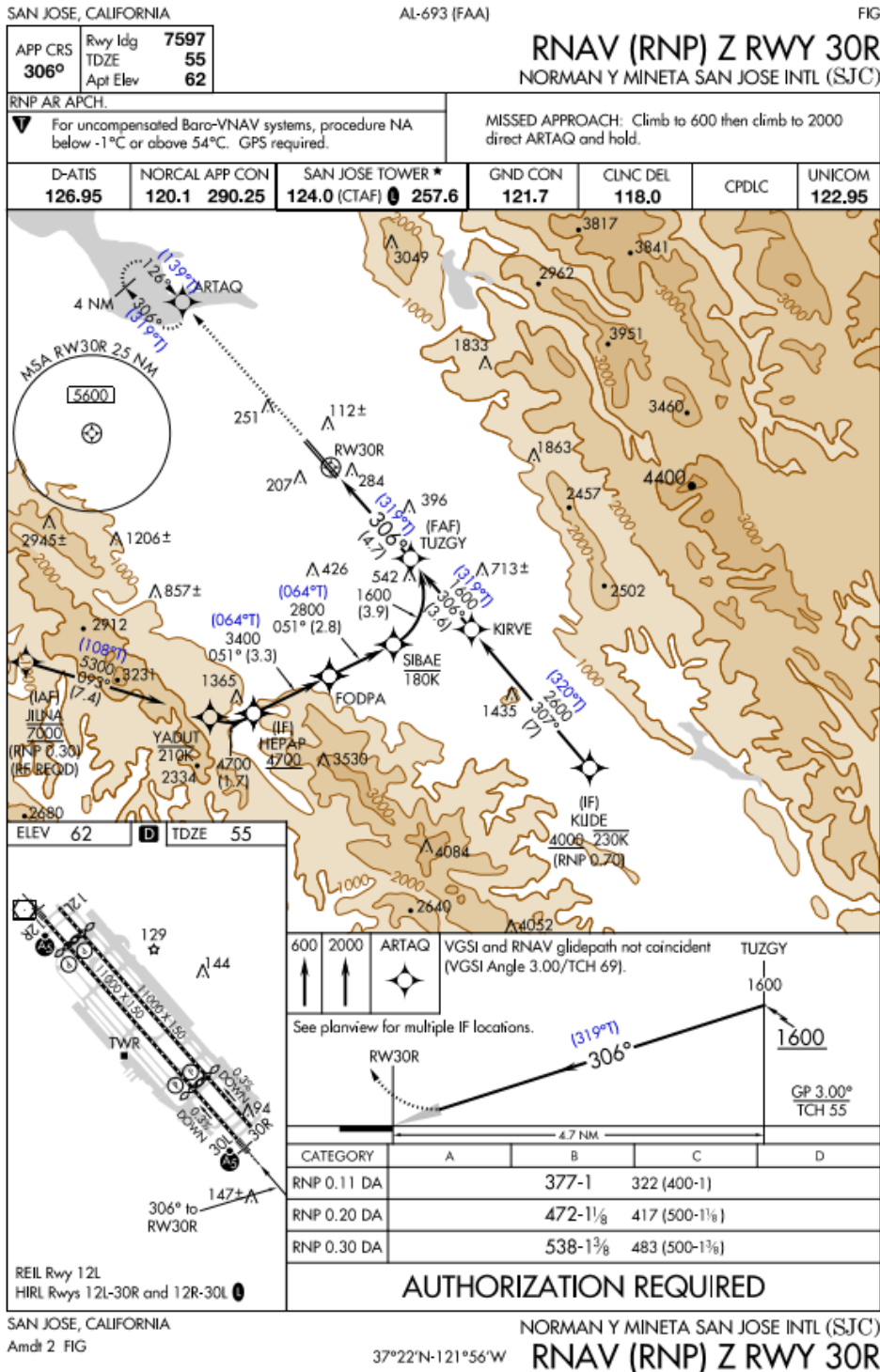


AUTOMATED AL-693 RNAV (RNP) Z RWY 30L
AUTOMATED AL-693 RNAV (RNP) Z RWY 30L

SW: 2
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REVIEWER:
DBL CHKR:
EFF: FIG

Figure 3: RNAV RNP 30R at SJC

Source: https://www.faa.gov/aero_docs/acifp/79CE396254EE45B08FC4F0495FDE1CE0-SJC/CA_KSJC_RNAV%20RNP%20Z%20RWY%2030R_A2_S_UPDATED.pdf



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Sarah C. Yenson, Senior Consultant
Justin W. Cook, Director, Emerging Technologies and IT

Date: 5/3/2021

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

Reference: HMMH Project Number 309091

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 11 updates at SFO and four updates at SJC during this cycle. Additionally, three comment periods at SFO and two comment periods at OAK are currently open. The next publication is expected on May 20, 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
 - 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 28, SIMULTANEOUS CLOSE PARALLEL, AMDT 3A at SFO
 - Status change to Canceled
- LDA PRM RWY 28R, AMDT 2B at SFO
 - Status change to Canceled
- LDA/DME RWY 28R, AMDT 2B at SFO
 - Status change to Canceled
- RNAV (GPS) PRM RWY 28L CLOSE PARALLEL, AMDT 2 at SFO
 - Status change to Canceled
- RNAV (GPS) PRM X RWY 28R, AMDT 1B at SFO
 - Status change to Canceled
- SSTIK FIVE (RNAV) at SFO
 - Status change to Awaiting Publication
- GLS RWY 19L, Orig at SFO
 - Status change to Pending
- GLS RWY 19R, Orig at SFO
 - Status change to Pending
- GLS RWY 28L, Orig at SFO
 - Status change to Pending
- GLS RWY 28R, Orig at SFO
 - Status change to Pending
- ILS or LOC RWY 19L, AMDT23 at SFO
 - Status change to Pending

- RNAV (GPS) Y RWY 30L, AMDT 4 at SJC
 - Status change to Pending
- RNAV (GPS) Y RWY 30R, AMDT 4 at SJC
 - Status change to Pending
- RNAV (GPS) Z RWY 30L, AMDT 4 at SJC
 - Status change to Pending
- RNAV (GPS) Z RWY 30R, AMDT 3 at SJC
 - Status change to Pending

Open Comment Periods:

- RNAV CNDEL FIVE at OAK
 - Comment period ends May 13, 2021
 - Changes:
 - Removed CISCO fix from transition and terminated transition at KTINA
 - Removed EBAYE fix from transition and terminated transition at SUSEY
 - Removed LOSHN fix from transition and terminated transition at KAYEX
 - Concerns can be submitted via
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=OAK%20\(%20KOAK\)%20METROPOLITAN%20OAKLAND%20INTL,%20OAKLAND,%20CA%20-%20CNDEL%20FIVE%20\(RNAV\)&procedureName=CNDEL%20FIVE%20\(RNAV\)&airportCode=%20OAK&airportName=METROPOLITAN%20OAKLAND%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=OAK%20(%20KOAK)%20METROPOLITAN%20OAKLAND%20INTL,%20OAKLAND,%20CA%20-%20CNDEL%20FIVE%20(RNAV)&procedureName=CNDEL%20FIVE%20(RNAV)&airportCode=%20OAK&airportName=METROPOLITAN%20OAKLAND%20INTL&airportState=CA)

- RNAV KATFH THREE at OAK
 - Comment period ends May 13, 2021
 - Changes:
 - Update initial heading for Runway 10L from 98.17 degrees to 98.1 degrees
 - Changed top altitude from 3,000 ft to Assigned by ATC
 - Added to route description to maintain assigned altitude
 - Removed CISCO fix from transition and terminated transition at KTINA
 - Removed EBAYE fix from transition and terminated transition at SUSEY
 - Removed LOSHN fix from transition and terminated transition at KAYEX
 - Concerns can be submitted via
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=OAK%20\(%20KOAK\)%20METROPOLITAN%20OAKLAND%20INTL,%20OAKLAND,%20CA%20-%20KATFH%20THREE%20\(RNAV\)&procedureName=KATFH%20THREE%20\(RNAV\)&airportCode=%20OAK&airportName=METROPOLITAN%20OAKLAND%20INTL&airportState=C](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=OAK%20(%20KOAK)%20METROPOLITAN%20OAKLAND%20INTL,%20OAKLAND,%20CA%20-%20KATFH%20THREE%20(RNAV)&procedureName=KATFH%20THREE%20(RNAV)&airportCode=%20OAK&airportName=METROPOLITAN%20OAKLAND%20INTL&airportState=C)

- RNAV SAHEY FOUR at SFO
 - Comment period ends May 13, 2021
 - Changes:
 - Updated departure procedure route description for Runways 10L/R from “direct” to “climb direct”
 - Updated departure procedure route description for Runways 19L/R from “left turn” to “climbing left turn”
 - Updated takeoff minima from Runways 10L/R to “Standard with minimum climb of 500 ft per NM to 520”
 - Updated takeoff minima from Runways 19L/R to “Standard with minimum climb of 575 ft per NM to 2,000”
 - Removed CISCO fix from transition and terminated transition at KTINA
 - Removed EBAYE fix from transition and terminated transition at SUSEY
 - Removed LOSHN fix from transition and terminated transition at KAYEX
 - 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-%20SAHEY%20FOUR%20\(RNAV\)&procedureName=SAHEY%20FOUR%20\(RNAV\)&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-%20SAHEY%20FOUR%20(RNAV)&procedureName=SAHEY%20FOUR%20(RNAV)&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

- RNAV SSTIK FIVE at SFO
 - Comment period ends May 13, 2021
 - Changes:
 - Removed CISCO fix from transition and terminated transition at KTINA
 - Removed EBAYE fix from transition and terminated transition at SUSEY
 - Removed LOSHN fix from transition and terminated transition at KAYEX
 - 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-%20SSTIK%20FIVE%20\(RNAV\)&procedureName=SSTIK%20FIVE%20\(RNAV\)&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-%20SSTIK%20FIVE%20(RNAV)&procedureName=SSTIK%20FIVE%20(RNAV)&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

%20SSTIK%20FIVE%20(RNAV)&procedureName=SSTIK%20FIVE%20(RNAV)&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA

- RNAV WESLA FIVE at SFO
 - Comment period ends May 13, 2021
 - Changes:
 - Changed initial course for Runway 28L from 284 degrees to 283.81 degrees
 - Changed initial course for Runway 28R from 284 degrees to 283.82 degrees
 - Updated departure route description for Runways 28L/R
 - Removed CISCO fix from transition and terminated transition at KTINA
 - Removed EBAYE fix from transition and terminated transition at SUSEY
 - Removed LOSHN fix from transition and terminated transition at KAYEX
 - 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-%20WESLA%20FIVE%20\(RNAV\)&procedureName=WESLA%20FIVE%20\(RNAV\)&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-%20WESLA%20FIVE%20(RNAV)&procedureName=WESLA%20FIVE%20(RNAV)&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

Next Publication:

We expect no updates in the May 20, 2021 publication.



✖ Noise News

June 2021

Prepared for the SFO Airport/Community Roundtable

Metroplex/NextGen Litigation

South Central Florida Metroplex

On April 22, 2021, the FAA will implement the first phase of its South-Central Florida Metroplex project through the publication of 54 new procedures. The South-Central Florida Metroplex is the last of 11 initiatives of its kind nationwide to be implemented. The Metroplex is the agency’s plan to move flights more safely and efficiently across the southern half of the state by allowing flights that are more direct with more efficient climb and descent profiles.

The FAA expects additional training of air traffic controllers to implement seventeen of those procedures to occur by mid-August, when the second and final phase will be implemented in August. While the procedures in the first phase of the South-Central Florida Metroplex project are being published as a package, they are not intended for simultaneous use, FAA explained in a March 23 announcement. They will be available for pilots and air traffic controllers depending on weather and operational requirements. Air traffic controllers may direct aircraft off published routes for safety, efficiency or to reroute them around weather systems.

The FAA noted that “community involvement was a critical part of the Metroplex environmental process,” and said it conducted extensive outreach to the public before issuing its final decision on the project. The agency held 29 public workshops and two public comment periods totaling 120 days in 2019 and 2020. The agency also evaluated and

What's Inside

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responded to over 3,000 comments in the Final EA. In October 2020, the FAA issued a Finding of No Significant Impact- Record of Decision (FONSI-ROD) for the project.

This finding was then challenged in mid-December 2020 in five separate lawsuits by local jurisdictions around the City of Miami. Briefs in those cases are due on April 5. Plaintiffs allege that FAA increased noise over the towns incrementally so the project's noise impacts would not be significant, that new flight procedures will severely impact the health and welfare of the towns and their residents, and that FAA noise modeling was inappropriate.

Phoenix Metroplex

On April 25, 2021, the City of Scottsdale, AZ, asserted in its opening brief to the U.S. Court of Appeals for the D.C. Circuit that the Court should not limit FAA's environmental review of Replacement Departure Procedures out of Phoenix Sky Harbor International Airport to only "west flow" flight routes, as this would affirm new "east flow" departure patterns implemented with no environmental review process.

Three of the new NextGen "east flow" departure routes out of PHX concentrated aircraft noise over the City of Scottsdale. The Replacement Departure Routes were developed under a Two-Step Plan agreed to by FAA and the City of Phoenix as a way to move forward following the Aug. 19, 2017, landmark ruling in City of Phoenix v. FAA by a three-judge panel of the D.C. Circuit. The Phoenix ruling dealt a significant legal blow to FAA's implementation of NextGen airspaces changes. The Court held that FAA's implementation of new departure procedures at PHX without notifying local elected officials and residents was arbitrary and capricious and violated the National Historic Preservation Act, the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act, and FAA's Environmental Order.

The City of Scottsdale asked the Court to grant its Petition for Review and to vacate and remand to FAA the agency's nine Replacement Departure Procedures implemented on May 24, 2018. The

case is City of Scottsdale vs. Federal Aviation Administration and Stephen M. Dickson (No. 20-1070). Closing briefs are due July 7 and no date for oral argument has been set to date.

Source: Airport Noise Report

NASA X-59 Flight Testing

NASA is designing and building the X-59 research aircraft – a piloted, single-seat supersonic X-plane – with technology that reduces the loudness of a sonic boom to what it calls "a gentle thump." The agency said its aeronautical innovators are leading a team across government and industry to collect data that could allow supersonic flight over land, dramatically reducing travel time within the United States or to anywhere in the world.

NASA currently is working with Lockheed Martin Skunk Works of Palmdale, CA, to design, build and conduct initial flight testing of the X-59 research aircraft as part of phase one of the mission. The team will work during phase two to prove the X-59 performs as designed and is safe to fly in the national airspace. During phase three, NASA will fly the X-59 aircraft over communities yet to be selected and ask residents to share their response to the sound the aircraft generates during supersonic flight.

On May 7, 2021, NASA announced May 7 that it has awarded a contract to Harris Miller Miller & Hanson Inc. (HMMH) of Burlington, MA, to support a national campaign of community overflight tests using the agency's X-59 Quiet Super-Sonic Technology (QueSST) research aircraft. The scope of the work under the HMMH contract includes supporting NASA in the planning, execution, and documentation of phase three of the agency's Low-Boom Flight Demonstration mission.

The agency's X-59 Quiet SuperSonic Technology (QueSST) airplane will take to the skies in 2022, the first step in demonstrating the promise of a significantly quieter sonic thump. The community overflight test campaign is set to begin in 2024.

Toward that goal, the agency will need to prove that the X-plane is as quiet as it's been designed to be. NASA will conduct initial testing over Mojave Desert using a cutting edge, state-of-the-art recording system designed by Crystal Instruments of Santa Clara, California to deliver a high-fidelity sonic boom (and soon, a quiet sonic thump) recording system. This will provide data necessary for NASA to validate the acoustic signature of the X-59.



Figure 1. NASA's X-59 Quiet SuperSonic Technology X-plane

Source: Lockheed Martin

Larry Cliatt, NASA's lead for the acoustic validation phase considers this, "the next generation of sonic boom, and soon to be quieter sonic thump, recording systems."

NASA will utilize the Crystal Instruments Ground Recording System (CI-GRS) to gather time, waveform, and spectral data related to sonic booms and sonic thumps. This system will feature the customization ability to perform specialized operations and conduct real-time sonic thump analysis. NASA will now be able to extract, review, and analyze specific data from a recording and have the software capability to distinguish a low-amplitude sonic thump from the X-59 among other ambient sounds. They will also be able to calculate a number of different types of acoustic metrics, including perceived sound level, which is the currently accepted measure for sonic boom loudness.

The first deliveries of the CI-GRS are expected to be deployed for initial field testing at NASA Armstrong, and later, some will deploy outside Edwards Air Force Base with units spread out as a 30-nautical-mile-long ground microphone array.

NASA will provide the results of the community survey and the X-59 acoustic data collected during the community overflight tests to U.S. and international regulators for use in considering new sound-based rules to enable supersonic flight over land. NASA is currently in the planning stage of developing methods that for conducting community surveys and will have more information to share on community site selection during phase two of the mission, starting in 2023.

Source: NASA

FAA's Neighborhood Environmental Survey

FAA received 4,158 comments on the NES during the public comment period, which closed on April 14, 2021. For most stakeholders, the critical question most stakeholders are asking is 'What next?'

To date, FAA has said it will not act on the NES findings "until it considers public and other stakeholder input along with any additional research needed to improve the understanding of the effects of aircraft noise exposure on communities." The findings of the NES show a dramatic increase in the number of people "highly annoyed" by aircraft noise in communities near U.S. airports.

Airports Council International – North America (ACI-NA) proposed 20 new areas of research it believes FAA must undertake to glean the information on people's response to aircraft noise needed to promulgate a "science-based" updated noise policy. In addition, ACI-NA stated that they look forward to discussing "the potential policy ramifications of the Neighborhood Environmental Survey."

The airline trade group A4A, cities, and community groups also have proposed new research areas to

be undertaken in light of the NES findings. There are differing opinions among stakeholders as to whether FAA should proceed immediately with interim noise policy action in response to the NES findings or should wait until additional research it determines is needed is completed to consider what noise policy changes are warranted – this could take a decade or longer.

ACI-NA and A4A urged the FAA not to move forward with interim noise policy action until additional research results are analyzed and can contribute to an updated aircraft noise policy. Community groups and individual citizens, who submitted more than 95 percent of the comments submitted to FAA' docket on the NES, want to see immediate action on the policy front.

Congress may be prepared to do that, while on the other hand, the Courts could step into the matter if the updated annoyance data and resulting new dose/response curve for annoyance to aircraft noise are presented to them for consideration.

On April 14, 2021, California Reps. Karen Bass and Jackie Speier (D), members of the congressional Quiet Skies Caucus, urged House Transportation and Infrastructure Committee leaders to include aircraft noise among the infrastructure policy priorities it considers this session. With only a nine-seat majority in the House, Democrats – which comprise all but one seat on the Quiet Skies Caucus – need to move fast to get revisions to aircraft noise policy through the House before the 2022 mid-term elections. Adding aircraft noise provisions to an infrastructure package or the surface transportation bill being developed by the Committee would be one way to accomplish that.

In Rep. Speier's testimony regarding aircraft noise, she stated, "My primary request is for Committee to address the 65 day-night average sound level (DNL) noise standard. As you know, the noise standard determines which communities are impacted by airplane noise in the eyes of the federal government, and therefore which communities qualify for federal resources for noise abatement, like home insulation.

"After hearing from thousands of residents across my district, it's clear to me that the number and location of residents impacted by noise far exceeds the boundary of the 65 DNL. The results of the long-awaited FAA Neighborhood Environmental Survey – also known as the Noise Annoyance Survey – also demonstrate that there's been a substantial increase in the number of Americans who are highly annoyed by aircraft noise. "Therefore, I urge the Committee to reassess the 65 DNL boundary and support a noise metric that accurately reflects the magnitude of the problem. Noise is not just a nuisance, it's a serious quality of life and health issue."

FAA was set to provide the House Quiet Skies Caucus with answers to a series of questions it posed on what the agency plans to do in light of the NES findings by May 10, 2021. In his response letter, FAA administrator Steve Dickson told members of the Quiet Skies Caucus that FAA is bringing on board an independent federal agency, the Federal Mediation and Conciliation Service (FMCS), to help design an "inclusive and participatory" framework and process for reviewing FAA's outdated aircraft noise policy. The FMCS was created in 1947 and "is an independent agency whose mission is to preserve and promote labor-management peace and cooperation."

FAA plans to begin the aircraft noise policy review process this summer.

Source: Airport Noise Report, FAA, House Quiet Skies Caucus

Other Noise News

- On May 10, 2021, the FAA issued a Notice of Funding Opportunity for the Environmental Mitigation Pilot Program in the *Federal Register*. The program was authorized in Section 190 of the FAA Reauthorization Act of 2018 for projects to introduce new environmental mitigation techniques or technologies that have been proven in laboratory demonstrations. The projects should projects must measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within

five miles of the airport and demonstrate practicality of implementation at or near airports. Pre-applications to participate in the pilot program are due by July 9, 2021.

- On May 6, 2021, Wright Electric, Inc. announced that it has delivered another key building block towards development and certification of the first commercially viable, zero-emissions single-aisle aircraft. Wright said it has now demonstrated the first inverter for large zero-emissions aircraft. The Wright inverter is designed to be scalable from 500 kw to 20 MW systems and will now proceed to the next phase of development. Wright's flagship airplane under development is the Wright 1, a 186-seat airliner with an 800-mile range, targeting entry into service in 2030.
- The company magniX, based out of Everett, WA, announced results from flight testing of a 6-passenger eBeaver propeller aircraft, retrofitted with a magniX 750-horse power electric motor. Testing demonstrated a significant reduction in noise pollution from an electric aircraft versus a conventional one, with decreases ranging from 16-22 dBA across all phases of flight. The eBeaver recorded departure noise levels of 20.8 dBA lower on average and 24 dBA lower at peak compared to the standard Beaver.
- On April 27, 2021, REGENT Craft Inc., a Boston-based startup, launched the world's first 'seaglider.' The seaglider is a new all-electric vehicle that is part boat and part plane and will transport passengers along coastal routes by 2025, flying at 180 mph just a few meters above the water. The idea is that these would replace ferries and short-haul aircraft on coastal routes, with a range of up to 500 miles. If that were to occur, these seagliders would reduce the noise impact of coastal overland aircraft flights as well as the number of operations at coastal airports.
- On March 24, 2021, in accordance with the Paperwork Reduction Act of 1995, FAA on March 24 invited public comment on the agency's intention to request Office of Management and Budget (OMB) approval for a new information collection through its upcoming National Sleep study on the

relationships between aircraft noise events and the probability of awakening. The public had until April 23 to comment on the paperwork burden that its upcoming two-year National Sleep Study would impose.

Sources: FAA, Wright Electric, Inc., magniX, Airport Noise Report, Noise Regulation Report