



Meeting Packet

Regular Meeting

Meeting No. 332
Wednesday, August 4, 2021 - 7:00 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/96780561668>

Or Dial in:

US: +1(669)900-6833 Webinar ID: 967 8056 1668

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

May - June 2021

2. Minutes from June 2, 2021, Regular Meeting

AGENDA ITEMS

Regular Meeting Agenda

August 4, 2021 / Meeting No. 332

Page 2 of 3

3. Authorize Chair on behalf of Ground-Based Noise Subcommittee to send letter to FAA Director on Ground-Based Noise

Ann Schneider, Ground-Based Noise Subcommittee Chairperson

PRESENTATIONS

4. Subcommittee /Ad-Hoc Subcommittee Update

a. Technical Working Group meeting of July 28, 2021

Ricardo Ortiz, Roundtable Chairperson

i. NIITE/HUSSH FAA & SFORT Agreement/Next Steps

ii. SFO GBAS Overlay and Innovative Approach

b. Membership Expansion Ad-Hoc Subcommittee

Ricardo Ortiz, Roundtable Chairperson

5. Chairman's Update

Ricardo Ortiz, Roundtable Chairperson

6. San Francisco Airport Commission Update

a. Director's Report

Ivar Satero, Airport Director

b. Ground-Based Augmentation System (GBAS)

c. Noise App Update

d. SFO Interim Strategic Plan (2020-2023)

7. FAA Update on Community Workshops

Marina Landis, FAA Environmental Protection Specialist

8. Member Communications / Announcements

Roundtable Members and Staff

MEETING CLOSURE

9. Adjourn

Ricardo Ortiz, Roundtable Chairperson

Information Only

i. Noise Report May 28, 2021

ii. FAA Instrument Flight Procedure (IFP) Gateway Review, HMMH

iii. FY20-21 Budget Actuals

iv. Payment of Annual Dues Tracker

v. SFO Airport Commission – July 20, 2021: Agenda and Request to Amend Minimum Qualification for RFP for Noise Insulation Program Consulting Services

****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:

Regular Meeting Agenda

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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 August 4, 2020 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/96780561668>. The meeting ID: 967 8056 1668. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 967 8056 1668, 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 August 4, 2021
Airport/Community Roundtable Meeting

Aircraft Noise Office
May 2021

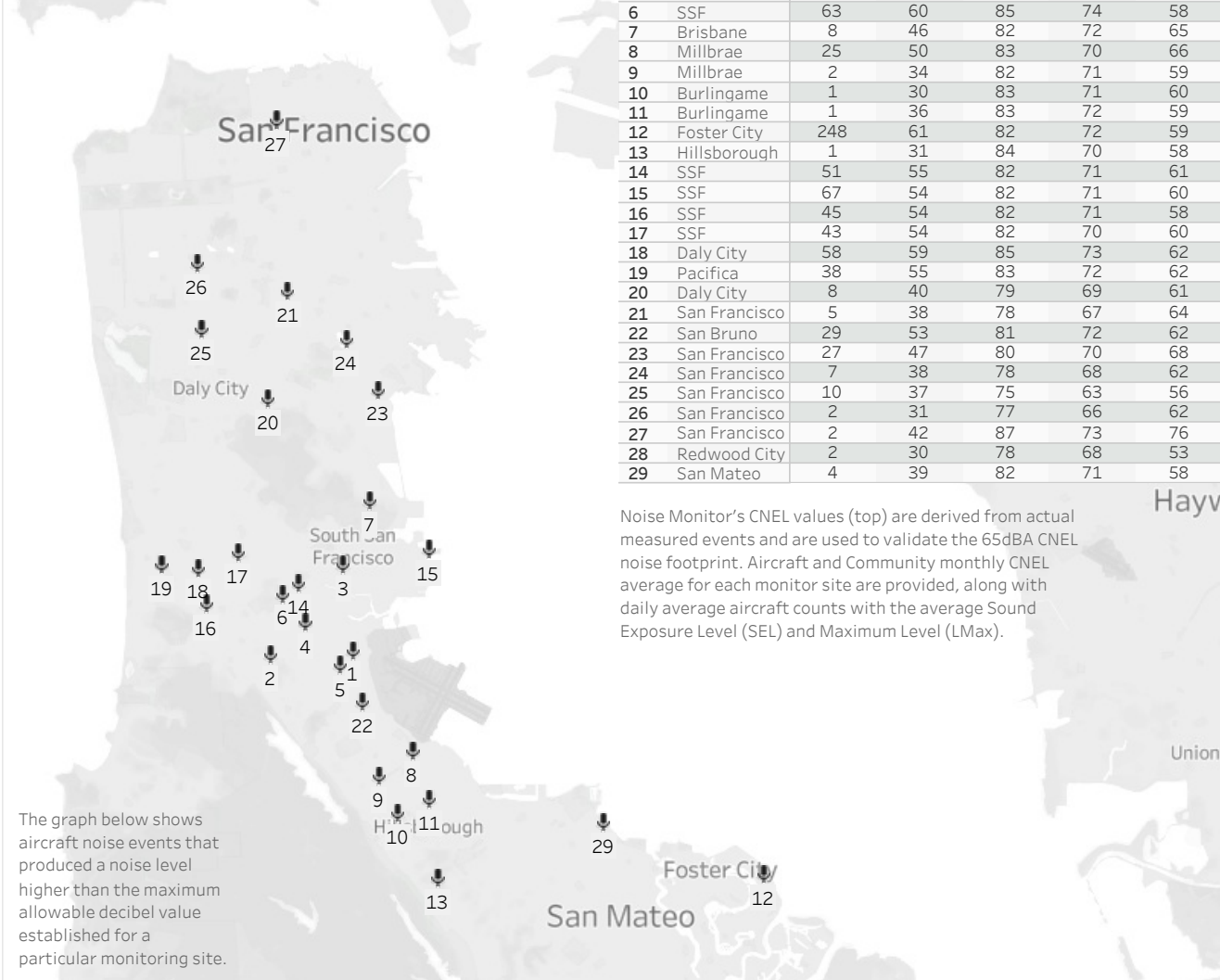


San Francisco
International
Airport

Aircraft Noise Levels

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.

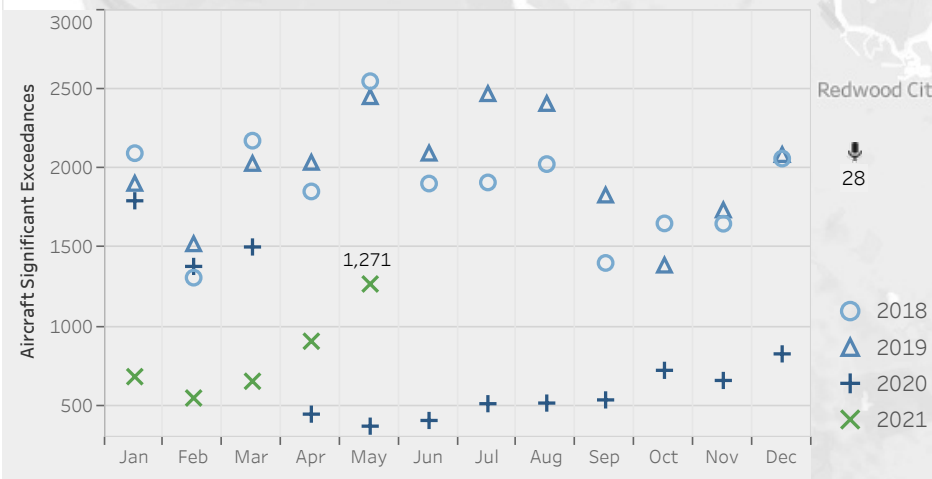
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	95	69	92	80	67
2	San Bruno	10	47	82	71	62
3	SSF	18	50	81	70	60
4	SSF	70	64	88	76	60
5	San Bruno	82	63	87	76	61
6	SSF	63	60	85	74	58
7	Brisbane	8	46	82	72	65
8	Millbrae	25	50	83	70	66
9	Millbrae	2	34	82	71	59
10	Burlingame	1	30	83	71	60
11	Burlingame	1	36	83	72	59
12	Foster City	248	61	82	72	59
13	Hillsborough	1	31	84	70	58
14	SSF	51	55	82	71	61
15	SSF	67	54	82	71	60
16	SSF	45	54	82	71	58
17	SSF	43	54	82	70	60
18	Daly City	58	59	85	73	62
19	Pacifica	38	55	83	72	62
20	Daly City	8	40	79	69	61
21	San Francisco	5	38	78	67	64
22	San Bruno	29	53	81	72	62
23	San Francisco	27	47	80	70	68
24	San Francisco	7	38	78	68	62
25	San Francisco	10	37	75	63	56
26	San Francisco	2	31	77	66	62
27	San Francisco	2	42	87	73	76
28	Redwood City	2	30	78	68	53
29	San Mateo	4	39	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

May 2021

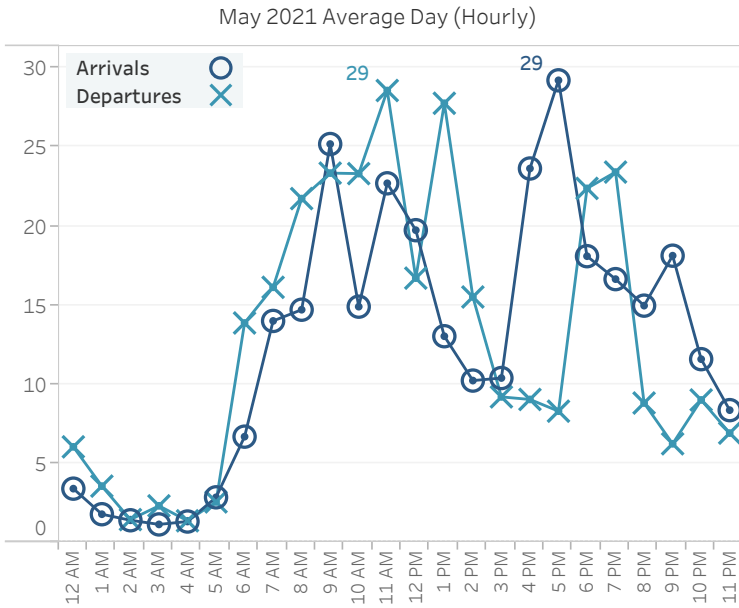
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
18,853	608	16,239	54%

Major Arrival and Departure Routes (West Flow)



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

West Flow
99%



Arrival Route

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

Departure Route

A. GAP	24%
B. SSTIK	30%
C. NIITE	5%
D. TRUKN RWY 01	31%
D. TRUKN RWY 28	10%

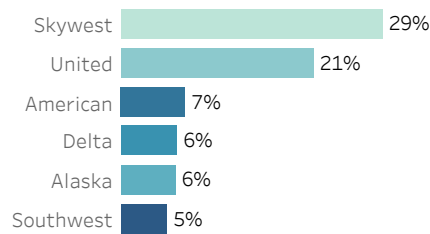
Top Destinations

Los Angeles	9%
Seattle	4%
San Diego	4%

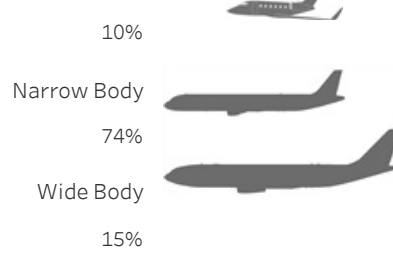
Down the Bay vs Peninsula

1.1 Down the Bay Visual	13%
1.2 BDEGA Arrival	87%

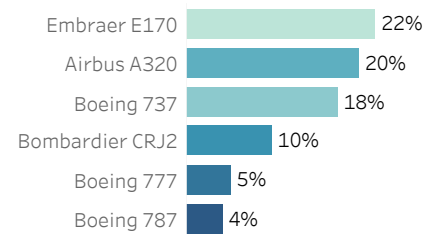
Airlines with the Most Operations



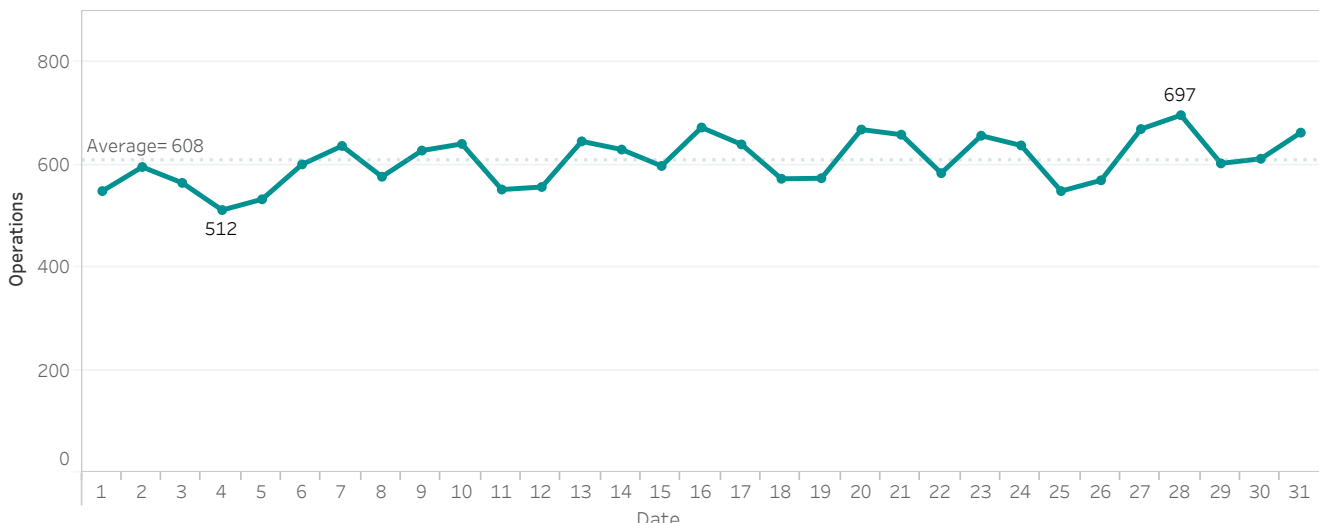
Non Airline



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		67% 5,757
10 L/R		0% 42
19 L/R	1% 46	0% 2
28 L/R	99% 8,486	32% 2,753

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

	Departures
10 L/R	0% 1
01 L/R	32% 83
28 L/R	68% 179

Runway Utilization

Arrivals
28L 100%
Night (10pm-7am) 100%

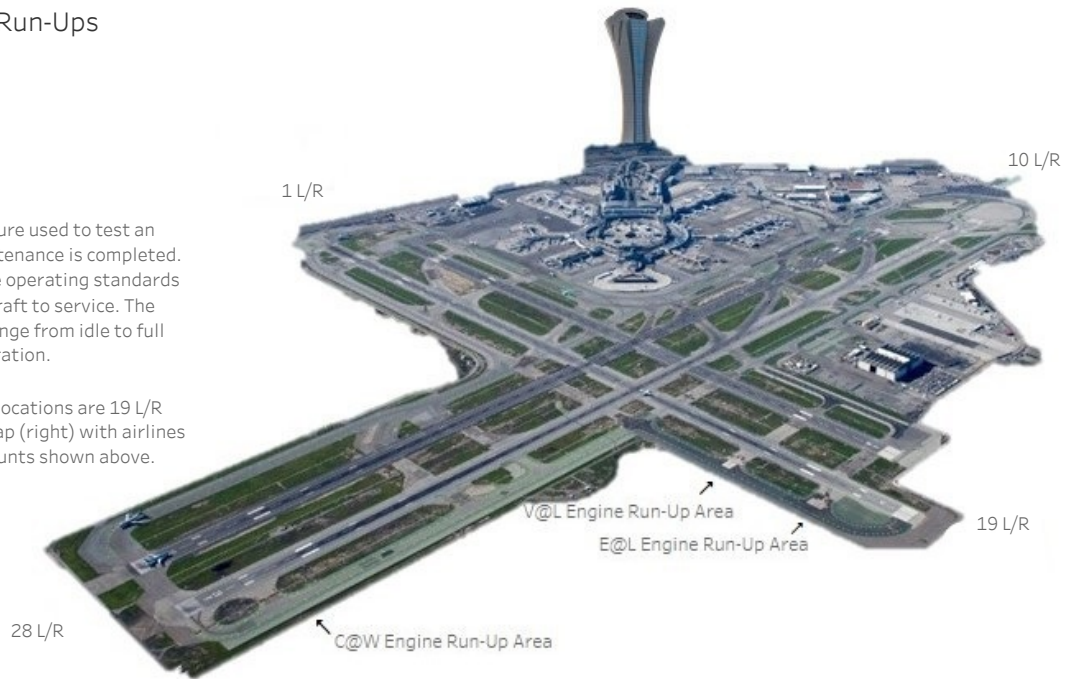
***Runway 28R Closed for Reconstruction**
Construction is expected to be completed in early September, 2021.

Nighttime Power Run-Ups 10pm-7am

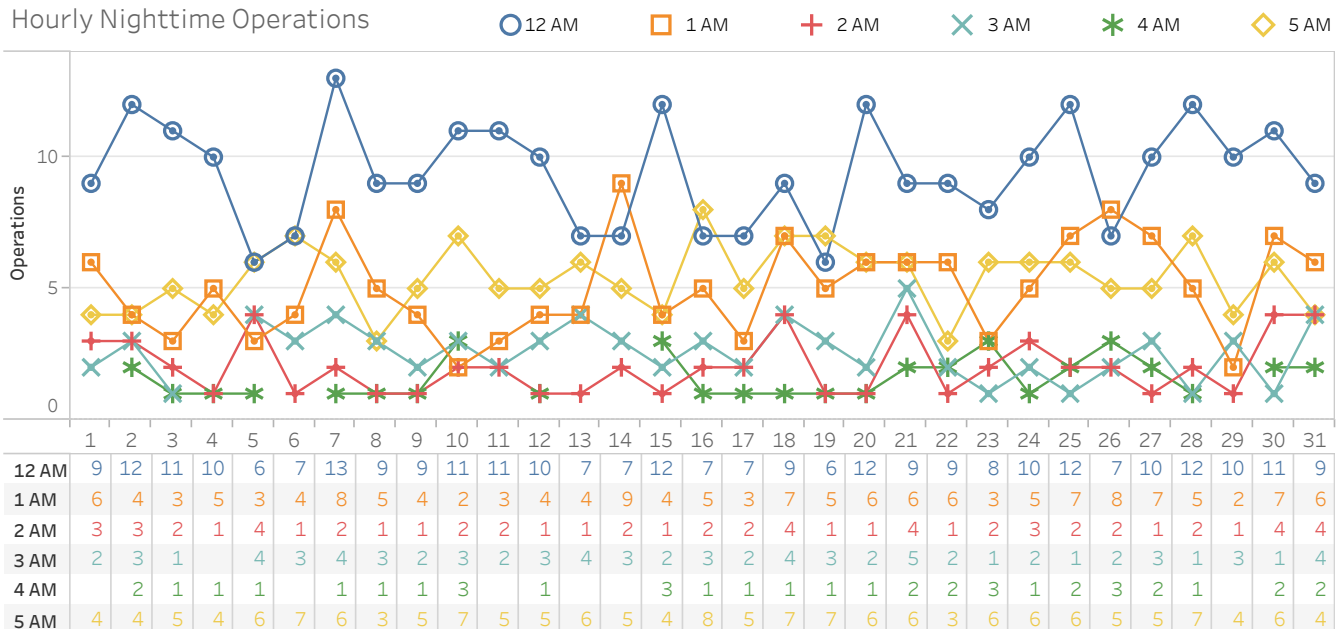
Alaska Airlines	2
American Airlines	3
United Airlines	4

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

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



Hourly Nighttime Operations



Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	5	687
Belmont	2	245
Brisbane	13	239
Burlingame	2	29
Daly City	6	1,022
El Granada	1	902
Foster City	8	385
Hillsborough	2	7
Menlo Park	11	1,321
Millbrae	2	3
Montara	1	416
Pacifica	16	468
Portola Valley	23	18,636
Redwood City	8	2,210
San Bruno	8	1,664
San Carlos	2	91
San Francisco	27	2,773
San Mateo	9	555
South San Francisco	4	8
Woodside	6	1,670
Other		
Alameda	2	135
Aptos	3	14
Ben Lomond	1	1
Berkeley	5	768
Boulder Creek	3	40
Capitola	11	1,017
Carmel Valley	1	2
Castro Valley	2	14
Cupertino	2	168
East Palo Alto	2	762
Emerald Hills	5	974
Felton	4	116
Fremont	1	71
Gilroy	1	3
Hayward	1	14
La Honda	1	2
Los Altos	76	12,026
Los Altos Hills	20	2,128
Los Gatos	53	8,325
Moraga	7	732
Mountain View	25	2,243
Oakland	16	3,683
Orinda	1	11
Palo Alto	134	26,765
Richmond	7	1,931
Santa Cruz	63	10,399
Saratoga	1	179
Scotts Valley	44	5,352
Soquel	35	4,686
Stanford	5	715
Sunnyvale	3	46
Watsonville	1	107
Grand Total	692	116,760

Reporters Annual AVG

681

Reports Annual AVG

94,640

New Reporters

18

New Reporters Top City

San Bruno

Furthest Report

85 miles

Reports per SFO Operation

6

Top Aircraft Types

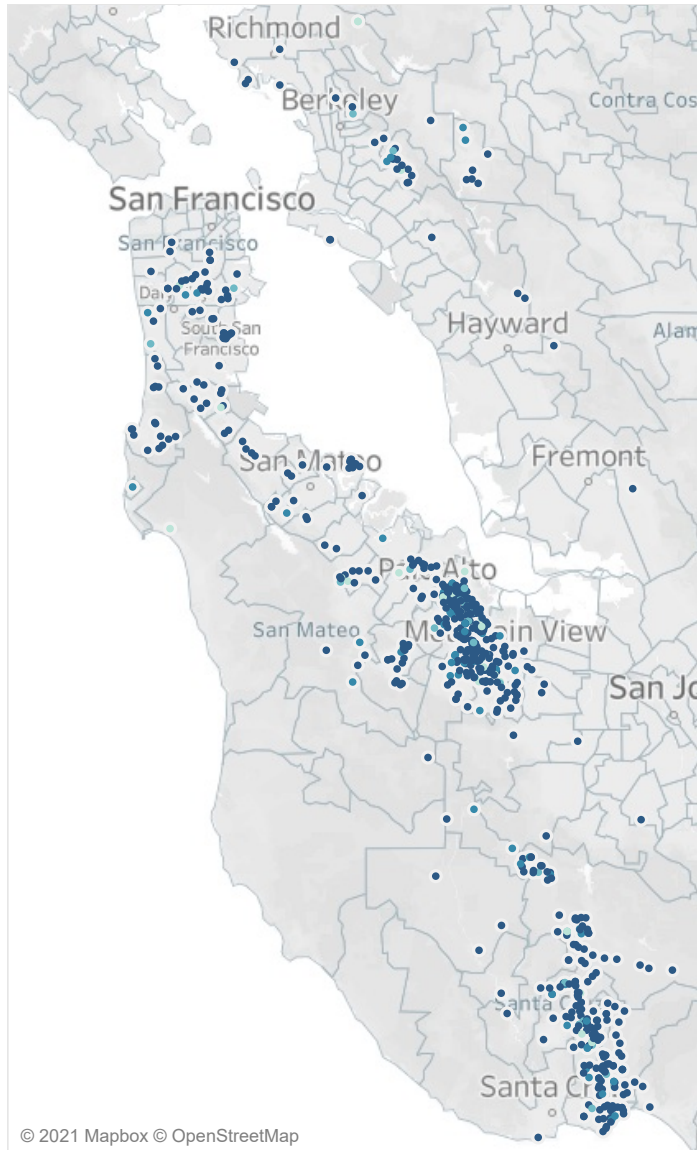
E75L
A320
B737

Top Flight Numbers

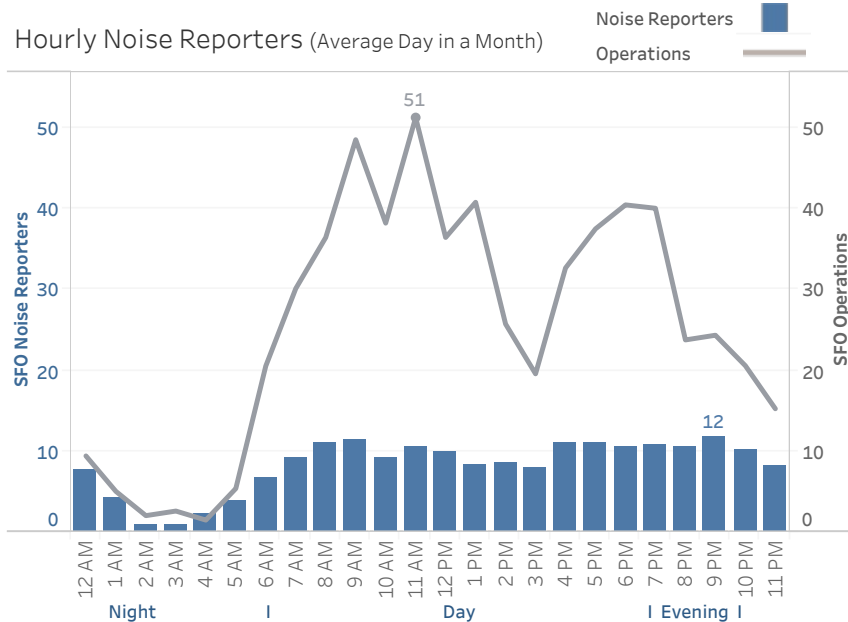
UAL2480
UAL753
UAL1666

Noise Reporters Location Map

May 2021

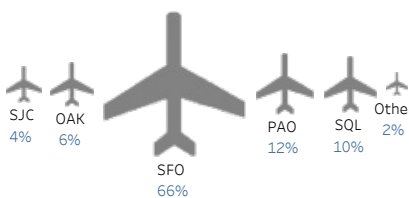


Hourly Noise Reporters (Average Day in a Month)



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

Noise Reports by Airport



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

Source: SFO Intl Airport Noise Monitoring System



Airport Director's Report

Presented at the August 4, 2021
Airport/Community Roundtable Meeting

Aircraft Noise Office
June 2021



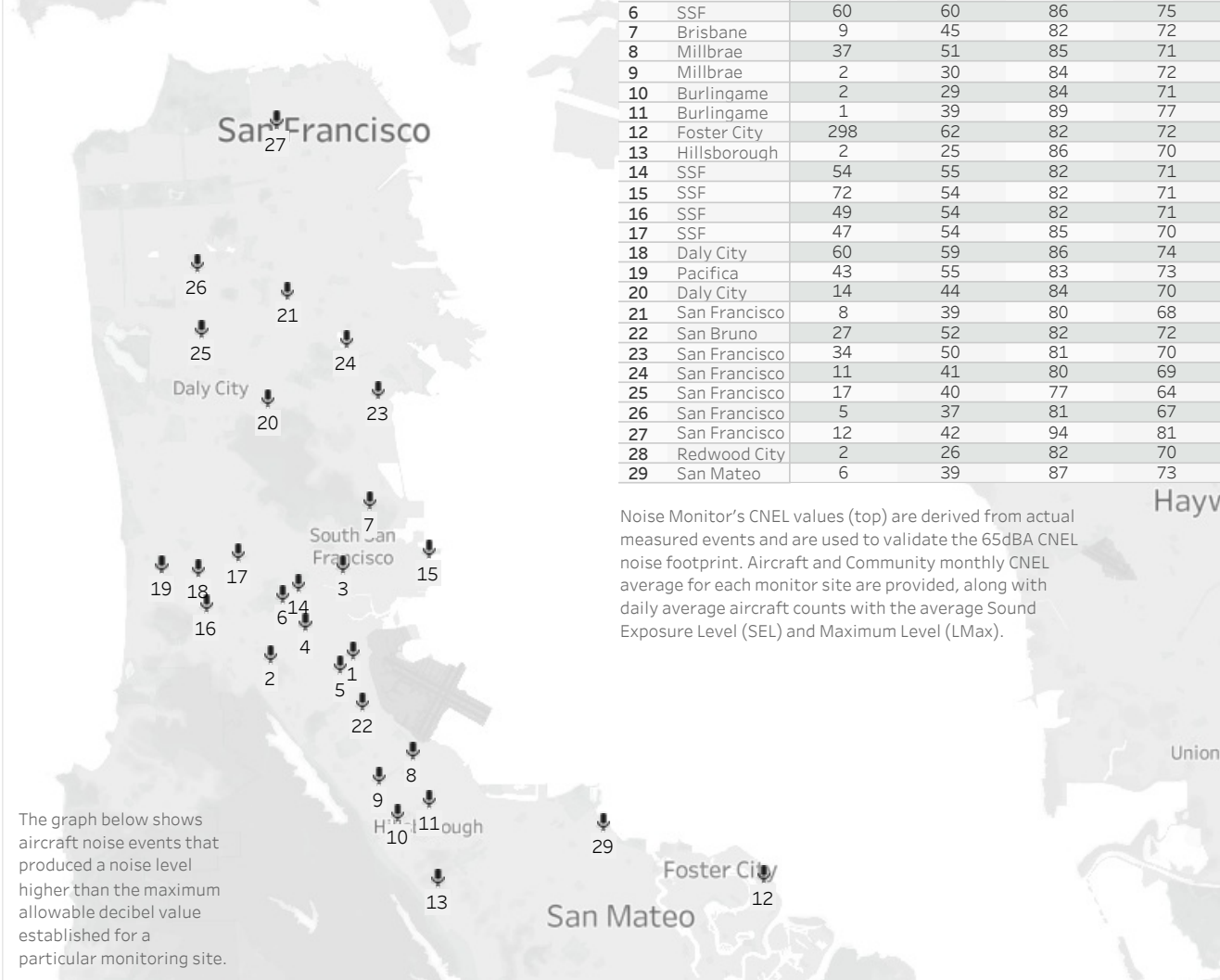
San Francisco
International
Airport

Aircraft Noise Levels

June 2021

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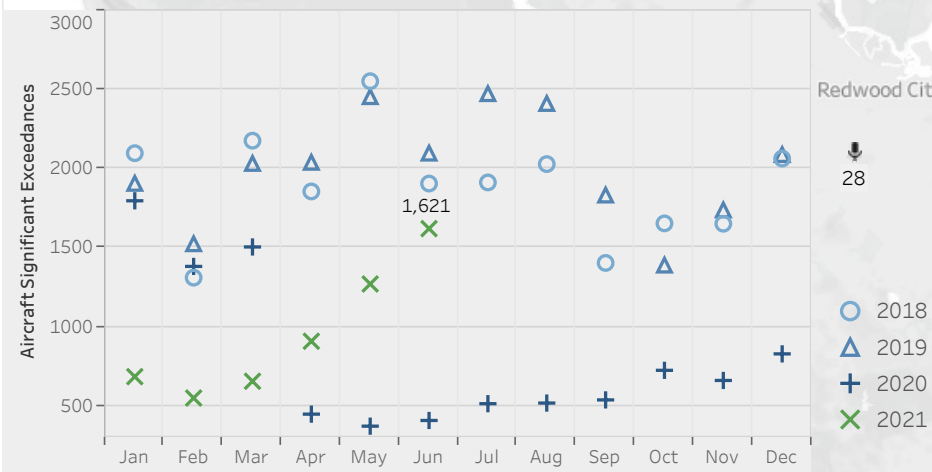
Site	City	Noise	Aircraft		Community	
		Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	
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2	San Bruno	10	46	82	71	
3	SSF	18	49	82	71	
4	SSF	66	63	89	77	
5	San Bruno	74	62	87	77	
6	SSF	60	60	86	75	
7	Brisbane	9	45	82	72	
8	Millbrae	37	51	85	71	
9	Millbrae	2	30	84	72	
10	Burlingame	2	29	84	71	
11	Burlingame	1	39	89	77	
12	Foster City	298	62	82	72	
13	Hillsborough	2	25	86	70	
14	SSF	54	55	82	71	
15	SSF	72	54	82	71	
16	SSF	49	54	82	71	
17	SSF	47	54	85	70	
18	Daly City	60	59	86	74	
19	Pacifica	43	55	83	73	
20	Daly City	14	44	84	70	
21	San Francisco	8	39	80	68	
22	San Bruno	27	52	82	72	
23	San Francisco	34	50	81	70	
24	San Francisco	11	41	80	69	
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28	Redwood City	2	26	82	70	
29	San Mateo	6	39	87	73	



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

Significant Exceedances



Operations

June 2021

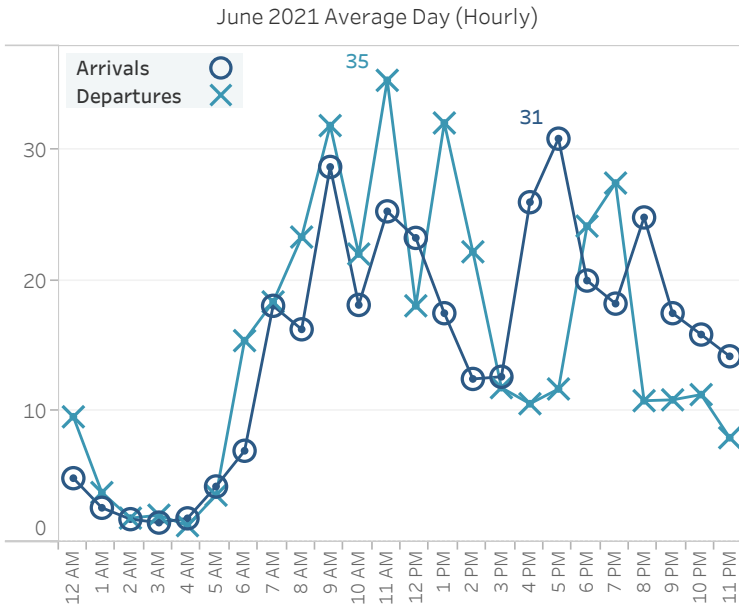
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
21,872	729	17,122	48%

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%



Arrival Route

Departure Route

1. BDEGA	29%
2. DYAMD	34%
3. SERFR	30%
4. PIRAT	8%

A. GAP	18%
B. SSTIK	32%
C. NIITE	
D. TRUKN RWY 01	38%
D. TRUKN RWY 28	5%

Top Destinations

Los Angeles	8%
Seattle	4%
San Diego	4%

Down the Bay vs Peninsula

1.1 Down the Bay Visual	15%
1.2 BDEGA West	85%

Airlines with the Most Operations

Skywest	
United	23%
Alaska	8%
American	8%
Delta	
Southwest	

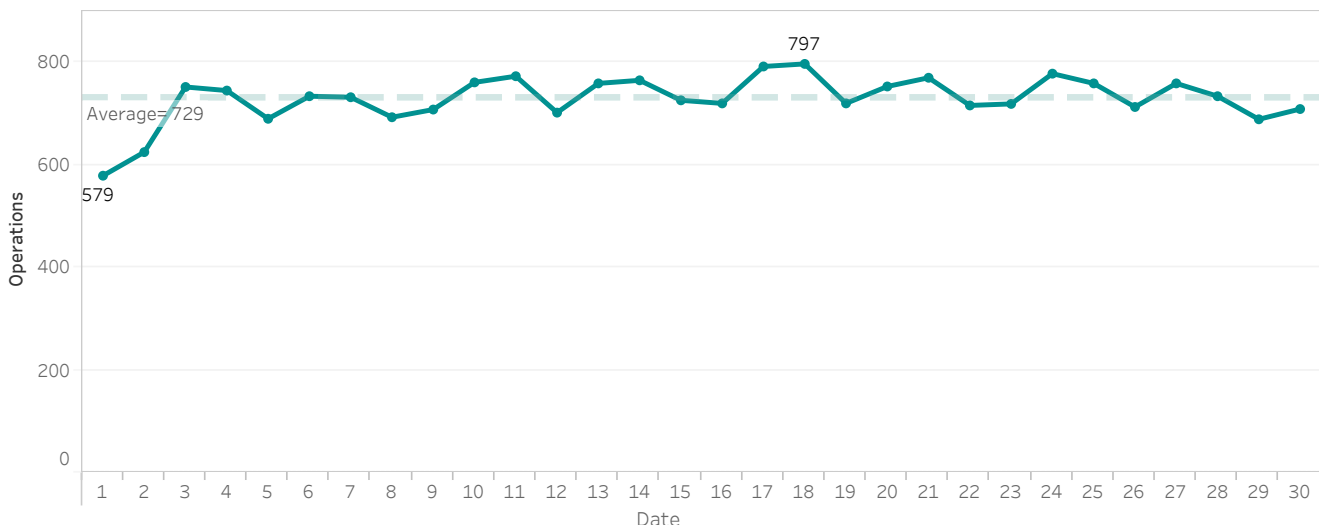
Non Airline

10%	
Narrow Body	75%
Wide Body	15%

Most Utilized Aircraft Types

Airbus A320	20%
Embraer E170	19%
Boeing 737	17%
Bombardier CRJ2	13%
Boeing 787	5%
Boeing 767	4%

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		77% 7,658
10 L/R		0% 3
28 L/R	100% 9,928	23% 2,307

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

	Departures
10 L/R	0% 1
01 L/R	51% 154
28 L/R	49% 149

Runway Utilization

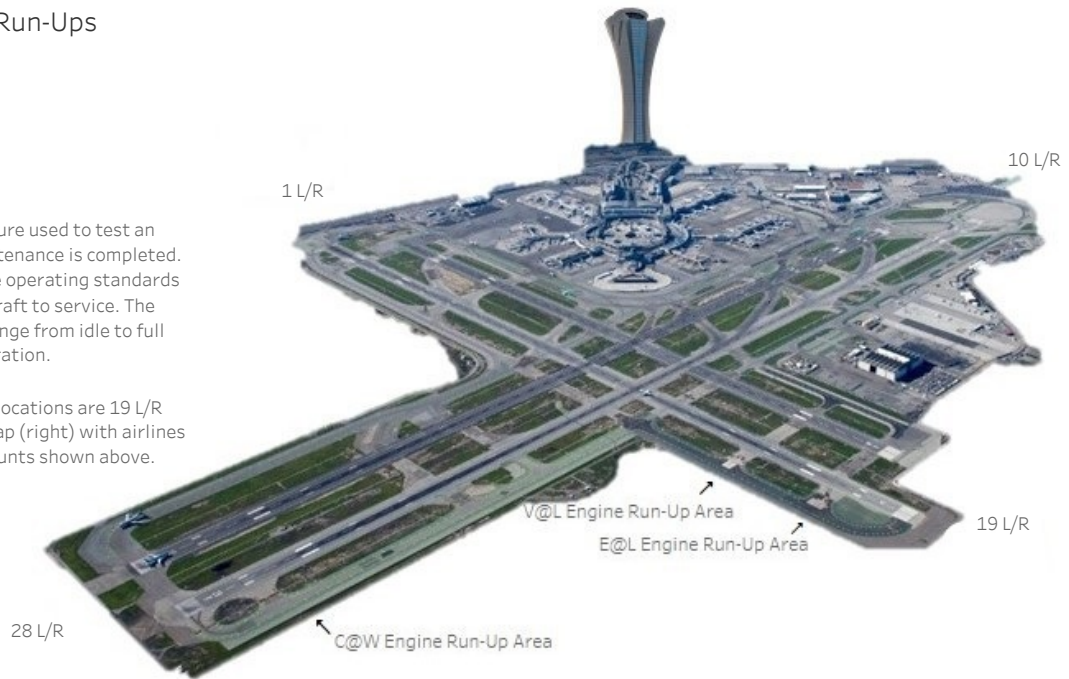
Arrivals
28L 100%
Night (10pm-7am) 100%

***Runway 28R Closed for Reconstruction:** Construction is expected to be completed in early September 2021

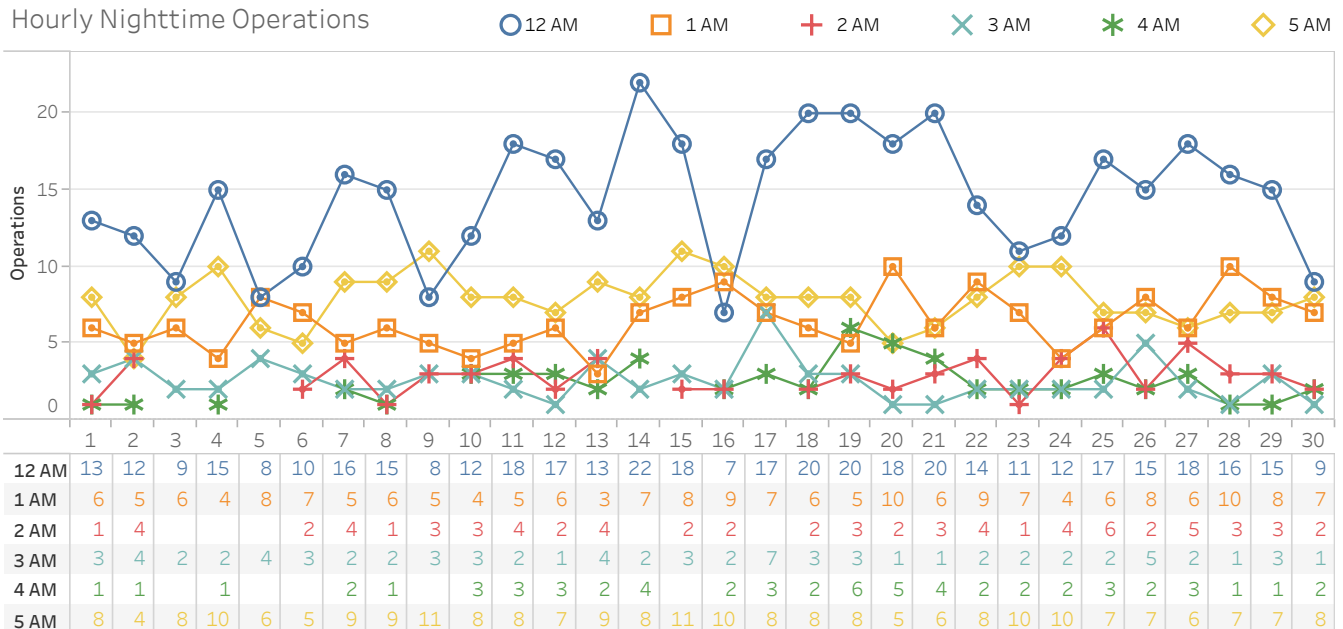
Nighttime Power Run-Ups 10pm-7am

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



Hourly Nighttime Operations



Noise Reports

Reporters Annual AVG

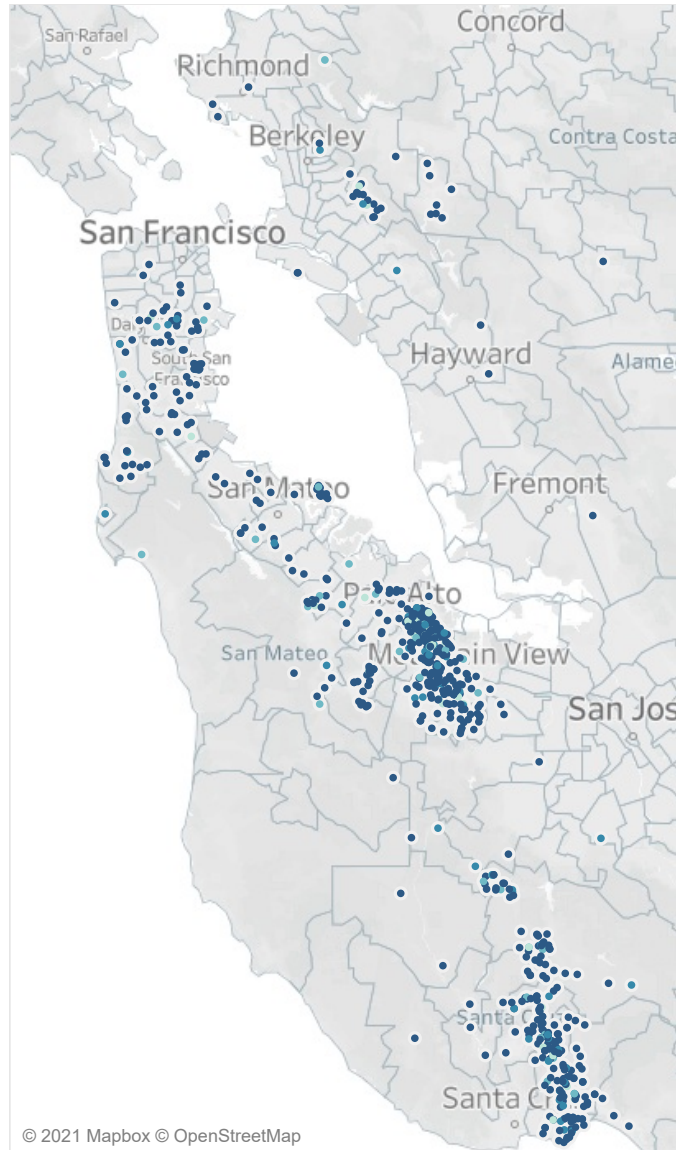
Noise Reporters Location Map

June 2021

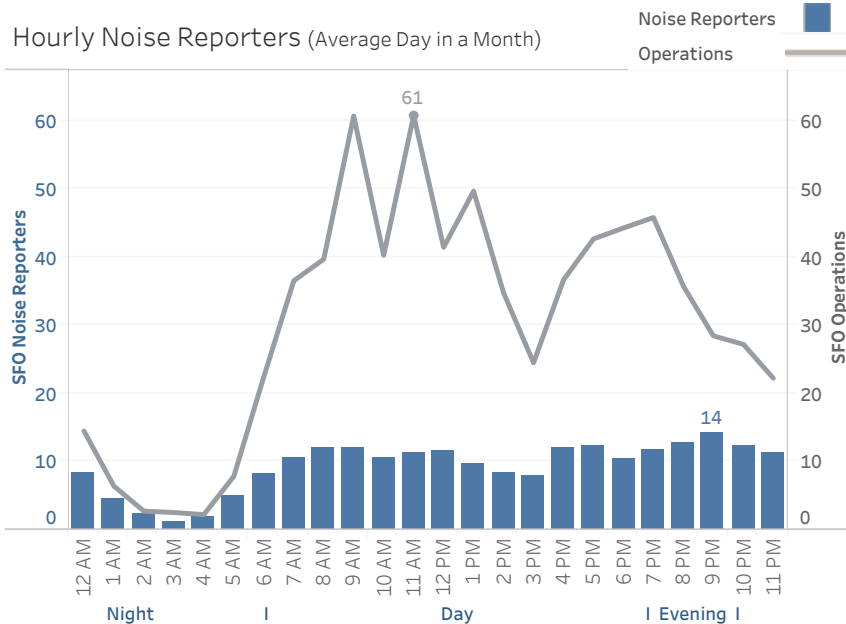
Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	4	820
Belmont	4	274
Brisbane	15	224
Burlingame	2	10
Daly City	9	1,277
El Granada	1	614
Foster City	14	777
Hillsborough	1	1
Menlo Park	12	1,172
Millbrae	3	6
Montara	1	491
Pacifica	18	734
Portola Valley	24	18,314
Redwood City	8	1,911
San Bruno	5	882
San Carlos	2	80
San Francisco	25	3,947
San Mateo	10	883
South San Francisco	12	43
Woodside	8	1,857
Other		
Alameda	2	250
Aptos	3	33
Ben Lomond	1	3
Berkeley	3	427
Boulder Creek	2	13
Capitola	10	967
Carmel Valley	1	1
Castro Valley	1	58
Cupertino	1	94
East Palo Alto	1	110
Emerald Hills	7	1,193
Felton	6	137
Fremont	1	161
Hayward	1	5
La Honda	1	14
Los Altos	76	10,862
Los Altos Hills	19	1,629
Los Gatos	57	8,520
Moraga	7	764
Mountain View	21	2,515
Oakland	15	4,164
Orinda	1	20
Palo Alto	141	30,438
Richmond	5	2,045
San Jose	1	1
San Ramon	1	4
Santa Cruz	74	12,260
Saratoga	1	143
Scotts Valley	46	6,678
Soquel	39	6,026
Stanford	4	753
Sunnyvale	2	25
Watsonville	1	100
Grand Total	730	124,730

676
Reports Annual AVG
97,373
New Reporters
36
New Reporters Top City
South San Francisco
Furthest Report
85 miles
Reports per SFO Operation
6
Top Aircraft Types
A320 B737 E75L
Top Flight Numbers
KAL214 AAL686 JBU636

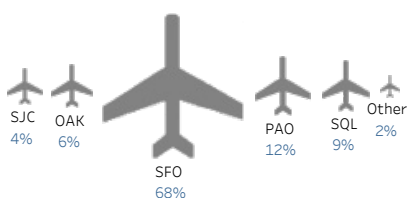


Hourly Noise Reporters (Average Day in a Month)



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

Noise Reports by Airport



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

Source: SFO Intl Airport Noise Monitoring System

SFO Airport/Community Roundtable

Meeting No. 331 Minutes

Wednesday, June 2, 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. Michele Rodriguez, Roundtable Coordinator, called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Ivar Satero – City and County of San Francisco Airport Commission
Dave Pine – County of San Mateo Board of Supervisors
Bill Widmer – Town of Atherton
Terry O’Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
Pamela DiGiovanni – City of Daly City
Sam Hindi – City of Foster City
Debbie Ruddock – City of Half Moon Bay
Al Royse – Town of Hillsborough
Cecilia Taylor – City of Menlo Park (arrived at 8:15p)
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
Mark Addiego – City of South San Francisco
John Carvell – Town of Woodside

REGULAR MEMBERS ABSENT

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

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

Chair Ortiz opened public comment.

Liz Lopez from San Francisco

Rebecca Ward from Palo Alto

Chair Ortiz closed public comment.

ACTION: Member Jeff Gee **MOVED** to set agenda and approve consent items 1-3. The motion was seconded by member Pamela DiGiovanni and **CARRIED**, roll call vote passed.

4. Adoption of Annual Budget and Work Plan (2021-2022) (00:09:55)

Chair Ortiz gave a verbal update to the membership on the annual budget and work plan and summarized the discussion from the April regular meeting. He summarized the timeline in the Bylaws for adoption of an annual budget. He said the proposed budget shows continued revenue from a variety of sources. Mr. Ortiz summarized the expenses in the budget.

Chair Ortiz thanked staff for presenting the budget in a timely manner to the membership.

Chair Ortiz opened public comment.

Liz Lopez from San Francisco

Chair Ortiz closed public comment.

ACTION: Member Ann Schneider **MOVED** to adopt proposed annual budget and work plan for FY2021-2022. The motion was seconded by member Terry O'Connell and **CARRIED**, roll call vote passed.

5. Provide Direction to Staff on Expanding Roundtable Membership (00:16:30)

Chair Ortiz began his verbal update by stating that the memo in the meeting packet provides background, history of the City of Palo Alto's past requests for membership, the pros and cons of expanding the Membership, and some options to be considered.

He said the City of Palo Alto is currently a member of the Santa Clara/Santa Cruz (SCSC) Roundtable. He noted that SCSC Roundtable is an active organization and that SCSC has hired new legal counsel to assist Roundtable efforts and extended the aviation consultant contract thru December 2021. Mr. Ortiz said the SFORT's 2020-2024 Strategic Plan does not include a task to expand its membership.

Member Ann Schneider thanked staff for the report. She said the report mentions how expansion of the Membership may impact the SFORT staff workload. She noted that the Ground-Based Noise Committee has not been able to meet since January because of existing staff time constraints. She said she is concerned that adding Palo Alto would add additional workload and result in a Roundtable focus on airplane arrivals instead of the current balance of airplane arrivals and departures. Also, that adding more cities to the Membership would result in the Roundtable becoming a quasi-regional agency possibly making it ineffective.

Member Mike O'Neill asked if Palo Alto would still be part of SCSC, Ms. Rodriguez said that they would be in both Roundtables.

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Member Al Royse said he questions whether the congressional members who represent SFORT cities support expansion because based it does not appear that they did in the past. Ms. Rodriguez said page 103 in meeting packet shows a 2016 congressional letter that opposed the approach. She noted and summarized an email sent to ABAG. Member Al Royse said there should be another discussion about additional funding.

Member Terry O'Connell asked if there is a formal request from the City of Palo Alto after the one in 2014. Chair Ortiz said it was requested verbally and that a formal request has not been received.

Member John Carvell asked if the consideration in front of the membership refers only to Palo Alto or would it include bordering towns to San Mateo County. Chair Ortiz stated that is the question if we allow Palo Alto to become a member then where is the border for membership. One question for membership could be which cities have more significant impact of airport. He said Palo Alto may be more affected than some cities within the Roundtable membership.

Airport Director Ivar Satero noted that there has been discussion among Airport Directors from Oakland and San Jose, and that they determined there could be a more efficient body put together. He said impacts are very specific to each airport. He said that the focus of various airports are very different from SFO focus. He noted that with tweaking of the membership there can be different approach to dealing with NextGen issues. He concluded that a regional approach would not be effective and that resources are not there to support it.

Member Ann Schneider asked Chair Ortiz to clarify his point about Palo Alto being more affected than other cities already in the Roundtable. Chair Ortiz clarified. Ms. Schneider noted that meetings have been difficult to run due to the amount of comments and questions that come from the citizens of Palo Alto.

Chair Ortiz opened public comment.

Mark Shull from Palo Alto
Liz Lopez from San Francisco
Sue Digre from Pacifica
Subodh Iyengar from Palo Alto
Rebecca Ward from Palo Alto
Darlene Yaplee from Palo Alto
Marie-Jo Fremont from Palo Alto

Chair Ortiz noted that WRITTEN COMMENTS will be included in the minutes.

Chair Ortiz closed public comment.

Member Bill Widmer stated that he was in favor of Palo Alto joining the Roundtable. He said that he lives in Atherton and he is impacted by aviation noise similar to Palo Alto. He noted that at some point Atherton was also not a member of the SFORT. He said he believes Palo Alto is affected by incoming aircraft. He said Palo Alto members are always well prepared to share their concerns. He stated that if members choose not to invite Palo Alto, he suggests allowing a member from the SCSC Roundtable. He said if the issue is funding then the SFORT should consider raising membership fees or have Palo Alto pay.

Member Tom Hamilton said he believes it is time to allow Palo Alto as a member. He said data is clear that Palo Alto is heavily impacted. He said he is from San Bruno and he does not believe adding Palo Alto would dilute his voice. He said that any other city that wants to be included should be subject to the same rigor as Palo Alto's request. He said that adding Palo Alto does not force the SFORT to add other cities. He supports adding Palo Alto.

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Member Supervisor Dave Pine said his concern is staff time and the extra budget that may be required to cover Palo Alto. He said Palo Alto does a great job advocating and adding additional cities to the Roundtable may require additional staff resources. He would like to get an estimate of cost. Chair Ortiz clarified if the concern is staff time for an estimate of staffing and resource impacts, and amendment to the MOU and after new members are added. Mr. Pine pointed out that the amendment to the MOU would take a lot of time as staff has to present to every City/City Council, he said this may be completed but his concern is extra demands on staff.

Member Jeff Aalfs stated that he supports adding Palo Alto. He stated that Palo Alto is a stakeholder in the operations of SFO. He said as a southern county town (Portola Valley), they share a lot of the same issues as Palo Alto. He said financial issues can be overcome logistically.

Member Terry O'Connell stated that she appreciates all the technical information that comes from Palo Alto residents, but the number and quantity of the comments received redirects staff and subcommittees. She said the SFORT gets bogged down on issues related to arrivals even when it is not on the agenda. She said that noise related to departures is much louder. She foresees the time spent at subcommittees expanding. She stated that adding Palo Alto may dilute the goals of the SFORT. She said she is not in favor of amending the MOU, this is regional issues.

Member Ann Schneider gave a brief background on home insulations in Millbrae. She noted that only 3 homes qualify. She said residents in her community do not file complaints because they get frustrated when there is no solution. She said that the number of complaints from Palo Alto does not mean they are most impacted. Member Schneider expressed her frustration and said though Palo Alto residents have been very helpful for the past 6-12 months, they also take up the bulk of SFORT meeting time. She stated her clear opposition to amending MOU.

Airport Director, Ivar Satero said he made an early commitment to being a strong partner to the community. He said his approach is to lean forward to help in a way that will benefit the community. He recognized that the airport is a big operation that brings a lot of noise. He highlighted programs such as NIITE/HUSSH and GBAS and portable noise monitoring and said SFO is very much invested in helping the communities, not by boundaries but by those affected by SFO operations. He stated that there is lack of Palo Alto representation regarding NextGen on the SFORT and that he is in favor of Palo Alto joining.

Vice Chair Sam Hindi stated that he is also concerned on the limited staff resources and budget available to the SFORT. He said that even though criteria can be developed on who to admit and who not to admit to the SFORT, the reality is that there are other communities other than Palo Alto that are affected by SFO operations such as Santa Cruz and Scotts Valley. He said that by looking into this through the lens of fairness, equity and justice, Palo Alto should have a voice. He said that before he commits he would like to see an Ad-Hoc Subcommittee to look at the impact and evaluate the impact on staff time and bring back to the board for discussion.

Member John Carvell agreed with Vice Chair Sam Hindi. He said that what may be impacted by Palo Alto is the staff time and budget, number of subcommittee meeting may not be affected by Palo Alto joining. We should develop criteria for adjacent cities to join the membership.

Member Jeff Gee stated that he is open to looking at adding additional cities as Palo Alto may not be the only one affected. He said he would like to remove Palo Alto from the discussion and for the Roundtable to set member expansion criteria and look at subcommittees, Business Plan, and Financial Plan impacts. He said he is interested to know the opinion of Congresswoman Anna Eshoo and Santa Clara County Board of Supervisors. Also checking with other cities in the North County He said a foundation should be laid out before we say this city is allowed but the rest are not.

Member Cecilia Taylor said she is in favor of Palo Alto because they are on the same flight path as her city (Menlo Park). She said SFORT should consider Palo Alto and that consideration does

not mean they need to open up to any/all cities. She is in support of developing criteria for member expansion.

Member Terry O'Connell reviewed the formation of subcommittees like GBN. She said that GBN was created because staff could not also focus on departures and she feels like departure will continue to be diluted if we include Palo Alto.

Chair Ortiz appreciated all members' thoughts. He summarized his thoughts. He said he is in favor of forming an ad-hoc subcommittee to address the issues such as funding. He said we need to look at a way to find funding.

Member Mark Addiego noted that he recalled when SFORT was only composed of the 4 adjacent cities to the airport and he said that it is a much better body today.

Member Al Royse said he is concerned for funding because the SFORT currently has subcommittees that cannot meet because of resources and staff constraints. He stated that San Mateo County contributes a lot to the SFORT, and Santa Clara County should financially contribute too if their cities are joining.

ACTION: Member Jeff Aalfs **MOVED** to establish an ad-hoc subcommittee to explore criteria for admitting members. The motion was seconded by member Bill Widmer and **CARRIED**, roll call vote passed. (AYE: SF Airport Commission, San Mateo BOS, Atherton, Burlingame, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Portola Valley, Redwood City, San Bruno, South San Francisco, Woodside. NAY: Brisbane, Daly City, Millbrae, Pacifica)

Chair Ortiz requested and took note of volunteers to serve on the subcommittee and said once size of subcommittee is determined he would appoint members.

6. Subcommittee Update

a. Technical Working Group Subcommittee Meeting of May 26, 2021 (01:28:45)

Chair Ortiz began his verbal update by stating that the TWG met on May 26, 2021 and discussed Work Plan Goal 1: Aircraft Procedures, and the Goal 2: Address Airport Operation Noise: Ground Based Augmentation System. He noted that public input was limited in order to have a more substantive discussion and that worked really well. He said that the FAA was present and though there still items lingering he is hopeful we can change impacts. He continued to summarize items discussed during the meeting. He noted that though public comment is 2 minutes, the discussions that happen in the subcommittee is 1.5 hours and those are more engaging. He said with limited resources the SFORT is doing what it can.

b. Legislative Subcommittee Meeting of May 11, 2021 (01:31:43)

Legislative Subcommittee Chair Royse gave a brief verbal update to the membership. He noted that at the May 11 Legislative Subcommittee meeting the subcommittee focused on 2021-2022 Aviation Legislation. He said that Peter Kirsch, Kaplan, Kirsch, and Rockwell gave a presentation on the Next Congress: Priorities, Perspectives, and Prediction; and that HMMH gave a presentation on 2020-2021 legislation and its status; and also, that Kathleen Wentworth gave an update on the Congressional Quiet Skies Caucus on behalf of Rep. Jackie Speier. Chair Royse stated that the Subcommittee members continued to discuss areas of opportunity. He summarized details of the meeting. He noted that he hopes to have another meeting in the near future because two meetings a year are not enough. Finally, he gave an update on the Noise Annoyance Survey letter that was submitted.

Member Ann Schneider added that it was a very productive meeting and agrees that two meetings are not enough to work on legislation and if staff shifts to work on MOU amendment it

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will impact work for subcommittees.

Member Pamela DiGiovanni stated that more work in legislation is needed to continue to support Congresswoman Speier.

Vice Chair Sam Hindi wanted to recognize the work the FAA has done on the NIITE/HUSSH. He noted that it will provide much needed relief for the impacted communities on that flightpath. He wanted to share with the membership that the FAA clarified that aircraft will not turn to the left before they reach GOBBS. He also said that they requested the FAA to look into the initial request from the Select Committee which was for flights to go down south over the ocean after GOBBS rather than coming back on land. He noted that the FAA said they will look into this request.

Roundtable Coordinator Michele Rodriguez added that the FAA said they can achieve the GOBBS waypoint and would achieve this through automation, controller training and a letter of agreement between facilities. This would not be a new procedure that goes through the IFP Gateway process. She noted that the FAA heard the feedback from the subcommittee and came up with solutions and now the SFORT has responded with questions and follow up. She said they continue to work with FAA on this issue.

7. Chairman's Update

No additional information was provided on this item.

8. San Francisco Airport Commission Update

a. Director's Report (01:41:40)

Airport Director Ivar Satero gave a verbal update to the membership. He summarized travel operations and activity.. He said the airport has spent about \$2 billion in construction and that the critical runway resurfacing project is underway. He gave an update on the delays of other runways.

Mr. Satero said that they are committed to GBAS and he appreciates all comments. He noted that SFO gave a presentation to the TWG subcommittee and that SFO will give one to Palo Alto residents and SCSC Roundtable leadership on June 9th. He said these draft procedures are being shared with the public with the intent of getting feedback and to ensure appropriate level of public engagement.

He said that Portable Noise Monitor reports are available.

Member Ann Schneider asked Mr. Satero if the request from GBN Subcommittee, to add to the noise reports data on low frequency noise with the new monitors, specifically will SFO reporting out those types of complaints. Mr. Bert Ganoung said that low frequency noise is difficult to provide, the noise contours are not currently run and SFO looks forward to discussing separately.

Member O'Connell commented on TWG Subcommittee and stated that they received Title 21 reports and that there is a lot of good information. She said she asked that the airport look at various methods of determining noise versus the threshold and duration method.

Chair Ortiz added that with changes to GBAS and NIITE/HUSSH there is a real opportunity to create change for citizens to sleep better. He said he appreciates both the Airport Director and FAA for working on these. He noted that Title 21 reports were received dating from 2017-2021.

Chair Ortiz opened public comment.

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Sue Digre from Pacifica

Chair Ortiz closed public comment.

b. Noise app Update (01:57:44)

Noise Office Manager, Bert Ganoung gave a brief presentation and shared slides with the membership. He shared a link to the SFO GBAS update website page. He gave a summary of the workshops held and feedback received. He continued to share the updates to the portal.

Chair Ortiz opened public comment.

Liz Lopez from San Francisco

Chair Ortiz closed public comment.

9. Member Communications / Announcements (01:54:25)

Member Schneider shared that the way environmental Communities of Concern works is that if you are a community of color or a low income community you get additional climate change mitigation. She said that as she read the 2011 EIR for SFO Expansion she has been trying to figure how to help her residents. She said she is looking into whether Millbrae can qualify as a community of concern regarding noise impact. She said the City of Millbrae will be more aggressive on this topic.

Member Royse clarified that he is very thankful to staff for the work being done.

10. Adjourn

Chairperson Ortiz adjourned the meeting at approximately 9:04 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

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Meeting Announcement

Ground-Based Noise Committee

Monday, July 19, 2021
12:00 p.m. – 1:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/92052713721>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 920 5271 3721

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 the specific agenda item to which you are commenting. Spoken public comments will also be accepted during the meeting through Zoom on Public Comment on Items Not on the Agenda, and after each Agenda item.

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

AGENDA ITEMS

1. Review the Ground Based Noise Report and Direct Staff on Next Steps

- a. Attachments:
 - i. GBN Study
 - ii. Staff Recommendations (HMMH Memo attached)
 - iii. Hillsborough comments

2. Discuss and Provide Staff Direction on Ground-Based Noise Impacts:

- a. Airport policy on use of auxiliary power unit use at gates and taxi operations
- b. Airport and other ground equipment transition from diesel to airport wide electrification
- c. Discussion of environmental mitigation historically implemented by SFO on GBN and mitigation for current and future operations.
- d. Review of noise contours showing low frequency noise.

- e. SFO current EIR on expansion plans and impacts to GBN.

3. GBN Glossary

4. Adjourn

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

During videoconference of the Ground-Based Noise subcommittee meeting, members of the public may address the Roundtable as follows:

Written Comments:

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

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

Spoken Comments:

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

1. The July 19, 2021 Ground-Based Noise Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/92052713721>. The meeting ID: 920 5271 3721. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 920 5271 3721, 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.



July 27, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Authorization of GBN Subcommittee to Write Letter to FAA Director

EXECUTIVE SUMMARY: The Ground-Based Noise Subcommittee is requesting membership approval authorizing Chair of Membership to work with the GBN Committee to send a letter to the FAA Director

RECOMMENDATION: Approve the Member Chair and Ground Based Noise Committee to develop and send a letter on Ground-Based Low Frequency Noise and include the following:

1. The FAA's Aviation Environment Design Tool (AEDT) should be updated to incorporate aircraft noise reflection and diffraction from terrain and manmade structures. This is crucial when generating noise contours for understanding how ground based low frequency noise propagates.
2. The FAA should establish a framework for adopting FAA policy related to ground based low frequency noise. The FAA should consider the use of the appropriate noise metric, weighting (such as "C"), and threshold.



Meeting Announcement

Technical Working Group

Wednesday, July 28, 2021

12:00 p.m. – 1:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/99940735610>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 999 4073 5610

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

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

AGENDA ITEMS

1. NIITE/HUSSH Update and Staff Direction Next Steps

- a. SFORT Chair - FAA meeting of June 1, 2021
- b. SFORT Chair – Congresswomen Speier meeting July 14, 2021

Attachments:

- i. SFORT questions of April 26, 2021
- ii. Beth White e-mail of June 1, 2021

2. Ground-Based Augmentation System (GBAS)– Innovative Procedure

- a. SFO review timeline and current status
- b. Selection of Noise Measurement Locations for Validation of CFPP Noise Modeling

Attachments:

- i. SFORT comments of May 19, 2021
- ii. SFO Presentation of July 28, 2021

3. FAA Community Workshops and Staff Direction on Next Steps

Attachments:

- i. FAA Workshop Invitation and Slide Deck

4. Adjourn

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

During videoconference of the Technical Working Group subcommittee meeting, members of the public may address the Roundtable as follows:

Written Comments:

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

1. Your written comment should be emailed to 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 12:00 pm on the day before the meeting, it will be provided to the Roundtable and made publicly available on the agenda website under the specific item to which comment pertains. The Roundtable will make every effort to read emails received after that time but cannot guarantee such emails will be read during the meeting, although such emails will still be included in the administrative record.

Spoken Comments:

Spoken public comments will be accepted during the meeting on Items NOT on the Agenda, and at the end of each Agenda Item. It is up to the Chairperson to increase the frequency of public comments, such as after each Agenda Item. Please read the following instructions carefully:

1. The July 28, 2021 Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/99940735610>. The meeting ID: 999 4073 5610. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 999 4073 5610, then press #.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Roundtable Chairperson calls for the item on which you wish you speak click on "raise-hand" icon. You will then be called on and unmuted to speak.
5. When called, please limit your remarks to the time limit allotted.

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



July 1, 2021

TO: Membership Expansion Ad-Hoc Subcommittee Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Update on Membership Expansion Ad-Hoc Subcommittee

EXECUTIVE SUMMARY: This information only memo provides an update on the status of Membership Expansion Subcommittee.

RECOMMENDATION: No action required.

BACKGROUND: At the June 2, 2021 SFORT Regular Meeting, the Membership voted to establish an ad-hoc subcommittee to explore criteria for expanding membership including funding and operational issues.

Several Roundtable members volunteered to participate in the MOU Membership Expansion Ad-Hoc Subcommittee; the Chair and Vice-Chair appointed the following Members to reflect a balance between the north (N), central (C), and southern (S) portion of the Roundtable member cities:

Mark Addiego, City of South San Francisco (N)
Terry O'Connell, City of Brisbane (N)

Sam Hindi, City of Foster City (C)
Al Royse, Town of Hillsborough (C)
Ricardo Ortiz, City of Burlingame (C) – CHAIR

Cecilia Taylor, City of Menlo Park (S)
Jeff Gee, City of Redwood City (S)

The decision of the Chair and Vice Chair is to continue with business-as-usual and conduct two Standing Subcommittee meetings between Roundtable regular meetings and add Ad-Hoc Subcommittee meeting based upon participant availability, with the goal of returning to the December 2, 2021 Roundtable membership meeting with a recommendation.

A concept schedule has been created below with brief explanation of meeting purpose. Please note the actual meeting dates are TBD. The actual number of ad-hoc subcommittee meetings could be more, or less depending on the ad-hoc subcommittee needs and affirmed by the Chair. The PUBLIC/NO PUBLIC indicates open to the public or closed to the public. Yellow highlight meetings are Roundtable regular meetings, Standing Subcommittee, or FAA special workshop. The meetings in blue are the estimated meeting dates for membership expansion ad-hoc.

Membership Expansion Ad-Hoc Subcommittee

July 1, 2021

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SFORT July – December 2021 Schedule in Concept

<i>Meeting Number</i>	<i>Purpose (1.5 – 2. hour meetings)</i>
FAA 7/20 6-8p; 7/21 1-3p	PUBLIC FAA hosting virtual workshops to provide insight into the factors that impact the operation in and around the three major airports and the Northern California airspace. They will also cover several high-profile items, such as NIITE/HUSSH, BRIXX, and SERFR flight procedures that were part of the Select Committee Report and SFO Roundtable recommendations.
Technical Working Group 7/28	PUBLIC GBASS NIITE HUSSH
Ground-Based Noise 7/29	PUBLIC REVIEW GBN REPORT
JULY - AUGUST Ad-hoc Subcommittee#1	NO PUBLIC Review the June 2 Meeting, key issues to be discussed. Historian why SFORT historically focused and service SF/San Mateo County communities. SCSC/Cities Association: Current and future status, and why stopped meeting. SFORT MOU review: purpose, composition, and update.
AUGUST - SEPT Ad-hoc Subcommittee #2	NO PUBLIC Presentation of flight paths before and after NEXT GEN. Discuss and brainstorm on criteria for membership expansion.
Legislative 9/14	PUBLIC Review key items from 5/11 Legislative Session meeting and decide next steps. Update from Speier on Quite Skies Caucus.
Technical Working Group 9/22	PUBLIC GBASS Work Plan Identified Item
SEPTEMBER - OCT Ad-hoc Subcommittee#3	NO PUBLIC Criteria discussion Impacts to staffing and budget: Budget, Work Plan review, work Load discussion.
OCTOBER - NOV Ad-hoc Subcommittee #4	PUBLIC Recommendation to Roundtable. Process for amending the MOU.
Technical Working Group 11/24	PUBLIC Reschedule due to holiday conflict

Membership Expansion Ad-Hoc Subcommittee

July 1, 2021

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Roundtable Regular Meeting 12/1	PUBLIC Membership Meeting: Ad-hoc subcommittee update, request for additional information, or decision.
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You will shortly receive communication from Angela on meeting dates. If you have questions, or concerns, please feel free to contact Roundtable Coordinator (Michele Rodriguez - 650-241-5180) or Chair Ortiz (Ricardo Ortiz – 650-678-4432).



Eugene M. Reindel

Vice President

Experience

1997-present, HMMH

1990-1997, The Boeing Company, Noise Engineering Laboratory

Education

M.E., Acoustics, Pennsylvania State University, State College, PA, 1995

B.S., Physics Engineering, Pacific Lutheran University, Tacoma, WA, 1989

Skilled Facilitator Intensive Workshop, Roger Schwartz & Associates Inc., Scottsdale, AZ 2009

Pathway to Principal, ZweigWhite, Boston, MA, 2005

FAA's Integrated Noise Model, HMMH Burlington, MA, 1997

Experiment and Uncertainty Analysis, Coleman and Steele, Seattle, WA, 1996

Occupational Hearing Conservation: A view from the '90s, American Speech-Language Hearing Association, Seattle, WA, 1994

High Frequency Damping Measurements, Cambridge Collaborative, Inc., Seattle, WA, 1994

Structural Dynamics Adequacy of High-Tech Facilities: Rational Evaluating Methods, National Technology University, Seattle, WA, 1993

Occupational Noise and Vibration, Northwest Center for Occupational Health and Safety, Seattle, WA, 1993

Noise Control for Buildings and Manufacturing Plants, Hoover & Keith Inc, Seattle, WA 1991

Hearing Protection Devices and Hearing Conservation Programs, EAR Division, Cabot Corporation, Seattle, WA 1990

Affiliations

Member, Institute of Noise Control Engineering, 1995-present

Corporate Member, Southwest Chapter of the American Association of Airport Executives, 2000-present

As Vice President in the Aviation Environmental Services Group, Gene Reindel oversees a wide range of aviation noise consulting projects, offers industry experience to those projects, and provides technical support to airport community noise forums throughout the U.S. His professional experience includes environmental projects, including National Environmental Policy Act (NEPA) and state equivalents in California, Oregon, and Washington; Airport Noise Compatibility Planning studies (Part 150); Airport Noise and Access Restriction projects (Part 161); airport ground noise studies, and residential sound insulation projects. He is often involved in preparing for and directing major field measurement programs and advising on the acquisition and analysis of data. Mr. Reindel is a trained facilitator and leads public outreach programs associated with controversial noise studies and programs.

Before joining HMMH, Mr. Reindel worked at the Boeing Commercial Airplane Company's Noise Engineering Laboratory in Seattle, WA. During his eight years at Boeing, he conducted a variety of work in acoustics and project management, ranging from hearing conservation to aircraft model testing inside an aero-acoustic wind tunnel, and aircraft flight tests.

Representative Aviation Projects

Airport Noise On-Call and Facilitation Projects

- Los Angeles International Airport/Community Noise Roundtable, Los Angeles, CA (2020-present, and 2009-2010), *Facilitator*
- South San Fernando Valley Airplane Noise Task Force, Burbank, CA (2019-2020)
- Charlotte International Airport, Charlotte, NC (2018-present), *Principal-in-Charge*
- Toronto Pearson International Airport, Toronto, Canada (2017-present), *Principal-in-Charge*
- San Francisco International Airport Community Noise Roundtable, San Mateo County, CA (2017-present), *Principal-in-Charge*
- Los Angeles World Airports Environmental On-call, Los Angeles, CA (2013-present), *Principal-in-Charge*
- City of Fresno, Department of Airports, Fresno, CA (2010-2018), *Principal-in-Charge*
- Oakland International Airport, Oakland, CA (2007-present), *Project Manager*
- Salt Lake City Intl. Airport, Salt Lake City, UT (2003-present), *Project Manager*
- Raleigh-Durham Intl. Airport, Raleigh, NC (2010-2013), *Principal-in-Charge*
- San Francisco Intl. Airport, San Francisco, CA (1999-2007), *Project Manager*
- Sacramento County Airport System (Sacramento International, Sacramento Executive, and Mather Field), Sacramento, CA (2018-present and 2002-2005), *Principal-in-Charge and Project Manager*

14 CFR Part 150 Airport Noise Compatibility Planning Studies

- Piedmont Triad Intl. Airport, Greensboro, NC (2019-present), *Principal-in-Charge*
- Newark Liberty Intl. Airport, New Jersey, NY (2015-present), *Project Manager*
- Fresno Yosemite International, Fresno, CA (2015-2018), *Principal-in-Charge*
- Centennial Airport, Centennial, CO (2015-2017), *Principal-in-Charge*
- Louisville International, Louisville, KY (2015-2017), *Principal-in-Charge*
- Ontario International, Ontario, CA (2014-2015), *Principal-in-Charge*
- Great Falls Int'l, Great Falls, MT (2013-2015), *Principal-in-Charge*
- San Antonio Int'l, San Antonio, TX (2014), *Project Manager*
- Merrill Field, Anchorage, AK (2012-2014), *Principal-in-Charge*
- Louisville International, Louisville, KY (2010-2011), *Project Manager*
- San Diego International, San Diego, CA (2007-2011), *Project Manager*

Eugene M. Reindel, Vice President

Airport Environmental Studies

- Mather Airport Runway Reconstruction and Cargo Area Development EA, Sacramento, CA (2020-present), *Principal-in-Charge*
- Kahului Airport Runway Re constr., Kahului, HI (2019-present), *Principal-in-Charge*
- Los Angeles International Airport Airfield & Terminal Modernization Project, Los Angeles, CA (2020-present), *Principal-in-Charge*
- San Diego Intl. Airport Dvlpmt. Plan, San Diego, CA (2019-2020), *Principal-in-Charge*
- Chicago O'Hare International Airport Fly Quiet Program EIS, Chicago, IL (2019), *Public Meeting Assistance*
- Re-Evaluation of the O'Hare Modernization EIS, Chicago O'Hare International Airport (2015), *Public Meeting Assistance*
- CatEx Noise Analysis for Runway Closure, Seattle-Tacoma International Airport (2014), *Project Manager*
- Reid-Hillview Airport EIR Noise Element, East San Jose, CA (2010-2012), *Principal-in-Charge*
- New Ivanpah Airport EIS, Ivanpah Valley, NV (2006-2010), *Technical Lead for Noise Measurement Program*

“Most important to me has been the ability to call Mr. Reindel at any time throughout the process and get answers to important questions as they arise.”

Mr. Bert Ganoung, Manager, Aircraft Noise Abatement, San Francisco International Airport

“Mr. Reindel presents noise information that is easily understood and that no other acoustical expert with whom my firm has worked has communicated this information as well.”

Mr. Michael Hotaling, Vice President, C&S Engineers, Inc.

California Airport Land Use Compatibility Plan Updates

- San Bernardino International, San Bernardino, CA (2007-2011), *Principal-in-Charge*
- California Department of Transportation (Caltrans) Airport Land Use Handbook Update, Sacramento, CA (2009-2010), NextGen Task Area, *Principal-in-Charge*
- 12 civil and 4 military airports, San Diego County Regional Airport Authority, San Diego, CA (2004-2010), *Principal-in-Charge*
- Land Use Plan Update, Travis Air Force Base, Fairfield, CA (2000-2001), *Assistant Project Manager*

Aircraft Noise and/or Flight Track Monitoring Systems

- Nashville Intl. and John C Tune Airports, Nashville, TN (2020), *Principal-in-Charge*
- Boston Logan International Airport and Hanscom Field Airport, Boston, MA (2018), *Principal-in-Charge*
- San Antonio International, San Antonio, TX (2017-2018), *Project Manager*
- Raleigh-Durham International, Raleigh, NC (2017-2018), *Principal-in-Charge*
- Centennial Airport, Centennial, CO (2009-2015), *Project Manager*
- Los Angeles World Airports, NOMS Maintenance Scope of Work, Los Angeles, CA (2010-2011), *Project Manager*
- San Francisco International, San Francisco, CA (2000-2007), *Project Manager*

Other Airport Noise Studies

- Westchester County Airport, Westchester County, NY (2019-present), *Principal-in-Charge*
- Southern California Metroplex Preliminary Design Review, Los Angeles, CA (2011-2018), *Project Manager*
- Annual Noise Report, Louisville International Airport, Louisville, KY (2010-2014), *Principal-in-Charge*
- Noise Assessment of the Proposed Runway End Safety Area (RESA) Alternatives, Vancouver International Airport, Vancouver, BC (Canada) (2012), *Principal-in-Charge*
- INM Accuracy for GA Aircraft, Airport Cooperative Research Program, Transportation Research Board (2011-2012), *Project Manager*
- California Airport Noise Variance Review, San Jose International Airport (2011-2012), *Principal-in-Charge*
- City-by-City Noise Measurements, San Francisco International, San Francisco, CA (2000), *Project Manager*



San Francisco
International
Airport

GBAS

San Francisco International Airport GBAS Overlay and Innovative Procedure

SFO Roundtable Technical Working Group
July 28, 2021




Topics Covered

1. Current GBAS Project Timeline
2. United Airlines Simulator Event and Upcoming Flight Evaluation
3. Possible Noise Monitoring Locations
4. Review of latest CFPPs
5. Questions

For Community Evaluation Only - Not Intended for Navigation

GLS A RWY 28R (EDDYY)	Revision: 1
	28JUN21



Google Earth

GLS Instrument approach to runway 28R originating southeast of the airport, starting at the EDDYY waypoint.

The approach is laterally identical to the existing RNAV (GPS) Y 4wy 28R approach but is elevated by a vertical 3.15 Degree Final approach with higher minimum altitudes along the remainder of the intermediate and initial approach segments until reaching EDDYY.

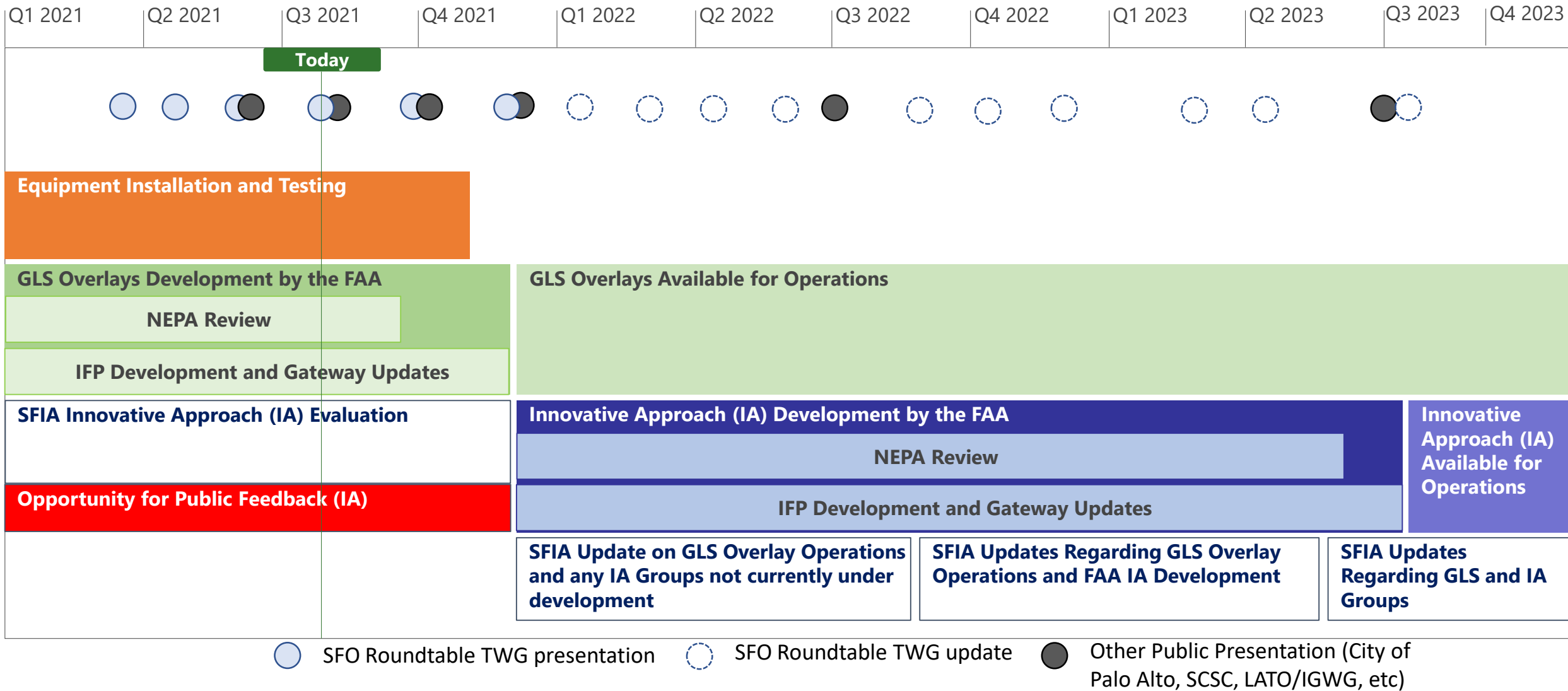
Project Goals

- ✓ Noise reduction
- ✓ ILS Redundancy
- ✓ Efficiency
- ☐ Reduce Delays

http://www.faa.gov



SFO GBAS Estimated Schedule and Planned Outreach



Important SFO GBAS Milestones

02DEC21 – Earliest start date for GLS Overlay Approach Procedures

SEP21 – Anticipated date for FAA Instrument Procedure Gateway Update to introduce GLS Overlay Procedures

JUL/AUG/SEP/OCT21 – Opportunity for UAL Flight Evaluation

DEC21 – Target date for SFO to request FAA Development of TWG Recommended Innovative GLS Procedures

SFO SAN FRANCISCO/SAN FRANCISCO INTL

Notify me of changes to SFO

Charts (58) **IFP Production Plan (16)** IFP Coordination (9) IFP Documents (NDBR) (53)

IFP Production Plan - Current IFPs under Development or Amendments with Tentative Publication Date and Status.

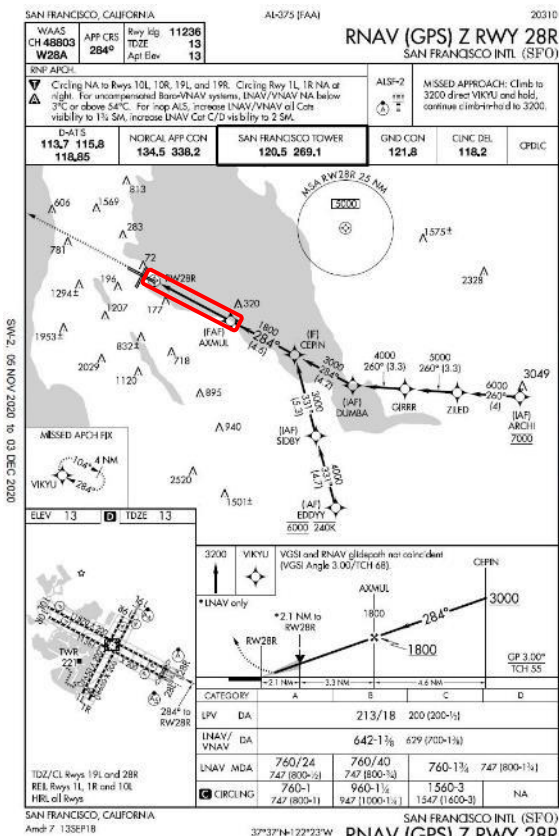
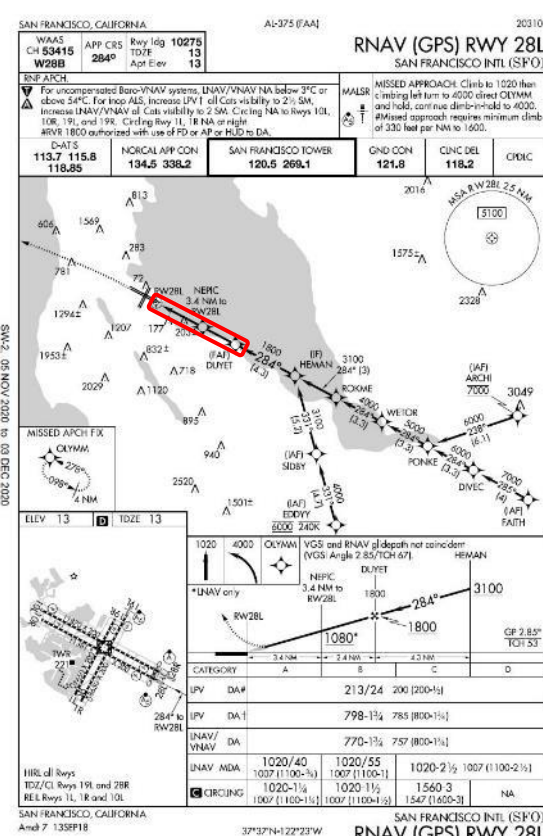
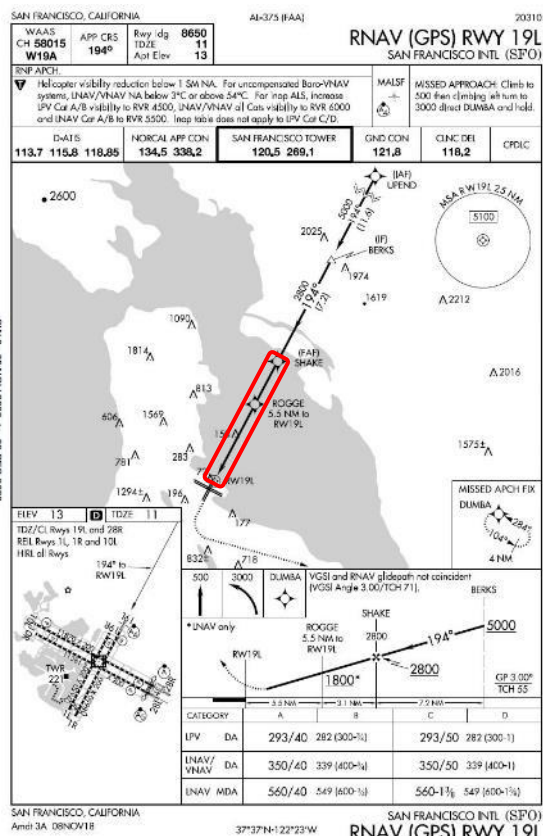
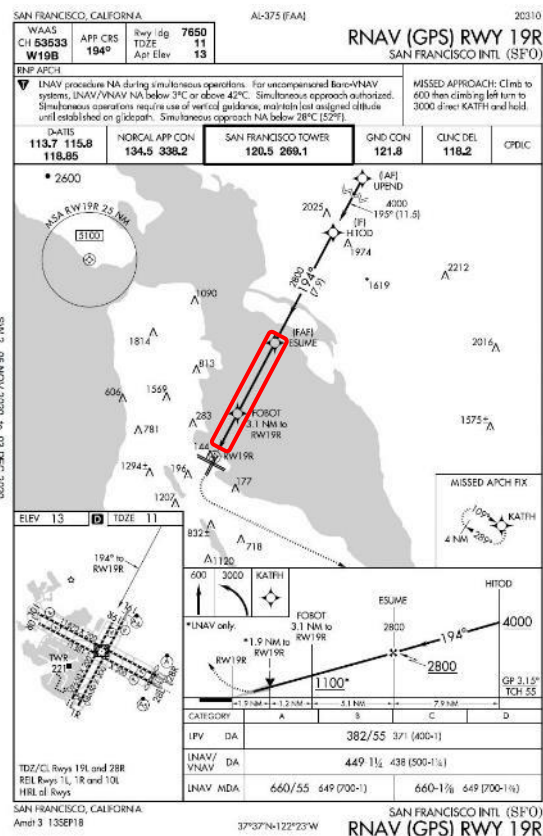
Filter Options

Showing results 1 - 16 of 16

Procedure	Airport Name	Airport ID	City/State	Scheduled Pub Date	Status	Actual Pub Date	
GLS RWY 19R, Orig	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
GLS RWY 28L, Orig	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
GLS RWY 19L, Orig	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
GLS RWY 28R, Orig	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
ILS or LOC RWY 19L, AMDT 23	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
RNAV (GPS) RWY 19L, AMDT 4	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
RNAV (GPS) RWY 19R, AMDT 4	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA

[https://www.faa.gov/air traffic/flight info/aeronav/procedures/application/?event=procedure.results&tab=productionPlan&nasrlid=SFO#searchResultsTop](https://www.faa.gov/air%20traffic/flight%20info/aeronav/procedures/application/?event=procedure.results&tab=productionPlan&nasrlid=SFO#searchResultsTop)

SFO GLS Overlay Approaches



GLS RWY 19R

- RNAV (GPS) RWY 19R
- GPA: 3.15°
- Opportunity: 5%
- CSPR: TBD

GLS RWY 19L

- RNAV (GPS) RWY 19L
- GPA: 3.00°
- Opportunity: 5%
- CSPR: TBD

GLS RWY 28L

- RNAV (GPS) RWY 28L
- GPA: 2.85°
- Opportunity: 95%
- CSPR: Yes

GLS RWY 28R

- RNAV (GPS) Z RWY 28R
- GPA: 3.00°
- Opportunity: 95%
- CSPR: Yes

Flight Simulator Evaluation of SFO GLS Approaches

UAL, Boeing, Honeywell and the SFO GBAS Project team met at the UAL Flight Technical Center in Denver, CO on 22JUN21 to conduct simulator evaluations of Innovative GLS Procedure Concepts and an existing procedure

- GLS DB RWY 28R (Encoded as RNP 0.30)
- RNAV (GPS) Z Rwy 28R
- GLS A RWY 28R (Encoded as RNP 0.30)

Procedures were tested to evaluate aircraft configuration, thrust and speed management along with general flyability



UAL Flight Simulator Evaluation - Results

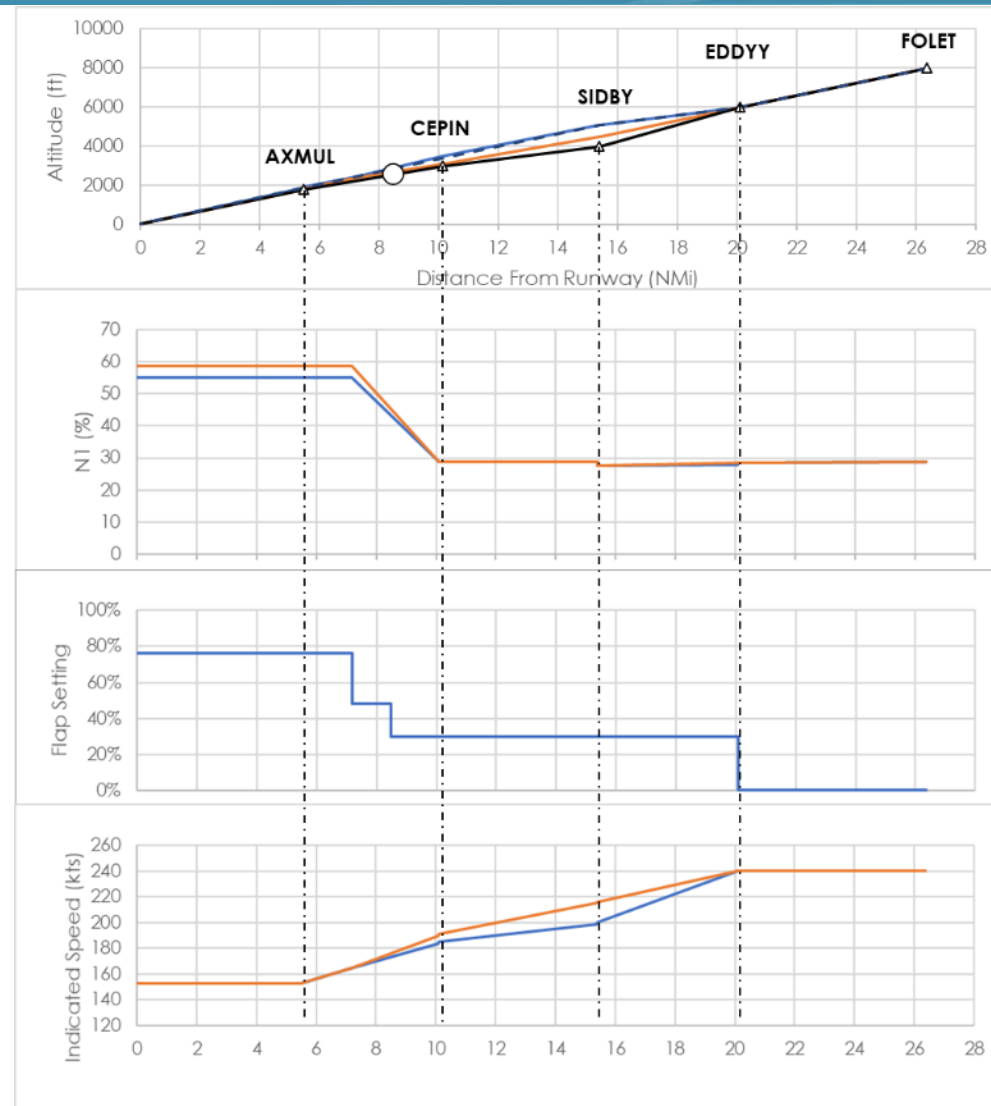
Flight Simulator Findings

GLS-DB Rwy 28R Innovative Approach Concept (Down the Bay) was stable and was modified to prevent usage of supplemental aerodynamic deceleration (speed brakes)

RNAV (GPS) Z Rwy 28R was relatively challenging for flight crew to reduce speed immediately after EDDYY and requires more significant flap or aerodynamic deceleration devices to be used

GLS A Rwy 28R innovative concept was easier to achieve the speed reduction

Flight evaluation of RNAV (GPS) Z and GLS A can proceed



— RNAV (GPS) Z RWY 28R
 — GLS A RWY 28R

Flight Evaluation of SFO GLS Approaches



United Airlines has offered to support the community evaluation of both the overlay and innovative GLS approach concepts by performing evaluation flights for the purposes of noise data collection^{*}, ^{}**

The flights will occur between July and October of 2021, with results made available via <https://noise.flysfo.com>

The Flight Procedures Subcommittee, aided by the SFO GBAS Project Team, will use the information from the test flights to

1. Verify that overlay GLS approaches will not introduce “new” noise when compared to current approaches
2. Evaluate initial AEDT v3D / BADA 4 SEL noise predictions (presented in the CFPPs) vs noise monitor results
3. Make adjustments to the AEDT v3D / BADA 4 noise predictions where applicable

**UAL flight test information may not precisely reflect the current AEDT/BADA modeling assumptions*

***SFO GBAS Project team may not be able to modify the BADA 4 models to take advantage of detected noise results due to differences in aircraft weight, pilot technique, ambient conditions and data samples per procedure*

Planned Noise Monitoring Locations for UAL Flight Evaluation

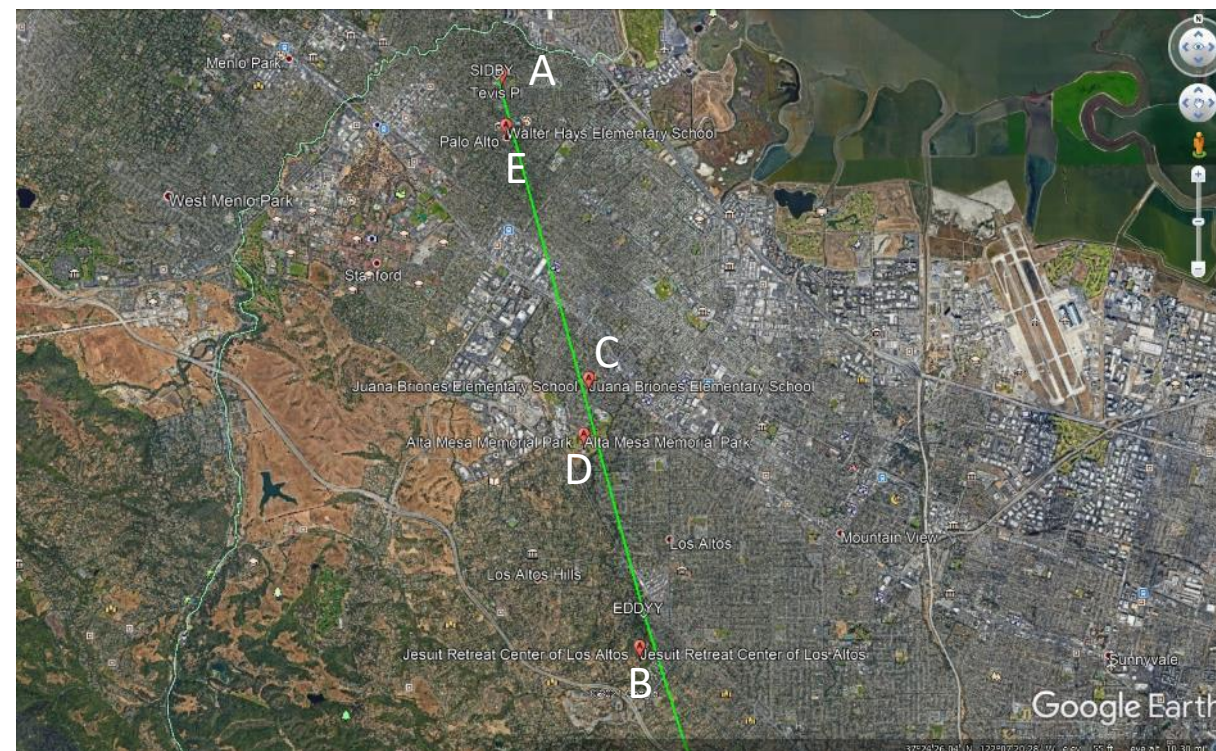
Recommended Locations

- A. Location on Tevis Pl, Palo Alto (near SIDBY)
- B. Jesuit Retreat Center of Los Altos (Prior to EDDYY)

Additional Potential Locations

- C. Juana Briones Elementary School, Orme St, Palo Alto
- D. Alta Mesa Memorial Park, Arastradero Rd, Palo Alto
- E. Walter Hayes Elementary School, Palo Alto

Seeking feedback from SFO TWG on locations



Evaluating Environmental Effects of SFO GLS

FAA is evaluating GLS Overlay approaches for environmental effects

- GLS overlay approaches are being evaluated in their current form, identical to existing RNAV (GPS) approaches**

SFO GBAS Project Team has uploaded new CFPPs for Innovative GLS Procedure Concepts

- The SFO GBAS Project team is uploading Community Flight Procedure Packages (CFPPs) to evaluate the difference between Innovative GLS Approach concepts and the nearest existing approaches
 - 11 CFPPs (1 for each Innovative GLS Approach and Starting Point)
 - 4 Aircraft Types
- The CFPPs will continue to be updated based on flight evaluation results, potential changes to the procedures or additional supporting information

** Any additional airspace changes identified by the select committee will be tracked by FAA and considered in a separate FAA noise evaluation meeting on Aug. 4, 2021
 Packet Page 41

For Community Evaluation Only - Not Intended for Navigation

GLS A RWY 28R (EDDYY)	Revision: 1
	28JUN21

Google Earth

GLS instrument approach to runway 28R originating southeast of the airport, starting at the EDDYY waypoint.

The approach is laterally identical to the existing RNAV (GPS) Y Rwy 28R approach but is elevated by a vertical 3.18 Degree final approach with higher minimum altitudes along the remainder of the intermediate and initial approach segments until reaching EDDYY

Project Goals

- ✓ Noise reduction
- ✓ ILS Redundancy
- ✓ Efficiency
- Reduce Delays

<https://noise.flysfo.com/>

<https://noise.flysfo.com/2021/05/14/gbas-innovative-approach-procedures/>

Questions



<https://noise.flysfo.com>

Backup Material

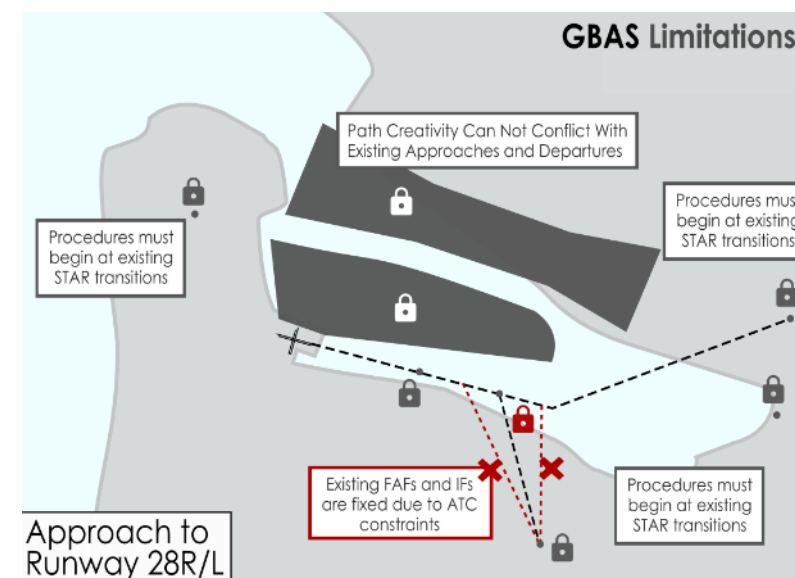
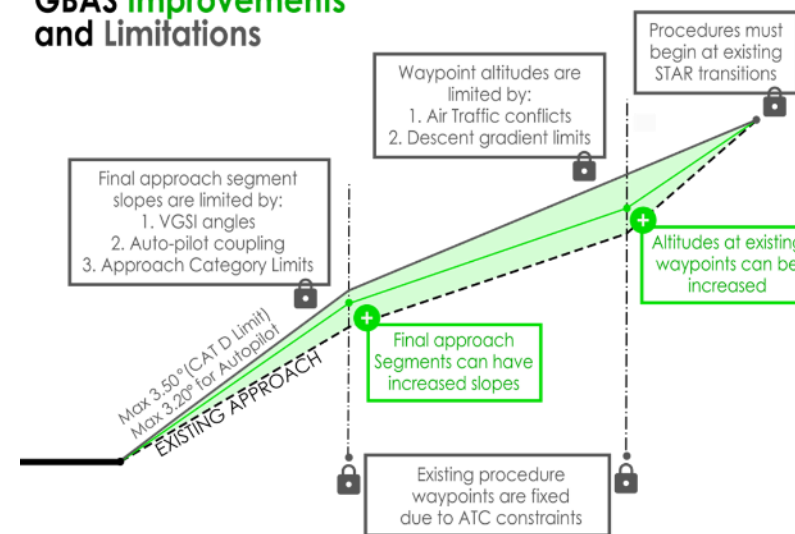


GBAS Innovative Approach Evaluation Status

SFO GBAS Project Team Has 7 Innovative GLS Concepts For Evaluation

- Developed through a flight procedures subcommittee to identify criteria, ATC and flyability challenges
- 23 initial concepts were reduced to 7
- Resulted in two “groups” of concept approaches to pursue
- Group 1 focusses on what can be published and flown within the next 5 years
 - 28R – 4 Concepts
 - 28L – 1 Concept
 - 10R – 1 Concept
 - 10L – 1 Concept
- Group 2 procedures may have more substantial noise benefits, but will require further coordination for FAA to implement

GBAS Improvements and Limitations





MEMORANDUM

July 20, 2021

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

FROM: Airport Director

SUBJECT: Adoption of SFO’s Interim Strategic Plan: COVID-19 Recovery to Resilience Framework, 2020-2023

DIRECTOR’S RECOMMENDATION: ADOPT SFO’S INTERIM STRATEGIC PLAN: COVID-19 RECOVERY TO RESILIENCE FRAMEWORK, 2020-2023.

Executive Summary

In July of 2020, SFO issued the COVID-19 Recovery to Resilience Framework, 2020-2023 (Framework), a three-year plan to guide the pandemic response and build SFO’s resilience. Over the past fiscal year, SFO completed the 2017-2021 Strategic Plan. Given the ongoing nature of the pandemic, Staff updated the Framework to serve as SFO’s interim two-year strategic plan.

The Framework’s updated goals, objectives, and indicators focus on health and safety and financial recovery while also reflecting SFO’s aspirations to deliver an exceptional guest experience, leadership in sustainability, and commitment to racial equity. The updated Framework includes SFO’s newest Core Value, “Equity,” developed to further SFO’s goal to achieve racial equity and inclusive growth. Finally, the update reflects recommended amendments to two policies that guide the management and operation of the Airport. The proposed policy amendments are the subject of a separate item on today’s Calendar for the Commission’s approval.

Background

In July of 2020, just months after Mayor Breed’s emergency proclamation and the Department of Public Health’s Shelter in Place Order, SFO developed the COVID-19 Recovery to Resilience Framework, a three-year plan to guide the pandemic response and build our resilience. The Framework’s five goals, 64 objectives, and 22 indicators focused on ensuring the health and safety of our passengers and employees, stabilizing our finances, and providing support for our business partners.

THIS PRINT COVERS CALENDAR ITEM NO. 3

The Framework has been a highly effective roadmap. SFO was the first airport in the country to require face coverings and offer in-terminal rapid COVID-19 testing. There are currently six COVID-19 testing providers offering various testing options. As a result of our partnerships with the San Mateo County Health Department, Safeway, and Dignity Health, nearly 30,000 vaccines, including to passengers from over 40 countries, have been administered at SFO. We stabilized our finances and supported our business partners by identifying \$60 million in total savings in the current budget, refinancing our debt to achieve \$135 million savings in debt service, and establishing the COVID-19 Rent Relief Program (Program). The Program waives approximately \$21.8 million in concession tenant rent and fees. A portion of the relief directly benefits workers by supporting payroll costs and prioritizing the re-hiring of laid-off employees. Staff also implemented innovative solutions like new cleaning and sanitization protocols, touchless technologies, and the pilot of digital health credentials to revive air travel and improve operating efficiency.

While we have maintained a clear focus on pandemic response and recovery, we also continued to make progress on SFO's 2017-2021 Strategic Plan (Plan). Adopted by the Airport Commission in 2016, the more than 160 initiatives created by Staff to support the Plan's seven goals and 32 objectives have been largely completed. This year's signature accomplishments include opening seven new departures gates, a new post-security connector, and a new museum gallery in Harvey Milk Terminal 1 (HMT1). HMT1 also earned the Fitwel "Best in Building Health® 2021" award, a building rating system on designing, constructing, and operating healthier buildings. In furtherance of SFO's Zero Waste goal, the sale of any beverages in plastic or aseptic paper packaging is prohibited. In regard to safety and security, SFO achieved a perfect score in the first phase of its annual Part 139 certification by the Federal Aviation Administration; the certification is required to operate as a commercial airport. Further detail on year five Strategic Plan accomplishments will be provided to the Commission in an off-calendar memorandum.

The five-year Strategic Plan concluded on June 30, 2021. Rather than commence a new five-year strategic plan during COVID-19 recovery where passenger traffic continues to track in the slow to moderate growth scenario, Staff broadened the Framework to serve as a two-year bridge to a new strategic plan.

Development of SFO's Interim Strategic Plan: COVID-19 Recovery to Resilience Framework, 2020-2023

Senior Staff led working groups comprised of team members representing every division; they held approximately 30 working group meetings with nearly 60 staff members participating in the process. The working groups applied the lessons learned in responding to the pandemic to the Framework's original goals, objectives, and indicators and broadened the Framework to include SFO's leadership in sustainability and commitment to racial equity.

As a result of the effort, the updated Framework is comprised of the following six goals:

1. Transform the post-pandemic travel experience in a uniquely San Francisco Bay Area way.
2. Elevate safety, security, health, and well-being for Airport Commission employees.


3. Enhance the financial resilience, stability, and vitality of SFO and its business partners.
4. Care for and support SFO's communities and workforce partners.
5. Be a bold industry and community leader in sustainability and resiliency.
6. Achieve racial equity and inclusive growth by uplifting and empowering Black, Indigenous, and People of Color and other underrepresented communities through equitable policies, programs, and practices.

The goals are supported by 40 objectives and 53 indicators. The working groups streamlined the original objectives by consolidating related objectives and eliminating those completed or are no longer relevant given the present-day recovery landscape. The indicators were expanded to give a broader view of our progress over the next two years.

Concurrent with the development of goals, objectives, and indicators for racial equity in the updated Framework, Staff selected "Equity" as SFO's fifth core value. With significant input from the Airport's Racial Equity Action Plan and Employee Resource Group leads, Senior Staff defined Equity to mean "We are antiracist, inclusive, and respectful (AIR); committed to equitable outcomes for all." Just as with our existing Core Values, Equity will be embedded in how we carry out our work and, at the same time, be aspirational as we learn and evolve.

Recommendation

I recommend the Commission adopt SFO's Interim Strategic Plan: COVID-19 Recovery to Resilience Framework, 2020-2023 comprised of six goals, 40 objectives, and 53 indicators. The progress made to implement the Framework will lay the groundwork for SFO's success through 2023 and position the Airport to embark on a new five-year strategic plan from a position of strength. The updated Framework, together with Equity, the new Core Value, embodies SFO's deep commitment to a better future, one where we will emerge from the pandemic a stronger, more resilient organization.



Ivar C. Satero
Airport Director

Prepared by: Jeff Littlefield
Chief Operating Officer

Attachments

AIRPORT COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. _____

ADOPTION OF SFO's INTERIM STRATEGIC PLAN: COVID-19 RECOVERY TO RESILIENCE FRAMEWORK, 2020-2023

- WHEREAS, in July of 2020 SFO issued the COVID-19 Recovery to Resilience Framework, a three-year plan to guide the pandemic response and build SFO's resilience; and
- WHEREAS, the Framework had five goals, 64 objectives, and 22 indicators focused on ensuring the health and safety of our passengers and employees, stabilizing our finances, and supporting our business partners; and
- WHEREAS, since the issuance of the Framework much has been accomplished. SFO was the first airport in the country to require face coverings and offer in-terminal rapid COVID-19 testing, and one of the first to host a mass vaccination program; and
- WHEREAS, SFO has administered nearly 30,000 vaccines, including to passengers from over 40 countries, established the COVID-19 Rent Relief Program waiving millions of dollars in rent and fees. A portion of the relief directly benefits workers by supporting payroll costs and prioritizing the re-hiring of laid-off employees; and
- WHEREAS, SFO has implemented innovative solutions like new cleaning and sanitization protocols, touchless technologies, and the pilot of digital health credentials to revive air travel and improve operating efficiency; and
- WHEREAS, SFO has made significant progress but the crisis is far from over. New COVID-19 variants and international travel restrictions are continued threats; and
- WHEREAS, integral to SFO's recovery is addressing systemic racism and climate change. Our path to recovery must be equitable, inclusive, and sustainable; and
- WHEREAS, SFO's 2017-2021 Strategic Plan concluded on June 30, 2021 with the majority of the 160 initiatives that supported the seven goals and 32 objectives having been completed; and
- WHEREAS, given the conclusion of SFO's five-year Strategic Plan and the ongoing nature of the pandemic, the Framework has been updated to serve as SFO's interim two-year strategic plan; and
- WHEREAS, the significant progress made and lessons learned in responding to the pandemic have been applied to new goals, objectives, and indicators. The revised goal statements reflect greater ambition and include SFO's leadership in sustainability and commitment to racial equity; and

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. _____

WHEREAS, the objectives were streamlined by consolidating related objectives and eliminating those that have been completed or are no longer relevant given the present-day recovery landscape. The indicators were expanded to give a broader view of SFO’s progress over the next two years; and

WHEREAS, the changes to the Framework will bridge the next two years until we commence a new five-year strategic plan and reinforce the SFO mission “to provide an exceptional Airport in service to our communities;” now, therefore, be it

RESOLVED, that the Commission adopts the attached SFO’s Interim Strategic Plan: COVID-19 Recovery to Resilience Framework, 2020-2023 comprised of six goals, 40 objectives, and 53 indicators. The Framework lays the groundwork for SFO’s success through 2023 and position the Airport to embark on a new five-year strategic plan from a position of strength.

Page 2 of 2

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



SAN FRANCISCO INTERNATIONAL AIRPORT

SFO'S INTERIM STRATEGIC PLAN:
COVID-19 RECOVERY TO RESILIENCE FRAMEWORK (*updated*)
2020-2023

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A Message from the Airport Director



Our path to an equitable and sustainable recovery is before us. It's illuminated by the extraordinary leadership of Mayor Breed, the ingenuity of SFO's dedicated employees, and our strong partnerships with the many communities we work with and serve.

In July of 2020, just months after the Mayor's emergency proclamation and the Department of Public Health's Shelter in Place Order, we issued the COVID-19 Recovery to Resilience Framework, a three-year plan to guide our pandemic response and build our resilience. Grounded in our Core Values, we navigated this unprecedented public health and economic crisis focused on ensuring the health and safety of our passengers and employees, stabilizing our finances, and supporting our business partners.

Together, we have accomplished so much. SFO was the first airport in the country to require face coverings and offer in-terminal rapid COVID-19 testing, and one of the first to host a mass vaccination program. Thanks to our community partnerships, we have administered nearly 30,000 vaccines, including to passengers from over 40 countries. With more than half of our concessions operated by local and socially disadvantaged businesses, we established the COVID-19 Rent Relief Program waiving millions of dollars in rent and fees. A portion of the relief directly benefits workers by supporting payroll costs and prioritizing re-hiring of laid-off employees. We implemented innovative solutions like new cleaning and sanitization protocols, touchless technologies, and the pilot of digital health credentials to revive air travel and improve operating efficiency.

And while I am encouraged by the progress, the crisis is far from over. New COVID-19 mutations and international travel restrictions are continued threats. Moreover, integral to our recovery is addressing systemic racism. The disproportionate impact of COVID-19 on communities of color, the murder of George Floyd, and the rise in anti-Asian hate laid bare the racial injustice and inequities rooted in our country's history. Our path to recovery must be equitable and inclusive. Instead of going "back to normal," – we need a path that leads us to a better new normal.

That's why I am proud to present this important update to the COVID-19 Recovery to Resilience Framework, which will serve as a two-year bridge to a new five-year strategic plan. We updated the goals, objectives, and indicators to reflect the many lessons learned from the pandemic response. At the same time, the document reveals our aspirations to continue delivering an exceptional experience for our guests and leading the industry in combating climate change – which are integral to our recovery and growth. The progress we make across the Framework's six goals will lay the groundwork for our success through 2023 and position us to embark on a new five-year strategic plan from a position of strength.

I am thankful to the nearly 60 team members representing every division who came together to offer their insights and creativity to inform this update. The Framework embodies collaboration, excellence, and a deep commitment to a better future. It's not going to be easy, but I am confident that we will emerge from the pandemic a stronger, more resilient organization.

Onward and Upward,



Ivar C. Satero
Airport Director



London N. Breed
San Francisco Mayor

"I am proud of SFO's response to the COVID-19 pandemic. The Airport's essential workers led the industry in the implementation of health and safety measures, all while adapting to the ever-changing nature of the pandemic. As air travel rebounds, I am confident that the updated Recovery Framework will guide an equitable and sustainable recovery so that all San Francisco and Bay Area communities can prosper."

Airport Commission



Larry Mazzola
President



Eleanor Johns
Vice President



Richard J. Guggenheimer



Malcolm Yeung



Everett A. Hewlett, Jr.

Senior Staff

Ivar C. Satero

Airport Director

Chris Arrigale

Executive Assistant to the Airport Director

Jeff Littlefield

Chief Operating Officer

Kevin Bumen

Chief Commercial Officer

Geoffrey W. Neumayr

Chief Development Officer

Cathy Widener

Acting Chief External Affairs Officer

Kevin Kone

Acting Chief Financial Officer

Ian Law

Chief Information Officer

Sheryl L. Bregman

Airport General Counsel

Leroy Sisneros

Director of Facilities

Blake Summers

Director and Chief Curator, SFO Museum

Andrea Caporale

Director of People, Performance & Development

Nupur Sinha

Acting Director of Planning &
Environmental Affairs

Corina Monzón

Managing Director, Strategy & Social Impact

Kantrice Ogletree

Commission Secretary

Mission

We provide an exceptional airport in service to our communities

Vision

Reaching for #1


Core Values

Over the past decade, SFO's Core Values transformed our organization and helped us grow exponentially. Our Core Values guided us to create a better work culture and guest experience by ensuring that Safety & Security, Teamwork, Excellence, and Care are embedded in everything we do. However, the events of 2020 broadened our perspective in a profound way – leading us to prioritize racial equity by educating ourselves and examining our policies and practices.

A safe, equitable workplace is an actively antiracist workplace. So, after many thoughtful conversations and much listening, we added a fifth Core Value: **EQUITY**. As an SFO Core Value, **EQUITY** means “We are **antiracist**, **inclusive**, and **respectful** (AIR); committed to equitable outcomes for all.” Just as with our existing Core Values, **EQUITY** will be embedded in how we carry out our work and, at the same time, be aspirational as we learn and evolve.



SAFETY & SECURITY
Safety & Security is our first priority.



TEAMWORK
We are one team.



EXCELLENCE
Being your personal best makes our airport exceptional.



CARE
Promoting the well-being of our guests, our tenants, our community, and each other.



EQUITY
We are antiracist, inclusive, and respectful (AIR); committed to equitable outcomes for all.

Goals

Goal #1 PASSENGERS

Transform the post-pandemic travel experience in a uniquely San Francisco Bay Area way

Goal #2 COMMISSION EMPLOYEES

Elevate safety, security, health & well-being for Airport Commission employees

Goal #3 FINANCIAL

Enhance the financial resilience, stability, and vitality of SFO & its business partners

Goal #4 COMMUNITY/WORKFORCE PARTNERS

Care for and support SFO's communities and workforce partners

Goal #5 SUSTAINABILITY/RESILIENCE

Be a bold industry and community leader in sustainability and resiliency

Goal #6 RACIAL EQUITY

Achieve racial equity and inclusive growth by uplifting and empowering Black, Indigenous, and People of Color and other underrepresented communities through equitable policies, programs, and practices

The SFO Way

Policies to Guide the Management and Operation of the Airport

The management and operation of SFO are guided by a set of policies that establish how we do business with the hundreds of tenants and stakeholders that comprise our community. Together, these policies ensure high standards of safety and security, collaboration and fairness, a level playing field for all tenants, and control of the Airport's assets. These policies were first adopted by the Airport Commission in 2016 and have been updated as part of the strategic planning process. The policies are as follows:

1. POLICY ON WI-FI

SFO is committed to providing exceptional Wi-Fi services to guests, airlines and concessionaires. This policy documents the approach for setting the standards and controlling SFO's Wi-Fi system.

2. POLICY ON RESOURCE USAGE

This policy describes SFO's method of managing systems, infrastructure and services shared by multiple airline tenants, concessionaires and other Airport partners. This policy gives SFO the greatest flexibility in managing its operations.

3. POLICY ON DATA AND DIGITAL ASSETS

This policy acknowledges the value of SFO data and digital assets and mandates that SFO retains ownership and control of its data and digital assets, and that such data and digital assets be used exclusively for the benefit and protection of SFO.

4. POLICY ON CONTROL OF INTERNATIONAL AIR SERVICE MARKETING

This policy recognizes SFO as the lead agency in all international aviation development programs undertaken in partnership with the San Francisco Chamber of Commerce, San Francisco Travel Association, Bay Area Council and other organizations. This policy also provides for the use of SFO's digital media in providing incentives to air carriers.

5. POLICY ON MAINTAINING A COMPETITIVE AIR SERVICE ENVIRONMENT

This policy underscores SFO's commitment to provide a level playing field for all air carriers in order to foster competitive air service choices and competitive air fares for the traveling public.

6. POLICY ON CONTROLLING, DEVELOPING AND FINANCING OF AIRPORT ASSETS

SFO is committed to the control, development and financing of Airport assets and infrastructure to meet the changing needs of the aviation industry in the future. This policy outlines SFO's need, as a land-constrained entity, to manage its assets without resorting to public-private partnerships. The policy also ensures SFO reaps the greatest financial benefit of development on behalf of the City and County of San Francisco.

7. POLICY ON PARTNERING

Collaborative, structured partnering in all development programs is key to SFO's successful delivery of its projects. This policy outlines the elevated role of integrating partnering into all of the Airport's business processes to ensure the exceptional outcome of all Airport development projects.



About the Update to the Recovery to Resilience Framework 2020-2023

The updated Recovery to Resilience Framework 2020-2023, is comprised of six goals, 40 objectives and 53 indicators. The update reflects both the significant progress made and lessons learned in responding to the pandemic and applies these to new goals and objectives so that the Framework can serve as SFO's interim two-year strategic plan. The new and revised goal statements reflect greater ambition and include SFO's leadership in sustainability and commitment to racial equity. The original objectives were streamlined by consolidating related objectives and eliminating those that have been completed or are no longer relevant given the present-day recovery landscape. The indicators were expanded to give a broader view of our progress over the next two years. Taken together, these changes to the Framework will bridge the next two years until we commence a new five-year strategic plan and reinforce the SFO mission "to provide an exceptional Airport in service to our communities."



Goal #1: Passengers

Transform the post-pandemic travel experience in a uniquely San Francisco Bay Area way

OBJECTIVES

TECHNOLOGY, INNOVATION & PERSONALIZATION

- 1.1 Adopt customer-focused solutions to provide improved touchless experiences that are effective and meaningful in concert with our partners (e.g., Transportation Security Administration, Customs and Border Protection, Centers for Disease Control and Prevention, airlines, concessionaires).
- 1.2 Create a roadmap to address industry-wide information sharing challenges that encourages choice for guests in how they access and consume Airport services.
- 1.3 Centralize and broker data so that SFO can personalize the customer experience.

HEALTH & SAFETY

- 1.4 Lead U.S. airports in initiatives that promote a consistently safe and healthy travel experience and maintain a minimum safety index score of 4.40/5.00 and cleanliness index score of 4.50/5.00 per the Airport Service Quality Survey.

CUSTOMER EXPERIENCE

- 1.5 Establish and begin to implement a guest experience strategy to ensure high levels of satisfaction throughout the Airport and rank highest among our peers in overall satisfaction.
- 1.6 Evaluate critical customer journeys and experiences for re-engineering opportunities that promote ease, efficiency, and customer-centricity to achieve an Overall Satisfaction score of 4.40/5.00.

INDICATORS

- Traveler sentiment survey results.

- Airport Service Quality (ASQ) Index Overall Satisfaction Scores.

- Airport Service Quality (ASQ) Index Scores.

- Results of the Airport Council International (ACI) World Airport Health Accreditation Program assessment.

- % of typical passenger's journey from curb to gate is touchless.

- # of new touchless processes implemented.

- Social media feedback regarding health and safety at SFO.

- Press coverage regarding health and safety at SFO.

- # and type of guest complaints.



Levels Guide

Level 2

- Departures
- Check-in
- Waiting to All Terminals
- Hotel & Parking Shuttles

Level 1

Arrivals

- Baggage Claim
- Parking Garage via Tunnel
- Gifts & Luggage
- Caribbean Buses
- Charter Buses
- Ground-Ride Cars

Goal #2: Commission Employees

Elevate safety, security, health & well-being for Airport Commission employees

OBJECTIVES

HEALTH AND SAFETY EQUITY

2.1 Provide employees with equitable support and access to appropriate tools which promotes a healthy work environment that exceeds public health guidance.

COMMUNICATION

2.2 Ensure equitable access to information through open and timely communication, ensuring transparency and engagement at all levels.

REGULATORY COMPLIANCE

2.3 Exceed safety, health, and security regulatory compliance through engagement and partnerships with regulatory agencies and new policies, protocols, and systems.

WELL-BEING

2.4 Support the health and well-being of employees by exploring flexible work schedules, wellness programs/classes, and recreational spaces.

TRAINING

2.5 Provide training resources that prepare employees to thrive and grow professionally and adapt to changes in the workplace.

TECHNOLOGY

2.6 Assess and implement technologies, systems, and tools that mitigate contaminants (e.g., airborne and surface) at SFO.

WORK ENVIRONMENT

2.7 Incorporate “safety by design” principles in work environment projects.



Photo taken in 2017

INDICATORS

- Rate of COVID-19 infections among Airport Commission employees vs. City and County of San Francisco employees.
- Federal Aviation Regulations 139 Annual Inspection results.
- % of Employee Survey respondents satisfied with access to PPE, wellness programs, training, and department communication.
- Recognition from Cal/OSHA California Voluntary Protection Program workplace safety and health management system standards.
- % of American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Indoor Air Quality Standards met.
- Transportation Administration Regulations 1542 annual audit results.
- # of new applicable construction projects with WELL and Fitwell certification achievements.
- % of projects include “safety by design” principles as outlined in the ANSI Z590.3 Prevention by Design standard.

Goal #3: Financial

Enhance the financial resilience, stability, and vitality of SFO & its business partners

OBJECTIVES

FINANCIAL MANAGEMENT/COST CONTROL

3.1 Control and align Airport finances with Airport strategic goals.

3.2 Integrate sustainability efforts with business & finance operations.

FUTURE VITALITY/GROWTH

3.3 Create non-aeronautical revenue development plans.

3.4 Review SFO domestic & international aviation development and retention strategies.

3.5 Align capital projects with strategic goals and passenger demand.

3.6 Reimagine Airport Commission workforce and resources for future business needs and resiliency.

SMALL BUSINESS

3.7 Support developing small business capital and financial relief resources.

TECHNOLOGY

3.8 Develop and expand Airport technological capabilities, proficiencies and resources.





INDICATORS

- Cost Per Enplaned Passenger (CPE).
- Passenger Facility Charge (PFC) reserve balance.
- Rate of concession revenue per enplaned passenger.
- # of domestic/international available seats and enplanements.
- # of Airport Commission workforce strategies developed.
- Median time to hire.
- % of Airport Commission Vacant Operating Funded Positions.
- # of existing local small businesses retained at the Airport.
- % of existing local small businesses retained at the Airport.
- \$ revenue increase for local small businesses.
- % of increase in revenue for local small businesses.

Goal #4: Community/Workforce Partners

Care for and support SFO's communities and workforce partners

OBJECTIVES

WORKFORCE DEVELOPMENT

- 4.1 Provide proactive and targeted community employment outreach, including laid-off/furloughed workers, in collaboration with SFO workforce partners.
- 4.2 Provide responsive and adaptive pathways to employment, career development, and mobility at SFO.

JOB QUALITY

- 4.3 Promote equity in, and provide oversight for, health and safety standards and education, in collaboration with SFO workforce partners.
- 4.4 Support workforce partners and workers navigating concerns while working or operating at SFO.

COMMUNITY PARTNERSHIPS

- 4.5 Create a structure to ensure the SFO's social and economic activities are aligned with the SFO community's priorities.
- 4.6 Understand, communicate, advocate, and modernize the Airport's contribution to quality of life (e.g., aircraft noise, air quality) among all Airport employees/workers and surrounding community residents.

INDICATORS

- % of employees laid off during the pandemic who returned to SFO.
- # of referred hires retained for at least 90 days.
- % of workforce partner satisfaction with matching services.
- type and scale of corrective measures implemented by workforce partners.
- % of Facility Standards Inspection Program inspections passed.
- # of social and economic activities (e.g., philanthropy, volunteering, and community events).
- # of homes insulated through the Second Chance Program and the Replacement Initiative.
- % of first-time caller/noise reporters responded to within 5 days..

Installing a noise monitor on the airfield





Harvey Milk Terminal
Terminal 1

3

NO WAITING
NO PARKING
EXCEPT FOR
EMERGENCY
VEHICLES
\$100 FINE
NO STANDING
EXCEPT FOR
EMERGENCY
VEHICLES



PICK UP
STOP

Goal #5: Sustainability/Resilience

Be a bold industry and community leader in sustainability and resiliency

OBJECTIVES

SUSTAINABILITY - EMISSIONS

- 5.1 Achieve net zero carbon by 2030 and enable our partners to significantly reduce their onsite emissions through Sustainable Aviation Fuel (SAF) and electric charging infrastructure.

SUSTAINABILITY - ENERGY

- 5.2 Accelerate net zero energy by reducing energy use by 25% from 2013 levels, while increasing onsite solar energy and battery storage by 10%.

SUSTAINABILITY - WATER

- 5.3 Advance a healthy, water-balanced campus through 15% water savings from 2013 levels, while maximizing water quality and treatment.

SUSTAINABILITY - WASTE

- 5.4 Further zero waste by creating a road map for a circular airport that takes into consideration all materials used on campus and achieves a minimum 80% diversion.

CRITICAL RESILIENCE - DIGITAL

- 5.5 Develop an Airport digital plan for passenger experience, revenue, security, operations, and employee and community engagement.

CRITICAL RESILIENCE - DATA

- 5.6 Protect the organization from disruption of operations due to data network failures and cybersecurity threats.

OBJECTIVES

CRITICAL RESILIENCE - POWER

5.7 Maintain critical power in the event of an external power outage or internal power infrastructure/ equipment failure.

CRITICAL RESILIENCE - WATER

5.8 Maintain critical water service and treatment in the event of an external or internal water line failure.

INDICATORS

- % of Sustainable Aviation Fuel (SAF) vs. total fuel use.
- % change in British Thermal Unit (BTU) usage vs. 2013 baseline.
- % of electric vehicles trips vs. total ground transportation trips.
- % change in per passenger per year water usage vs. 2013 baseline.
- rate of waste diversion.
- # of power, water, network disruptions, and data security incidences.
- # of risk mitigation Request for Proposals issued to address vulnerabilities.
- % of planned spend rate for aging infrastructure investment.

One of dozens of water filling stations at SFO



Have an empty bottle?
Fill it here for FREE with delicious water direct from
mountains. You've helped save energy, reduce CO₂
with the production, transportation and disposal of



www.flysf0.com



Goal #6: Racial Equity

Achieve racial equity and inclusive growth by uplifting and empowering Black, Indigenous, and People of Color (BIPOC) and other underrepresented communities through equitable policies, programs, and practices

OBJECTIVES

HIRING AND RECRUITMENT

6.1 Eliminate barriers to accessing Airport jobs for BIPOC candidates, while developing a clear, intentional outreach strategy to ensure implementation of equitable hiring and recruitment practices.

MOBILITY AND PROFESSIONAL DEVELOPMENT

6.2 Ensure equitable access to professional development opportunities through mentorships, educational resources, and career support to prioritize the needs and interests of the individual employee.

DISCIPLINE AND SEPARATION

6.3 Provide resources for managers and supervisors to better support their employees through coaching; communicating clear, reasonable job expectations; and ensuring fairness in issuing disciplinary action.

DIVERSE AND EQUITABLE LEADERSHIP AND MANAGEMENT; RETENTION AND PROMOTION

6.4 Diversify representation in leadership and management by defining clear pathways for promotion and eliminating barriers that impede underrepresented employees from reaching leadership positions.

OBJECTIVES

CULTURE OF INCLUSION AND BELONGING

6.5 Drive a culture of workplace inclusion and belonging so that every employee feels respected, valued, and engaged to bring their personal best each day.

PROCUREMENT, CONTRACTING AND SERVICE DELIVERY

6.6 Develop and implement strategies to achieve racial equity in City procurement, contracting, and delivery of Airport services and programs.

INDICATORS

- % of Airport Workforce Demographics by Race/Ethnicity and Gender compared to the Regional Labor Market.
- % of Airport Workforce Demographics by Job Group by Race/Ethnicity and Gender compared to the Airport Commission Workforce.
- % of Employee Survey respondents reporting an increased basic understanding and access to tools to address institutional racism and promotion of racial equity.
- # of Staff attending Diversity Equity & Inclusion/Employee Resource Group sponsored events.
- Year-over-year comparison of number of union grievances received.
- Year-over-year comparison of number of Equal Employment Opportunity complaints received.
- % of Employee Survey respondents reporting an increased sense of inclusion and belonging in the workplace.
- % change in Racial/Ethnic Disparity among Airport Commission Workforce in Corrective and Disciplinary Actions.
- % of Airport Concession Disadvantaged Business Enterprise (ACDBE) and Disadvantaged Business Enterprise (DBE) Dollars Earned.

Photo taken 2019





Jason O'Rear



San Francisco
International
Airport

www.flysfo.com/recovery
Meeting 332 - Aug. 4, 2021
Packet Page 83



The Federal Aviation Administration (FAA) is hosting the "Northern California Airspace Virtual Public Information Workshop," conducted via Zoom, on Tuesday, July 20, 2021, from 6:00-8:00 p.m. Pacific Time, and again on Wednesday, July 21, 2021, from 1:00-3:00 p.m. Pacific Time.

Topics and Panelists

The FAA is taking this opportunity to discuss the operations, challenges, and constraints in and around the airspace in the Northern California region. Given the complexity of this airspace, it is essential to discuss these issues holistically.

Panelists will include representatives from the FAA, San Francisco International Airport, Oakland International Airport, and Mineta San Jose International Airport, airline and cargo carriers, and representatives from the Airline Pilots Association.

Several high-profile items will be covered at this workshop, such as the NIITE/HUSSH, BRIXX, and SERFR flight procedures that were part of the Select Committee Report.

Questions and Answers

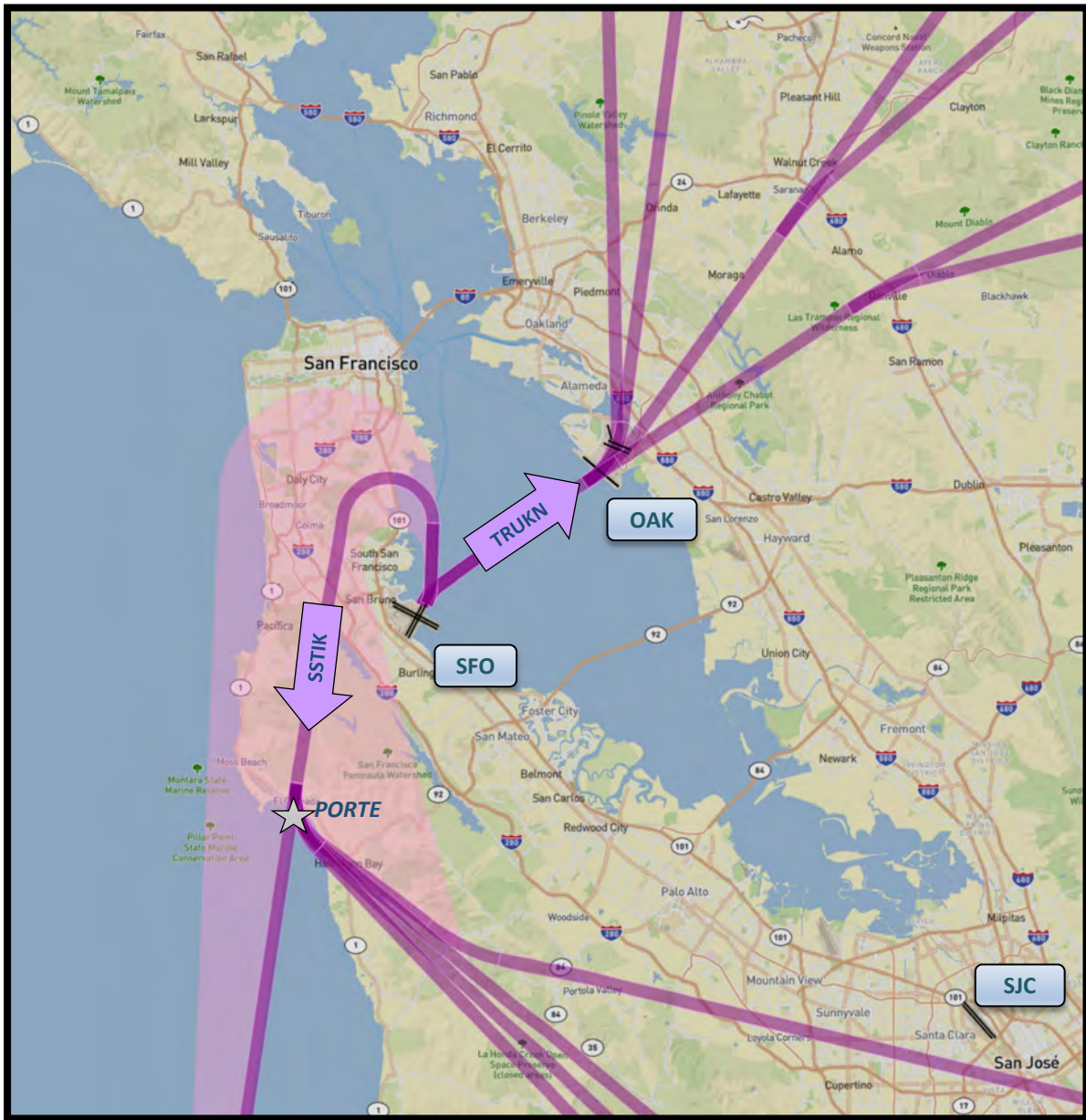
A live Question & Answer session will be conducted using the Zoom Q&A feature. In addition, the FAA will respond to questions relevant to the workshop topics.

This virtual public information workshop is not part of any environmental review process conducted pursuant to the National Environmental Policy Act; it is informational only.

Sign Up to Attend

In order to attend the virtual meeting, you must register in advance. Please copy/paste the Workshop Home page website address: https://www.faa.gov/air_traffic/community_involvement/norcal_ew/ into your browser. From the Home page, please click on the links provided to complete the registration form.

How To Read Flight Procedure Boards



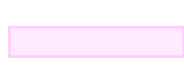
Procedure – All procedures use a five-letter designation. Two departure procedures are shown on this board: the “TRUKN “ and the “SSTIK”



Waypoint – Represents a latitude/longitude point aircraft fly to while on a procedure. Waypoints also use five-letter designations. This waypoint is pronounced “PORT”.



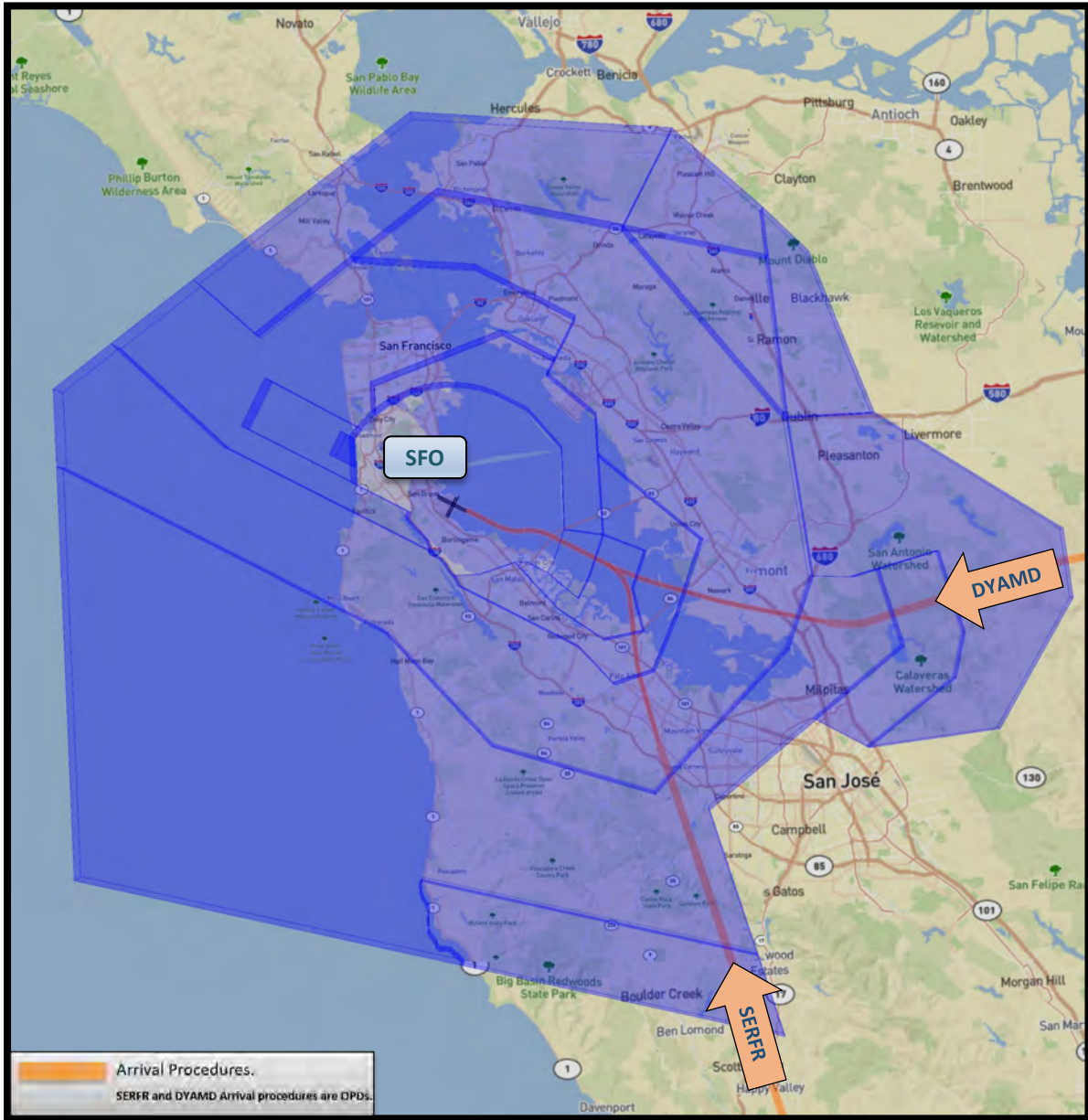
PBN Procedure – Represents procedures that use satellite navigation.



Dispersed Path Area – Notional representation of the area that aircraft may fly when air traffic controllers give pilots headings to follow (vectors).

ATC: Air Traffic Control
 Vector: ATC-issued compass heading
 RNAV: Area Navigation

What is the SFO Class B Redesign?



Procedure

- Redesign of airspace to contain the procedures the Bay area.
- Redesign allows for use of Optimized Profile Descent (OPD) procedures to be more fully utilized, including DYAMD and SERFR.
- Aircraft have the ability to fly the approach at idle power.
- There are 5 published arrival procedures designed with OPD at SFO.

Background

- FAA held public workshops in 2017 per National Environmental Policy Act outreach requirements.
- FAA received and responded to public comments.
- Redesign does not change existing procedures.
- Redesign more fully accommodates precise procedures within highly controlled airspace.

Status

- Redesign implemented in August 2018.



What is the CNDEL Departure?

Procedure

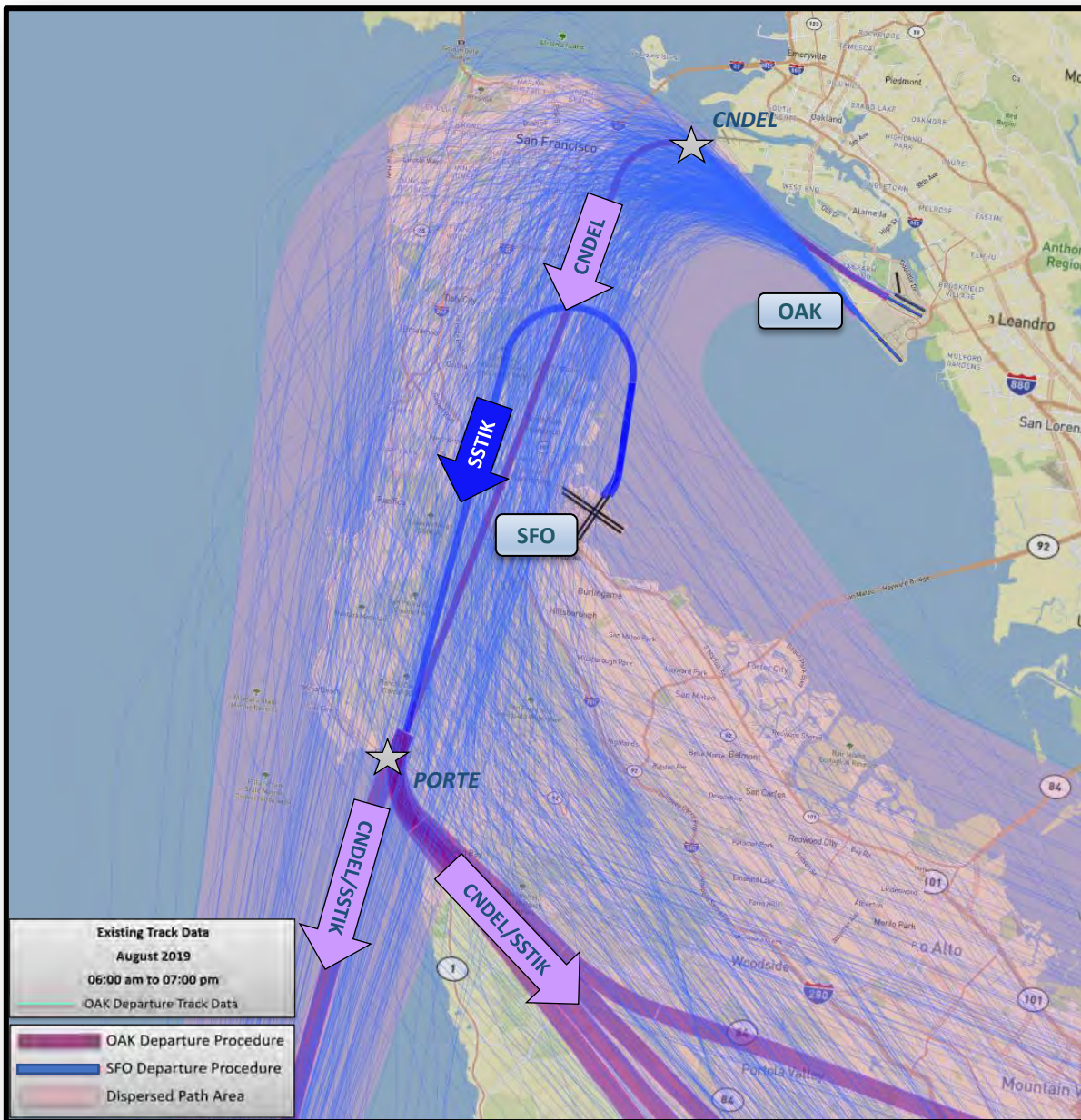
- Procedure used by aircraft departing OAK.
- Aircraft depart to the north, then turn to the south, then continue to the south or southeast.

Background

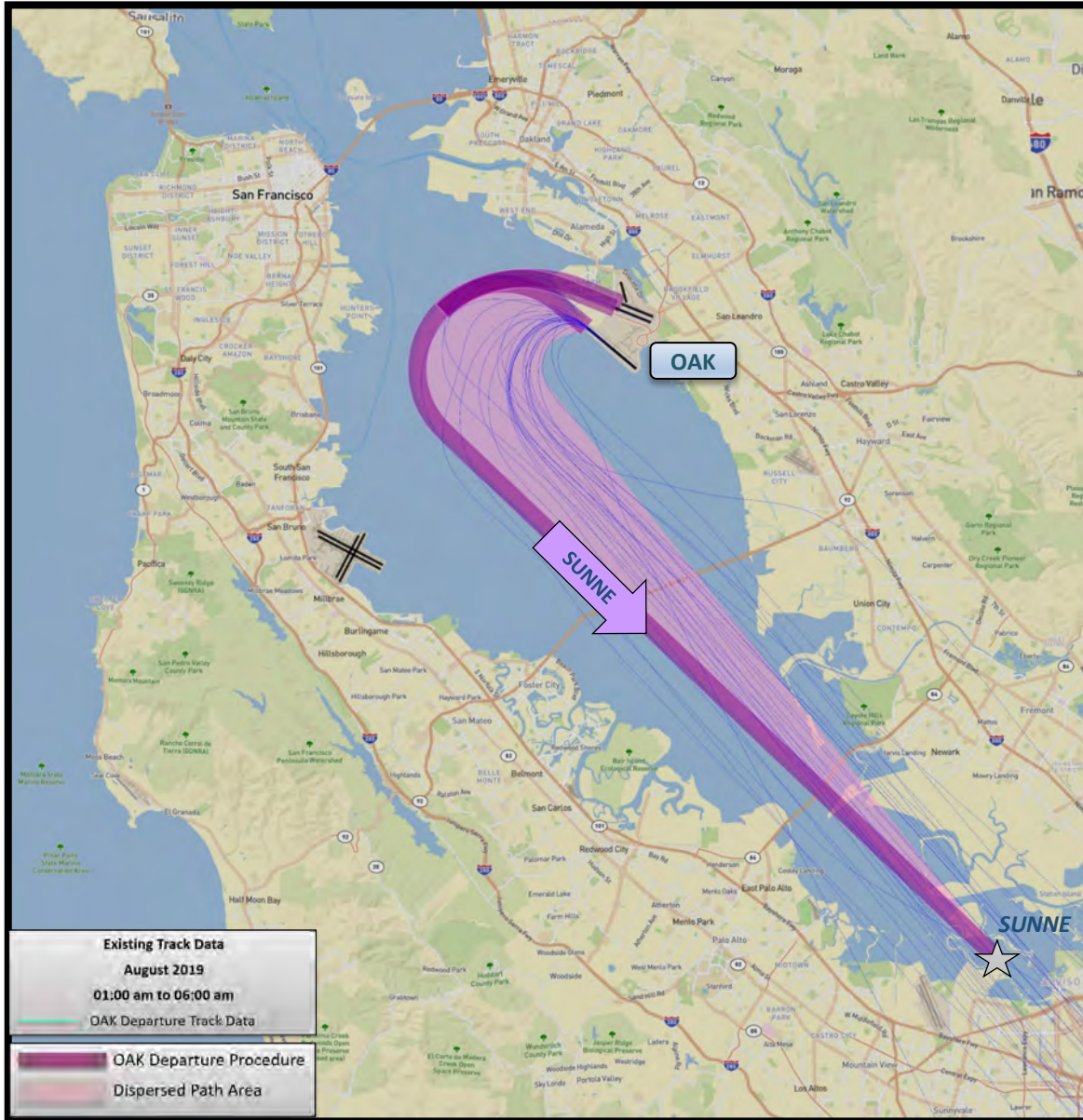
- The request was for aircraft to remain on CNDEL until at least CNDEL waypoint.
- During typical daily operations, aircraft are vectored off the departure due to complexity and volume.
- Once airborne, SFO SSTIK departures and OAK CNDEL departures are flying toward each other.
- Aircraft departures from SFO and OAK must be merged into a single stream before the PORTE waypoint.

Status

- Aircraft will remain on the CNDEL departure when air traffic conditions allow



What is the SUNNE Departure?



Procedure

- Procedure used by OAK departures.
- Fly down the Bay on a navigational heading of 120 degrees to the SUNNE waypoint.
- When the proposed NIITE and HUSSH are used for 1 am – 5 am departures, use of the SUNNE will be limited due to conflicting air traffic.

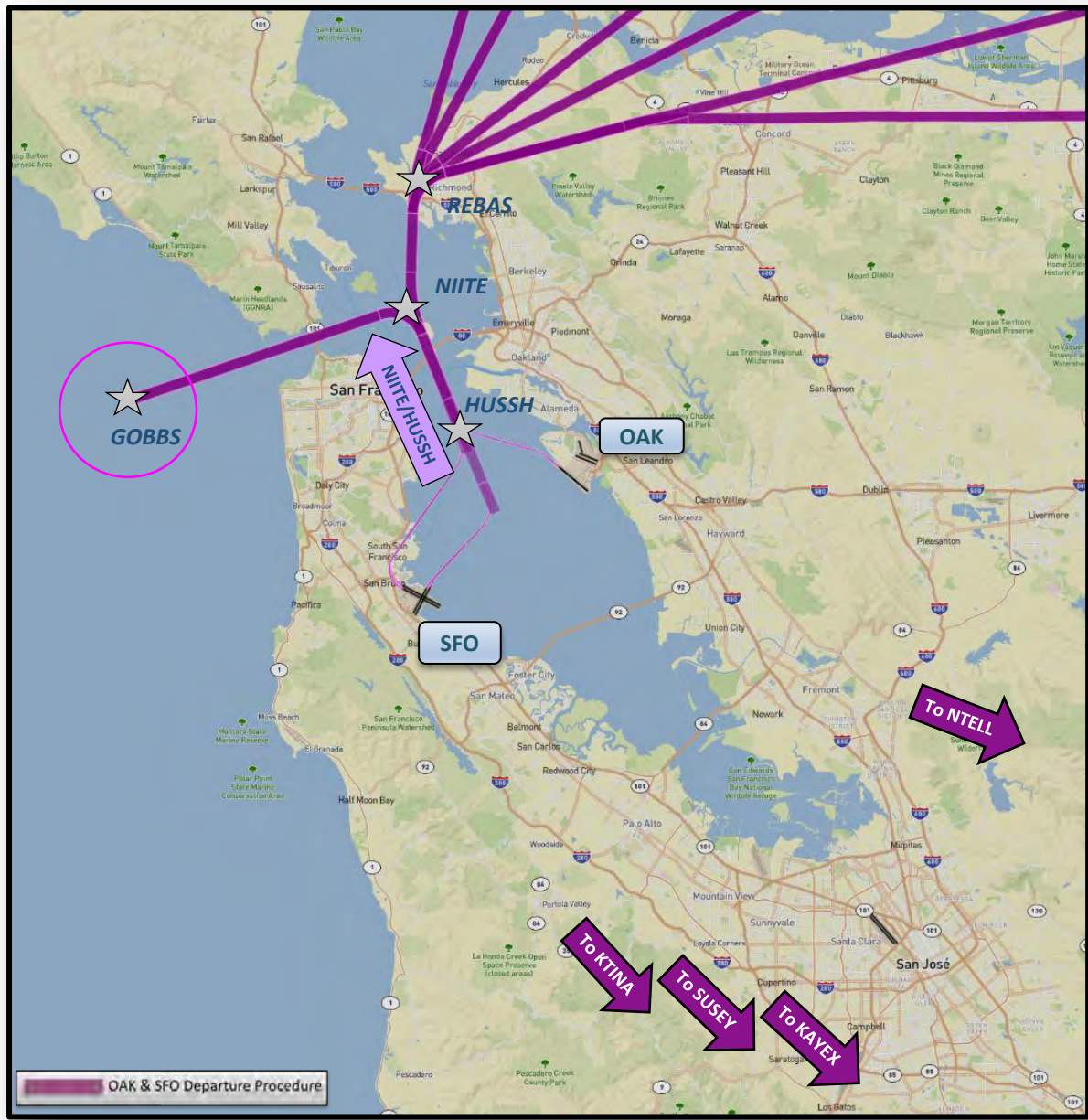
Background

- The request was to fly down the bay as much as possible at night.
- Created to allow the procedure to be inputted to an aircraft's Flight Management System.
- Used to the maximum extent for 1 am – 6 am departures.
- Primarily used by aircraft departing on Runway 30.
- Aircraft are sometimes altitude restricted over the Bay after takeoff due to other departure procedures from SFO and SJC.

Status

- Implemented in January 2021.

What is the NIITE/HUSSH Departure Proposal?



Procedure

- Procedures from SFO (NIITE) and OAK (HUSSH) used by departures at night for noise abatement.
- Depart from SFO and OAK and fly over the Bay as much as possible during nighttime hours.
- Fly to the NIITE waypoint in the Bay, then northeast to REBAS or west over the Golden Gate Bridge to GOBBS.
- When the NIITE/HUSSH proposal is used for 1 am - 5 am departures, use of the SUNNE will be restricted due to conflicting air traffic.
- After crossing GOBBS, eastbound aircraft will be at or above 13,000 feet altitude.

Background

- The request was to fly over the Bay as much as possible at night.
- FAA met with airports and airport community groups numerous times to discuss procedure implementation.
- FAA agreed these procedures could be used between 1:00 am – 5:00 am.
- Aircraft using NIITE and HUSSH to GOBBS would typically be cargo flights.
- Aircraft from SFO and OAK are merged into a single stream prior to the NIITE waypoint.

Status

- Implementation pending additional stakeholder input.

What is BDEGA In-Trail Spacing?

Procedure

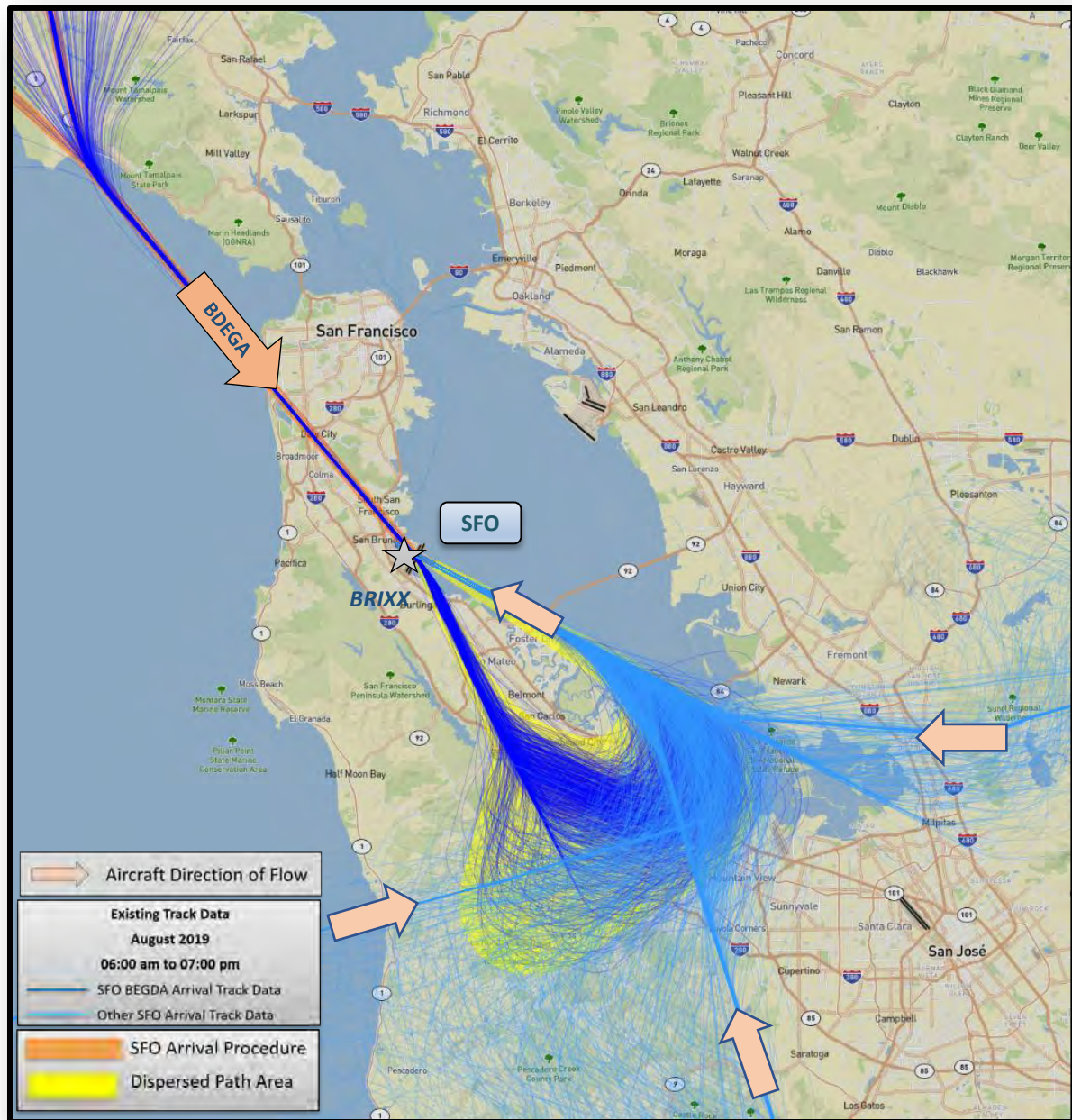
- Procedure for SFO arriving aircraft.
- SFO arrivals from the north fly to a waypoint, then are vectored to the approach.

Background

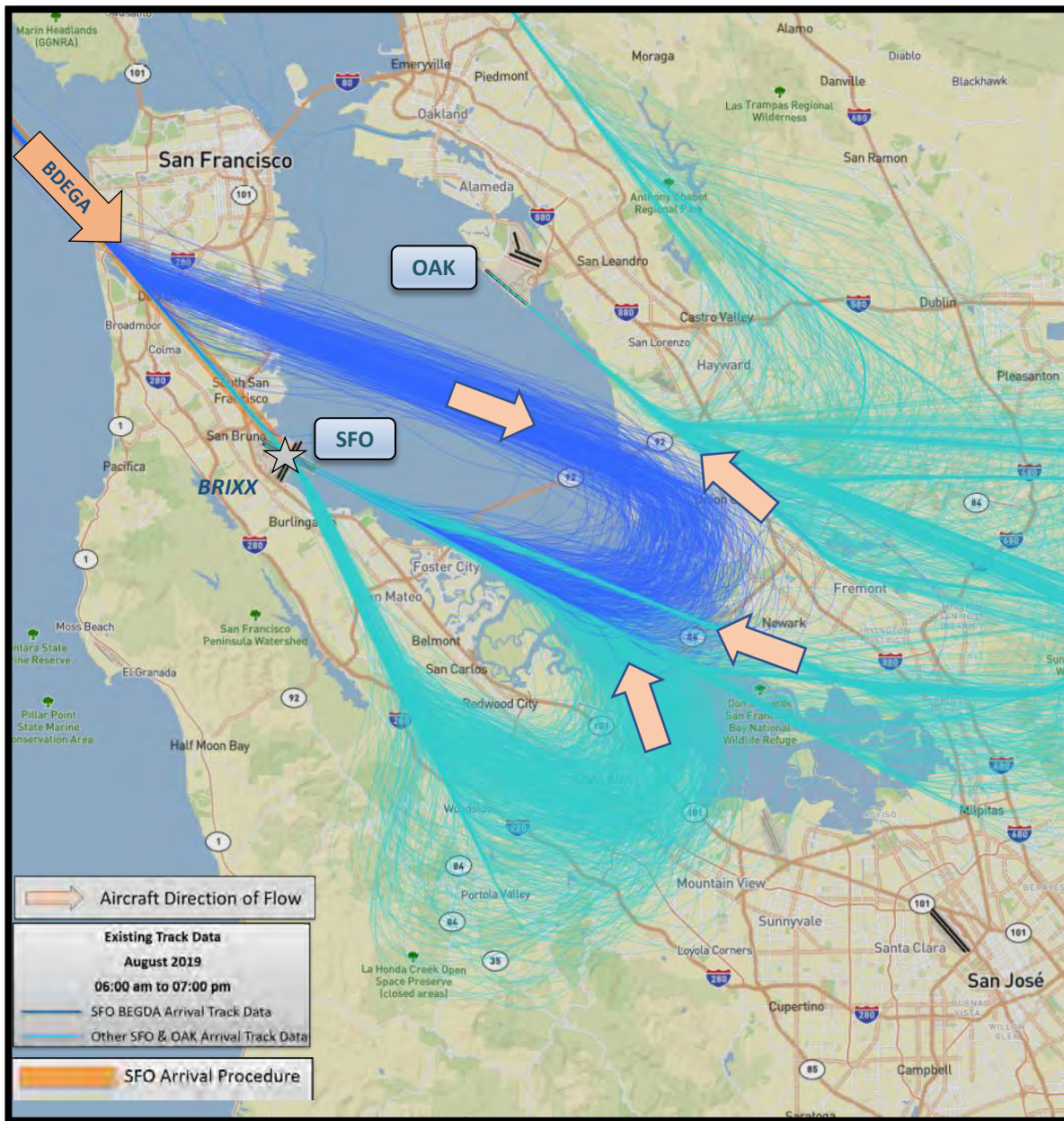
- The request was to increase spacing between aircraft that fly over the peninsula on the BDEGA arrival.
- In-trail spacing of aircraft is a minimum distance of 5 nautical miles (NM).
- Increasing the spacing beyond 5 NM would delay aircraft arriving to SFO throughout the country.

Status

- Aircraft on the BDEGA arrival will continue to use the 5 NM minimal spacing in order to not disproportionately delay those aircraft.



What is the Down the Bay procedure?



Procedure

- SFO arrivals from the north fly to a waypoint, then are vectored over the bay for an approach.

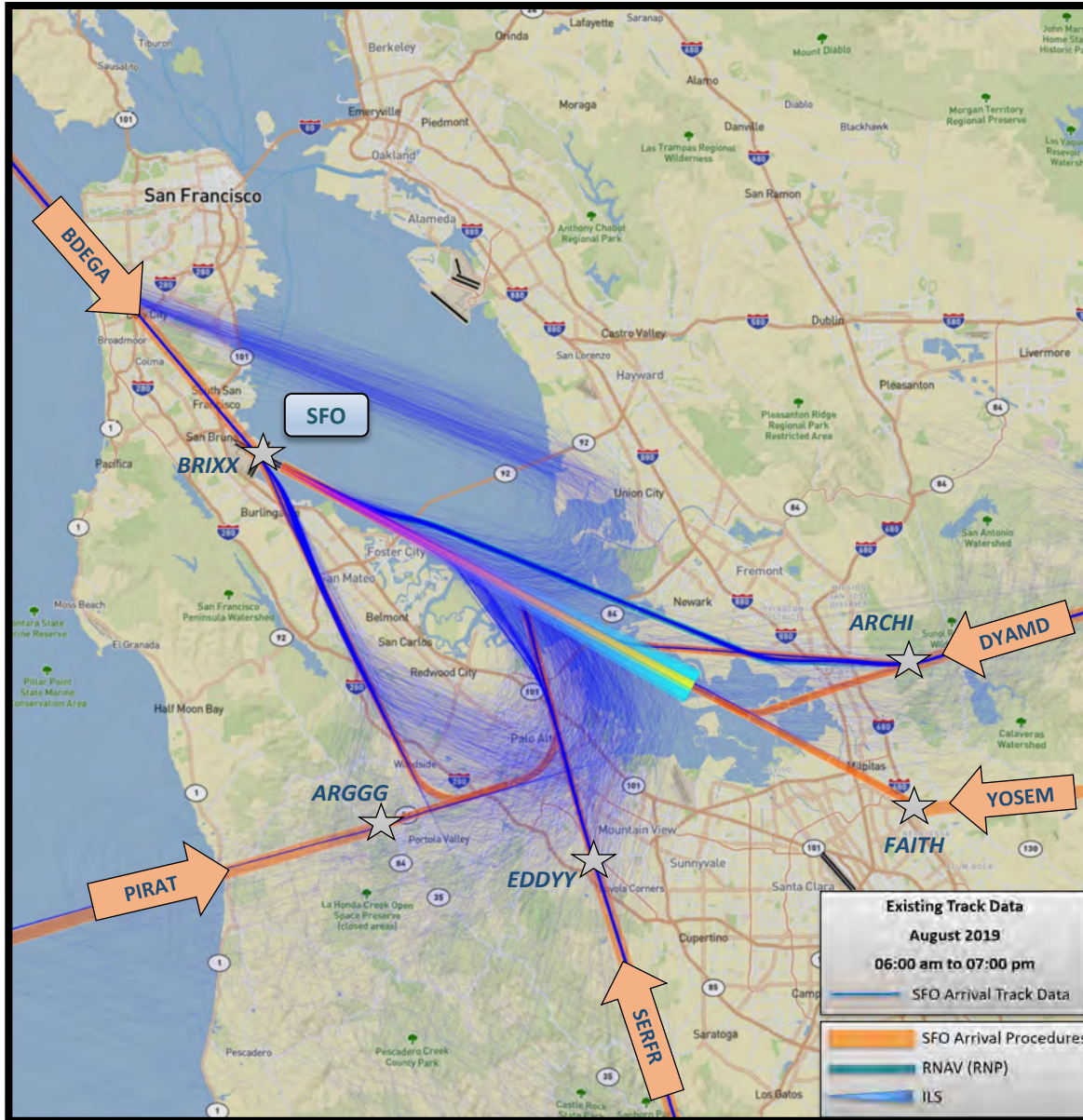
Background

- The request was to increase use of the “Down the Bay” for aircraft arriving to SFO.
- Northern California TRACON updated its Standard Operational Procedures (SOP) in 2017 to strengthen language for use of procedure.
- An SFO “Down the Bay” arrival is opposite direction to OAK arrivals
- The “Down the Bay” procedure is used when it is safe to do so.

Status

- FAA conducts annual Air Traffic Controller refresher training on SOP requirements.

What is Time Based Flow Management (TBFM)/Sequencing?



Procedure

- Provides for time-based spacing of aircraft at higher altitudes so that less vectoring is needed closer to the airport.
- When TBFM is implemented, it is used as a scheduling/metering tool for all arrivals at an airport.

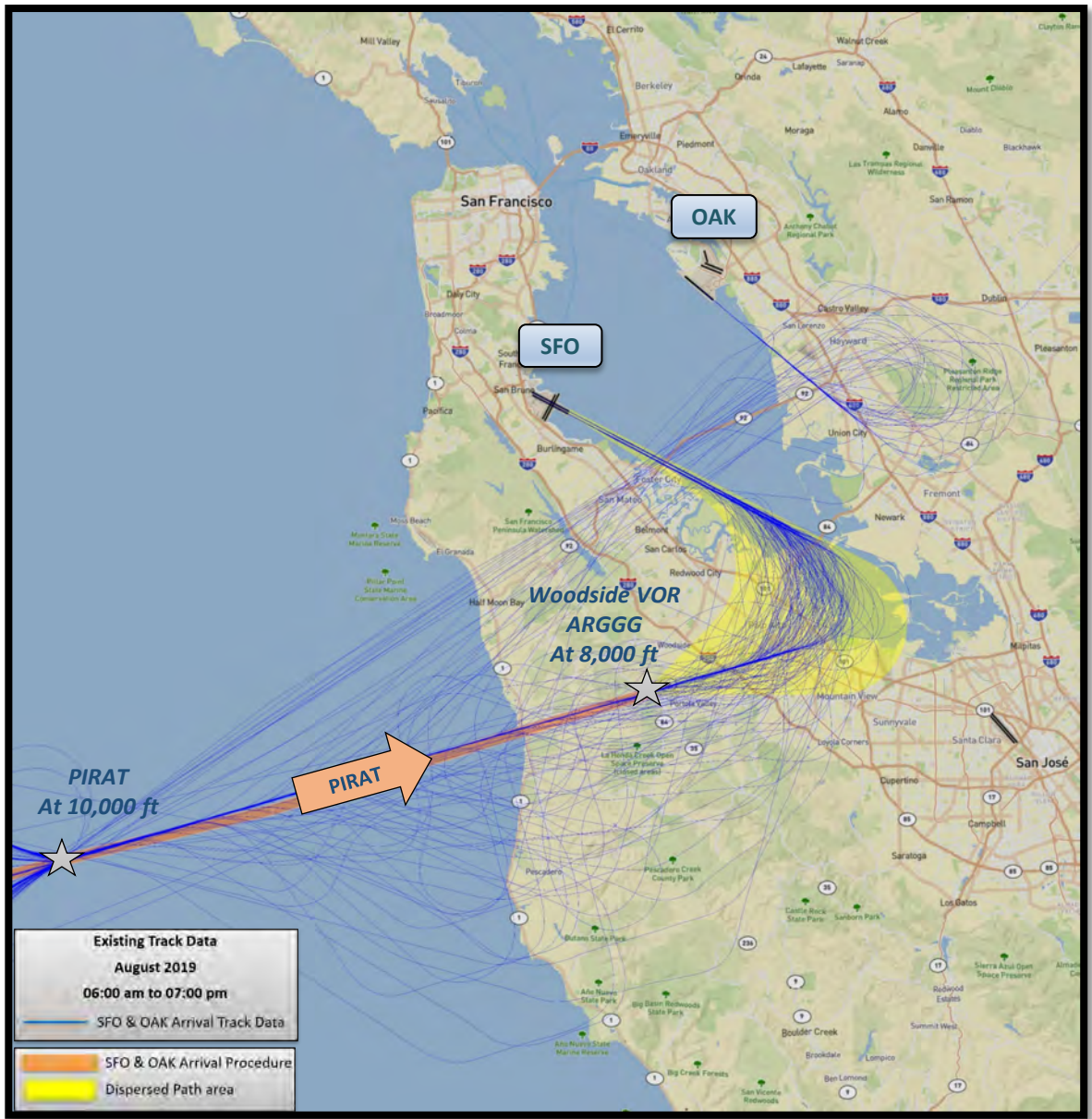
Background

- The request was to implement TBFM for aircraft on the BDEGA arrival.
- Aircraft arriving from all directions are merged into one stream.
- Use of TBFM would need to be applied to all arrivals.

Status

- TBFM currently used for SFO arrivals under most circumstances.
- TBFM is also used for the other airports, including OAK and SJC.
- TBFM is used for all arrivals at an airport, not for a singular arrival flow.

What is the PIRAT Arrival?



Procedure

- Arrival procedure for oceanic flights to SFO and OAK.
- Aircraft cross the PIRAT waypoint at 10,000 feet.
- SFO arrivals fly the procedure to the ARGGG waypoint, then are vectored to the final approach.
- ARGGG waypoint located near the Woodside VOR.

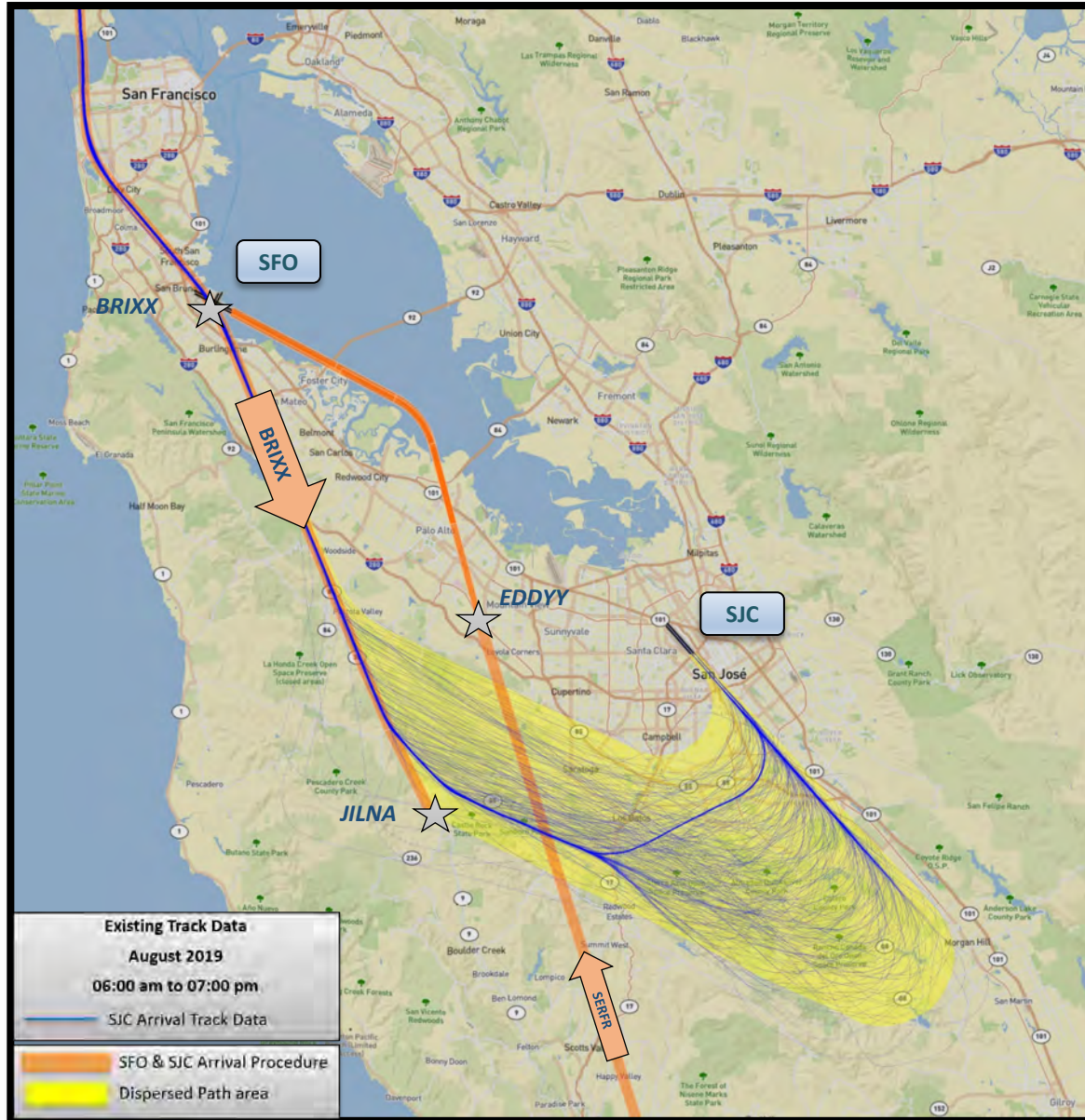
Background

- The request to design an arrival that followed the historic noise abatement procedure of crossing Woodside VOR at or above 8,000 feet.
- The PIRAT arrival was designed for oceanic arrivals to OAK and SFO.
- The PIRAT replaced the private approach, called the Ocean Tailored Arrival, used by one airline.

Status

- The procedure was implemented in April 2019.

What is the BRIXX Arrival?



Procedure

- Arrival procedure for flights from the north to SJC.
- Aircraft fly procedure to the BRIXX waypoint, then may be vectored to the final approach.
- Aircraft on the BRIXX arrival are kept above SFO arrivals.

Background

- Latest amendments address safety issues by providing more separation between SERFR and BDEGA arrivals to SFO and BRIXX arrivals to SJC.
- The FAA did this by relocating the JILNA waypoint.
- FAA briefed SJC Airport Commission in May 2021.

Status

- BRIXX THREE implemented in June 2021.

What is the RNAV Visual to SFO Runway 28L?



Procedure

- Aircraft would approach the airport to land on Runway 28L similar to the TIP TOE procedure, using advanced navigation combined with visual cues.
- Aircraft must be equipped to fly a Required Navigation Procedure (RNAV).

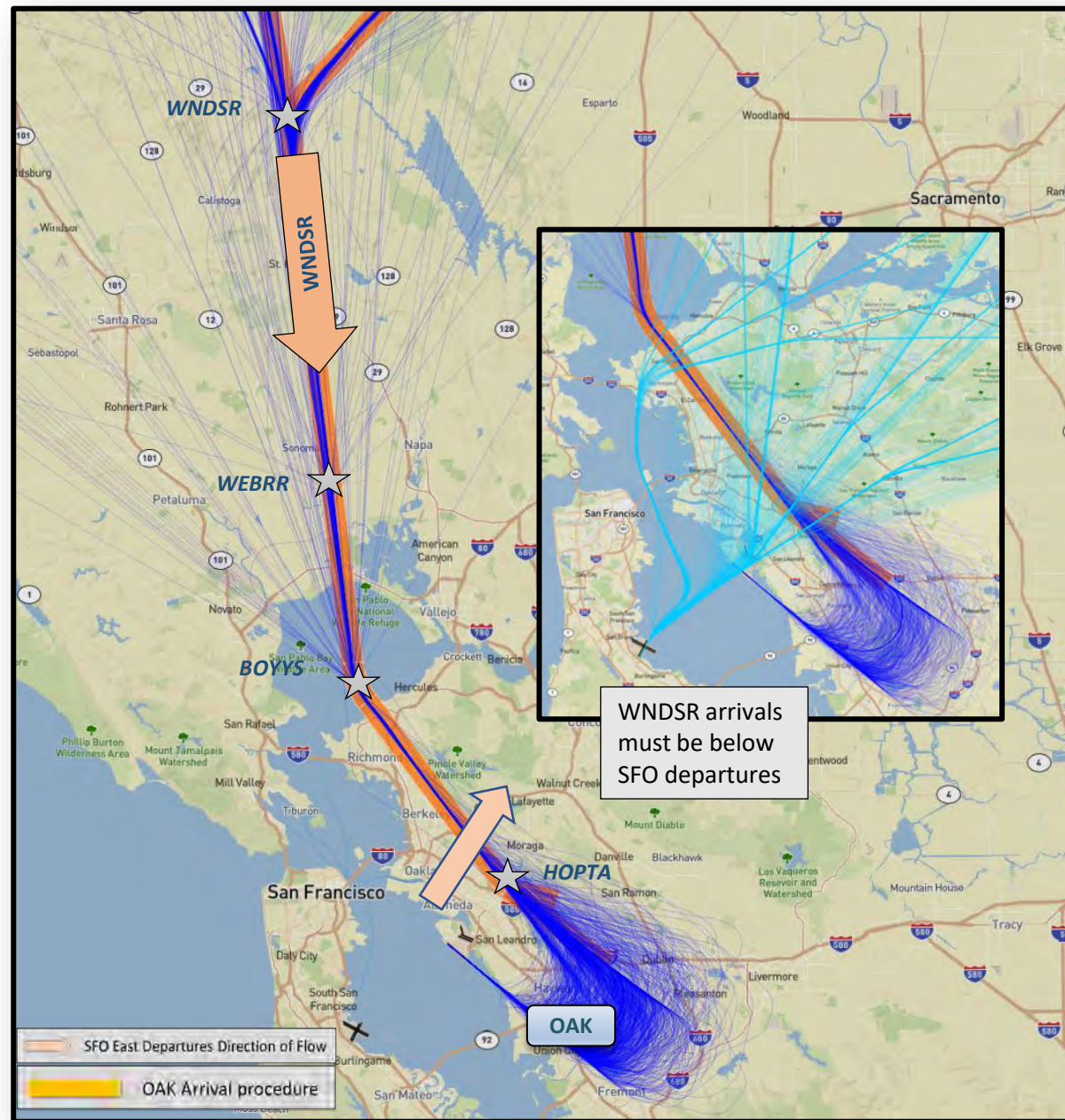
Background

- The request was to create a published procedure using RNAV to replicate the TIP TOE visual approach.
- FAA orders require there be a compelling safety reason and no other viable instrument flight procedure options before developing an RNAV visual overlay approach.

Status

- Explore ways to implement procedure through ongoing collaboration.
- Aircraft still fly the TIP TOE.

What is the WNSDR Arrival?



Procedure

- Arrival procedure for aircraft arriving from the north to OAK.

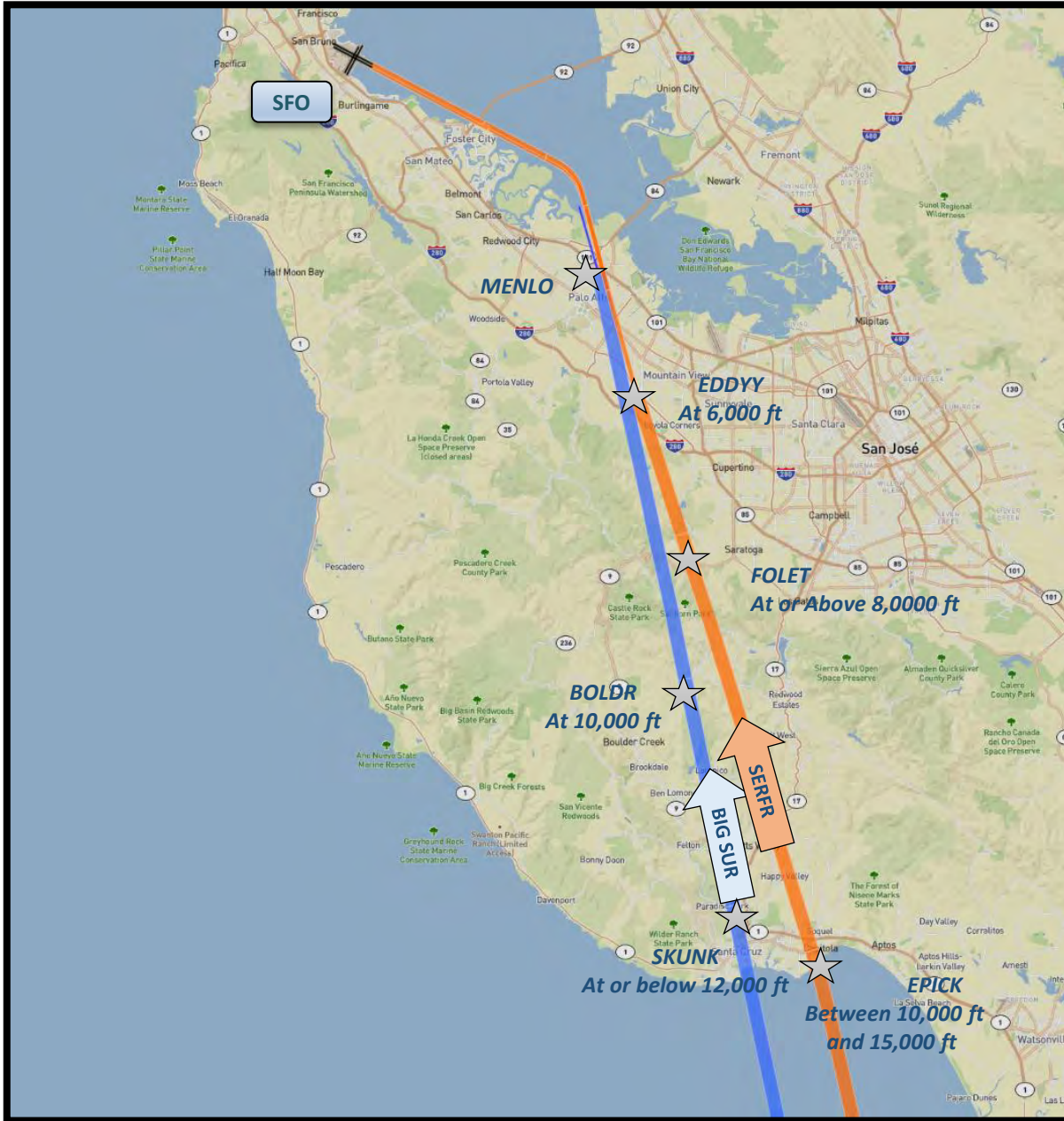
Background

- The request from the Oakland Noise Forum was to move the WNSDR arrival to the east over less populated areas.
- The FAA explored a variety of options to address the operational safety issues with the current WNSDR route
- This procedure requires air traffic controllers to actively separate aircraft from Bay Area departures and Napa Valley arrivals.

Status

- The WNSDR procedure as published will continue to be used.
- Controllers use speed and/or altitude assignments and vectors to separate aircraft on the WNSDR procedure from aircraft on other procedures.

What are the BIG SUR and SERFR Arrivals?



Procedure

- Arrival procedure to SFO for aircraft arriving from the south.
- The SERFR was designed as an Optimized Profile Descent (OPD), allowing aircraft to descend using idle power, reducing the historic stair-step descent. Aircraft are cleared to the EDDYY waypoint, then are vectored for landing by Air Traffic Control.

Background

- The request was to amend the SERFR procedure to use a similar flight path as the BIG SUR arrival, with specific procedure requirements.
- FAA reviewed details of each requested requirement, completing safety analysis on each.
- Moving SERFR to overlay BIG SUR did not meet safety criteria.



Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 33, Number 18

May 28, 2021

FAA Aviation Noise Policy

COMMUNITY ALLIANCE LEADERS DEFINE ISSUES NOISE POLICY REVIEW MUST ADDRESS

In response to ANR's request for reactions to FAA Administrator Steve Dickson's May 10 announcement that FAA will work with the Federal Mediation and Conciliation Service to develop a framework and inclusive process for updating FAA's aviation noise policy, Cindy L. Christiansen, PhD, and Darlene Yaplee, two of the founding members of the Aviation-Impacted Communities Alliance (AICA), submitted the comments below.

AICA is a national group of community advocates who create position papers and briefings on legislative issues and priorities for aviation-impacted communities.

Yaplee is active with Concerned Residents of Palo Alto in the San Francisco Bay Area / NorCal Metroplex. She brings 30+ years of experience as an executive at Fortune 500, high-technology companies where she worked on strategic alliances, marketing, and new market development. Christiansen is a founding member of BOS Fair Skies and a former member of the Massachusetts and the Logan Community Advisory Committees. Professionally, she is an Associate Professor at
(Continued on p. 73)

San Francisco Int'l

SFO INSTALLING HONEYWELL GBAS SYSTEM TO REDUCE DELAYS, LOWER NOISE LEVELS

Honeywell Aerospace said May 27 that San Francisco International Airport (SFO) is installing its innovative SmartPath Ground-Based Augmentation System (GBAS) technology to speed up flight times for airlines, reduce airplane fuel usage, and lower noise levels in neighborhoods around the airport.

"We are excited by the potential of what GBAS can offer," said SFO Airport Director Ivar C. Satero. "By enabling approaches further offshore, or at higher altitudes, we hope this technology can reduce both noise levels and emission over surrounding communities while offering flight crews the latest in GPS-based navigation."

Honeywell said its SmartPath technology "is the only globally certified solution for Ground-Based Augmentation Systems, or GBAS, that when adopted by airports can significantly reduce arrival delays and those annoying 'circle around the airport' notifications passengers often get when airplane landings stack up.

SFO joins Newark's Liberty Airport and Houston's George Bush Intercontinental Airport as the third U.S. airport to install the technology, with another nine major airports around the world already employing it.

(Continued on p. 74)

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Two of the founding members of the Aviation-Impacted Communities Alliance define the issues they believe must be addressed in FAA's aviation noise policy update for the process to be independent, credible - p. 72

San Francisco Int'l ...

SFO installing Honeywell GBAS system to reduce delays, lower noise levels; will enable approaches further offshore or at higher altitudes, Airport Director says - p. 72

NAC ... The FAA's Next-Gen Advisory Committee will meet virtually on June 21. Those seeking to attend the meeting have until June 7 to register; detailed agenda due out by June 14 - p. 75

FAA ... Agency seeks pre-applications for new Environmental Mitigation Pilot Program, which will fund up to six projects that will measurably reduce or mitigate aviation impacts on noise, air quality, water quality within five miles of airports - p. 75

Policy, from p. 72

Boston University, a health policy researcher and consultant, and teaches statistics to graduate students.

Following are their comments:

If the Federal Mediation and Conciliation Service (FMCS) is included in the design and implementation of a policy framework and process for updating FAA's aviation noise policy, FMCS should lead the effort, not merely "assist." To achieve process and outcome independence and credibility, the FMCS or another group must address the following:

- Flawed findings and assumptions must no longer be used as the basis for FAA noise policies.
- Include assessment of noise impacts for communities far from airports that experience numerous and frequent overflights.
- To bring the FAA's new noise policies into the 21st century, the Agency must seek significant input from independent, objective experts. For example, the FAA should immediately ask the National Academies of Sciences, Engineering and Medicine to provide an expert consensus report on a system of metrics (existing) and thresholds to replace reliance on the Day-Night Level (DNL) metric alone for assessing aviation noise impacts.
- The FAA should not preemptively make assumptions about potential solutions.
- Affected communities must be included and regarded as legitimate and significant stakeholders versus tokenism in the process of developing new aviation noise policies.
- The FAA needs to take quick and decisive action to update its noise policies. Lengthy studies and further delays are unacceptable given aviation noise has caused millions of complaints and increasing numbers of lawsuits.

Supporting Evidence

1. Flawed findings and assumptions must no longer be used as the basis for FAA noise policy.

○ The Congressional QSC's September 23, 2020, letter in response to the FAA's Metric Report **insisted** [emphasis added] "that the FAA return to the drawing board and meaningfully evaluate alternative metrics to the current DNL 65 average, not just dismiss or ignore them, and include the potential for the use of such metrics in the United States." Without redoing the report, the FAA is claiming their report, "...will provide a common understanding of the present state from which the FAA can begin to build a future policy." The mandated report cannot be used as a foundation for future policy because it is flawed and was not redone.

○ FAA Administrator Dickson states that the NES survey "...demonstrates increased sensitivity to aviation-related noise and heightened annoyance levels." The NES study does

not show that people are more sensitive to aviation noise than in the past. The NES study establishes that a much greater proportion of people are highly annoyed by aircraft noise, across all levels of DNL, *than the FAA previously estimated* (i.e., than the Schultz and FICON curves estimated). It is now incumbent upon the FAA to adjust its noise policies to reflect this new scientific evidence.

○ The FAA should not build on or use content from sections 173 and 188 Metrics Report, April 2020 (Metrics Report) of the FAA Reauthorization Act of 2018, given that it failed to fulfill the requirements mandated by Congress.

Dickson's letter states:

- "From a substance perspective, the review will be thorough, will build on the FAA's Report [Metrics Report], which presented and evaluated alternative noise metrics and their potential suitability in certain circumstances...." and
- "While the Report [Metrics Report] and the survey [NES Survey] were undertaken for different purposes and present distinct information, taken together, the findings from each will provide a common understanding of the present state from which the FAA can begin to build a future policy."

The existing metric Number Above (number of flights above a certain noise threshold) must be considered for capturing noise impacts from numerous/frequent overflights especially in away-from-airport environments.

2. Include assessment of noise impacts for communities far from airports that experience numerous/frequent overflights.

○ Lowering the threshold for significant noise impact from 65 DNL to, for example, 50 DNL will not address the numerous/frequent overflight noise impacts to communities.

○ The 1979 Aviation Safety and Noise Abatement Act (ASNA)^[1] mandates the FAA to utilize noise metrics that have "a highly reliable relationship between projected noise exposure and the surveyed reactions of people to noise...." The use of 65 DNL fails this Congressional requirement, particularly in environments that experience numerous overflights far from airports.

○ A system of metrics (not DNL alone) and thresholds must address the different impacts of aircraft noise in environments near and far from airports and at a minimum, the following metrics should be investigated: N-Above, C-weighted dB, and ambient noise differences.

○ No new noise metrics have to be developed or researched before changing noise policy in ways that finally begin to address the harm that has been substantiated by the new NES data.

3. To bring the FAA's new noise policies into the 21st century, the Agency must seek significant input from independent, objective experts.

○ The review of the DNL metric and threshold should be performed by an independent, multi-disciplinary panel of

experts such as the National Academies of Sciences, Engineering and Medicine.

- The review should be based on current scientific knowledge relating to the applicability of existing metrics for assessing aviation noise impacts on people, both near and far from airports.

- The findings should be subject to peer review and be put in the context of the Neighborhood Environmental Survey.

- As an example of why the FAA cannot do the review and recommendations: the FAA's April 2020 Report to Congress on Alternative Noise Metrics and the 65 DNL Standard for Airplane Noise failed to fulfill the requirements of sections 173 and 188 of the FAA Reauthorization Act of 2018. Twenty-nine members of Congress sent a letter dated September 23, 2020, to FAA Administrator Dickson stating that, "After conducting a detailed review of the FAA's report, we find it wholly inadequate, failing to meet the mandate in the law..."^[2]

4. The FAA should not preemptively make assumptions about potential solutions.

- Language used in Administrator Dickson's letter preemptively limits the options to address the NES findings, such as: "If we determine that DNL will remain the **primary noise** [emphasis added] metric,". Using the term "primary" may bias against having a single system with multiple metrics and corresponding thresholds to address the near- and far-from airport noise environments.

- Additionally, Administrator Dickson states, "All potential policy changes will be carefully considered, including for noise policies beyond aviation." The new 21st century aviation noise must be addressed and may need to be different than policies to address other transportation noise. The fact that the FAA relied on **transportation noise** annoyance surveys instead of **aircraft noise** annoyance surveys for several decades may be a contributor in underestimating the aviation impact problem.

5. Affected communities must be included and regarded as legitimate stakeholders versus tokenism^[3] in the process of developing new aviation noise policies.

- Unfortunately, the FAA's track record severely underrepresents the public as part of the stakeholder community. For example: FAA's NextGen Advisory Council (NAC) has 30 industry members and only one member associated with the community (non-industry affiliated) and the NAC Task Group for Blueprint for Success to Implementing Performance Based Navigation, October 2014, had a single community representative and 37 industry-affiliated representatives.

- From the perspective of aviation-impacted communities, the FAA has not provided a "robust community engagement strategy" as defined by timely, transparent, and

meaningful community participation. The recent Section 176 of the FAA Reauthorization Act of 2018 to review the FAA's community involvement practices for NextGen was particularly concerning, as the input was based on a survey of the ATO organization and did not include input from key "community" stakeholders such as the public, grassroots advocates.

^[1] Aviation Safety and Noise Abatement Act, 1979, <https://uscode.house.gov/statutes/pl/96/193.pdf>, Sec.102(1).

^[2] <https://norton.house.gov/media-center/press-releases/norton-bass-and-27-house-members-send-letter-to-federal-aviation>

^[3] <https://organizingengagement.org/models/ladder-of-citizen-participation/>

SFO, from p. 72

"Honeywell SmartPath addresses a major technology gap in modernizing our national airspace: Ensuring that our navigational systems in the U.S. airport infrastructure evolve with advanced, digital solutions that will fundamentally change how we address growth with environmentally efficient, reliable solutions," said Brian Davis, vice president, sales, Honeywell Aerospace.

"GBAS is the only precision landing technology mature enough to provide a viable replacement for legacy navigation aids while supporting all-weather and irregular operations. This technology will help SFO better manage its air traffic for decades to come, and those using and living near SFO will see immediate benefits when GBAS goes online late this year."

Honeywell explained that SmartPath transmits digital data to the aircraft to aid in precision navigation and create more direct flight paths to and from airports. It can reduce flight times by optimizing the distance required to execute the approach and thus reduces the amount of fuel and emissions required to fly.

In addition, because of the ability to have multiple precision approach paths with customizable glidepaths and accurate and repeatable flight tracks, it can reduce noise for residents along the approaches to SFO airport.

It also reduces operating costs for airport operators, airlines and air navigation service providers. Because one GBAS station covers all runways at an airport, it allows pilots to make more efficient approaches and landings.

Unlike the traditional Instrument Landing System, which supports a single precision approach to one runway end, Honeywell SmartPath can simultaneously provide up to 48 separate approaches covering all runway ends. This allows air traffic control to be more flexible with approaches and enable greater flexibility during different operating conditions, Honeywell said.

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NextGen Advisory Committee

NAC TO MEET VIRTUALLY ON JUNE 21; DETAILED AGENDA NOT POSTED YET

The FAA's NextGen Advisory Committee (NAC) will hold a virtual meeting on June 21 from 1 p.m. to 5 p.m. EDT, FAA announced in the May 27 *Federal Register*.

Requests to attend the meeting virtually must be received by June 7. Those wishing to make a public statement during the meeting must submit written copies of their remarks by June 7. Requests to submit written materials, to be reviewed by NAC Members before the meeting, also must be received no later than June 7.

FAA's *Federal Register* announcement includes detailed information on how to register for the meeting, which is open to the public on a first-come, first served basis.

FAA said a detailed meeting agenda will be posted on the NAC internet website at least one week in advance of the meeting. Go to:

https://www.faa.gov/about/office_org/headquarters_offices/ang/nac/
Register for the meeting at 9-AWA-ANG-NACRegistration@faa.gov

FAA

FAA AGAIN SEEKS PRE-APPLICATIONS FOR ENV. MITIGATION PILOT PROGRAM

On May 25, the FAA announced on its website that it is accepting pre-applications from airports for the its newly-launched Environmental Mitigation Pilot Program, which will fund up to six projects that will measurably reduce or mitigate aviation impacts on noise, air quality or water quality at an airport or within five miles of the airport.

On May 10, FAA posted a similar announcement in the *Federal Register*.

Public-use airport operators have until July 9 to submit a pre-application to the FAA. Projects submitted must be carried out by a joint team consisting of at least two of the following organizations:

- private sector business;
- public or private educational or research organization;
- state or local government entities; or federal laboratories.
- business must be incorporated in the U.S.; educational or research organizations and governments must be located in the U.S.

To read FAA's announcement, go to faa.gov and click on "News." Scroll down to May 25 entry.

AIRPORT NOISE REPORT

Anne H. Kohut, Publisher

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MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Sarah C. Yenson, Senior Consultant
Justin W. Cook, Director, Emerging Technologies and IT
Date: 5/28/2021
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 three updates at SJC during this cycle. The next publication is expected on June 17, 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:

- RNAV (RNP) Z RWY 12L, AMDT 3B at SJC
 - Publication date change to December 2, 2021
- RNAV (RNP) Z RWY 12R, AMDT 2B at SJC
 - Publication date change to December 2, 2021
- RNAV (RNP) Z RWY 30L, AMDT 2B at SJC
 - Publication date change to December 2, 2021

Open Comment Periods:

- None

Next Publication:

We expect the following updates in the June 17, 2021 publication:

- Publication of STAR STINS FOUR at SFO
- Publication of STAR BRIXX (RNAV) THREE at SJC
- Publication of STAR SILCN (RNAV) FIVE at SJC
- Publication of FAIRGROUNDS VISUAL RWY 30 L/R, AMDT 8 at SJC
- Publication of RNAV (RNP) Z RWY 30L, AMDT 3 at SJC
- Publication of RNAV (RNP) Z RWY 30R, AMDT 2 at SJC

MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Sarah C. Yenson, Senior Consultant
Justin W. Cook, Director

Date: 6/28/2021

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

Reference: HMMH Project Number 309091

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After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published nine updates at SFO and seven updates at SJC during this cycle. One comment period is open at OAK. The next publication is expected on July 15, 2021.

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Updates:

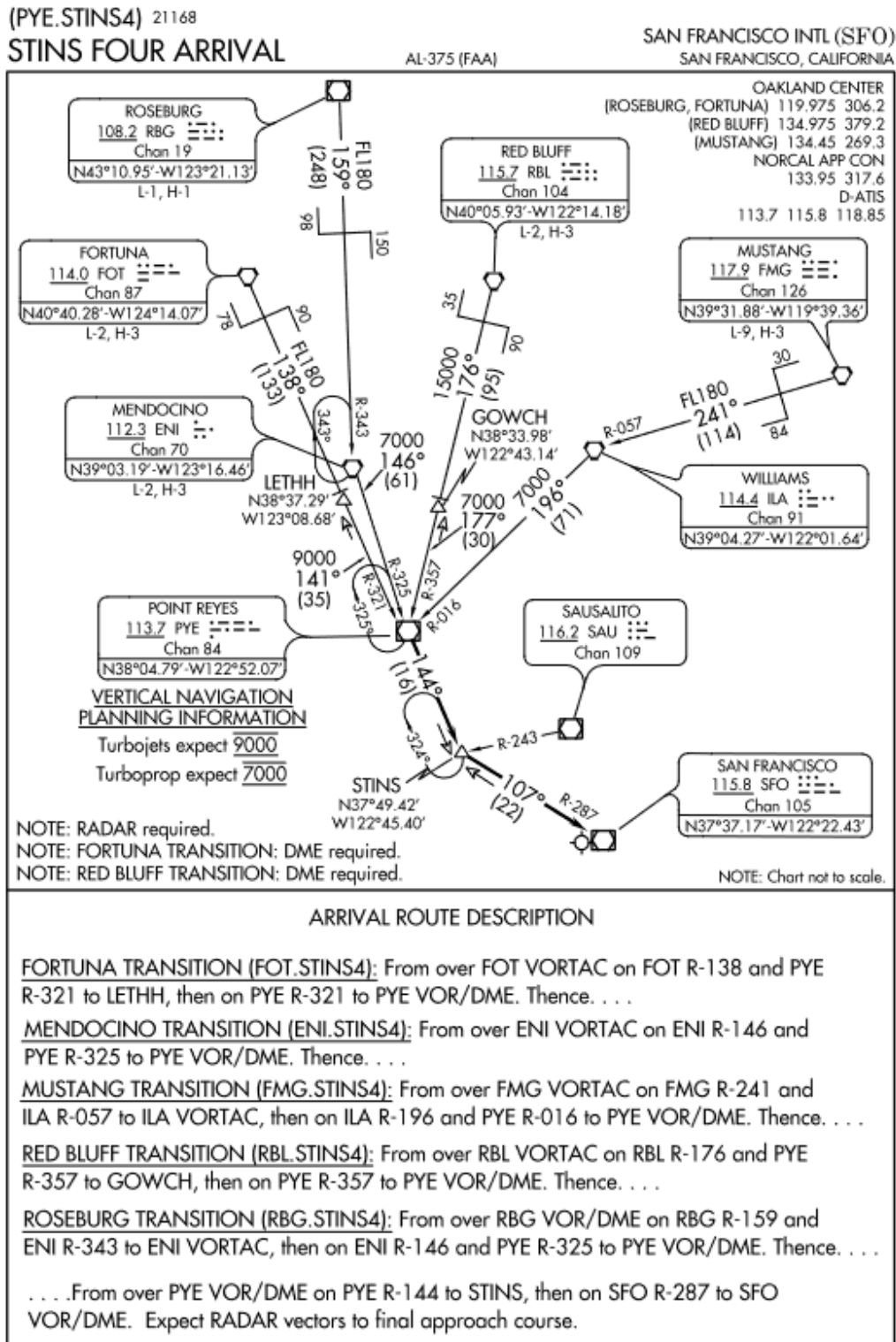
- GLS RWY 19L, Orig at SFO
 - Status change to Under Development
- GLS RWY 19R, Orig at SFO
 - Status change to Under Development
- GLS RWY 28L, Orig at SFO
 - Status change to Under Development
- GLS RWY 28R, Orig at SFO
 - Status change to Under Development
- ILS or LOC RWY 19L, AMDT 23 at SFO
 - Status change to Under Development
- MOLEN NINE DEPARTURE at SFO
 - Status change to Pending
- RNAV (GPS) RWY 19L, AMDT 4 at SFO
 - Status change to Under Development
- RNAV (GPS) RWY 19R, AMDT 4 at SFO
 - Status change to Under Development
- STAR STINS FOUR at SFO
 - Status change to Published
- STAR BRIXX (RNAV) THREE at SJC
 - Status change to Published
- FAIRGROUNDS VISUAL RWY 30L/R, AMDT 8 at SJC
 - Status change to Published
- RNAV (GPS) Y RWY 30L, AMDT 4 at SJC
 - Status change to Under Development
- RNAV (GPS) Y RWY 30R, AMDT 4 at SJC
 - Status change to Under Development
- RNAV (RNP) Z RWY 30L, AMDT 3 at SJC
 - Status change to Published
- RNAV (RNP) Z RWY 30L, AMDT 4 at SJC
 - Status change to Under Development
- RNAV (RNP) Z RWY 30R, AMDT 2 at SJC
 - Status change to Published
- RNAV (RNP) Z RWY 30R, AMDT 3 at SJC
 - Status change to Under Development
- STAR SILCN (RNAV) FIVE at SJC
 - Status change to Published

Open Comment Periods:

- RNAV CNDEL FIVE at OAK
 - Comment period ends June 25, 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)

Next Publication:

We expect no updates in the July 15, 2021, publication.



SW-2, 17 JUN 2021 to 15 JUL 2021

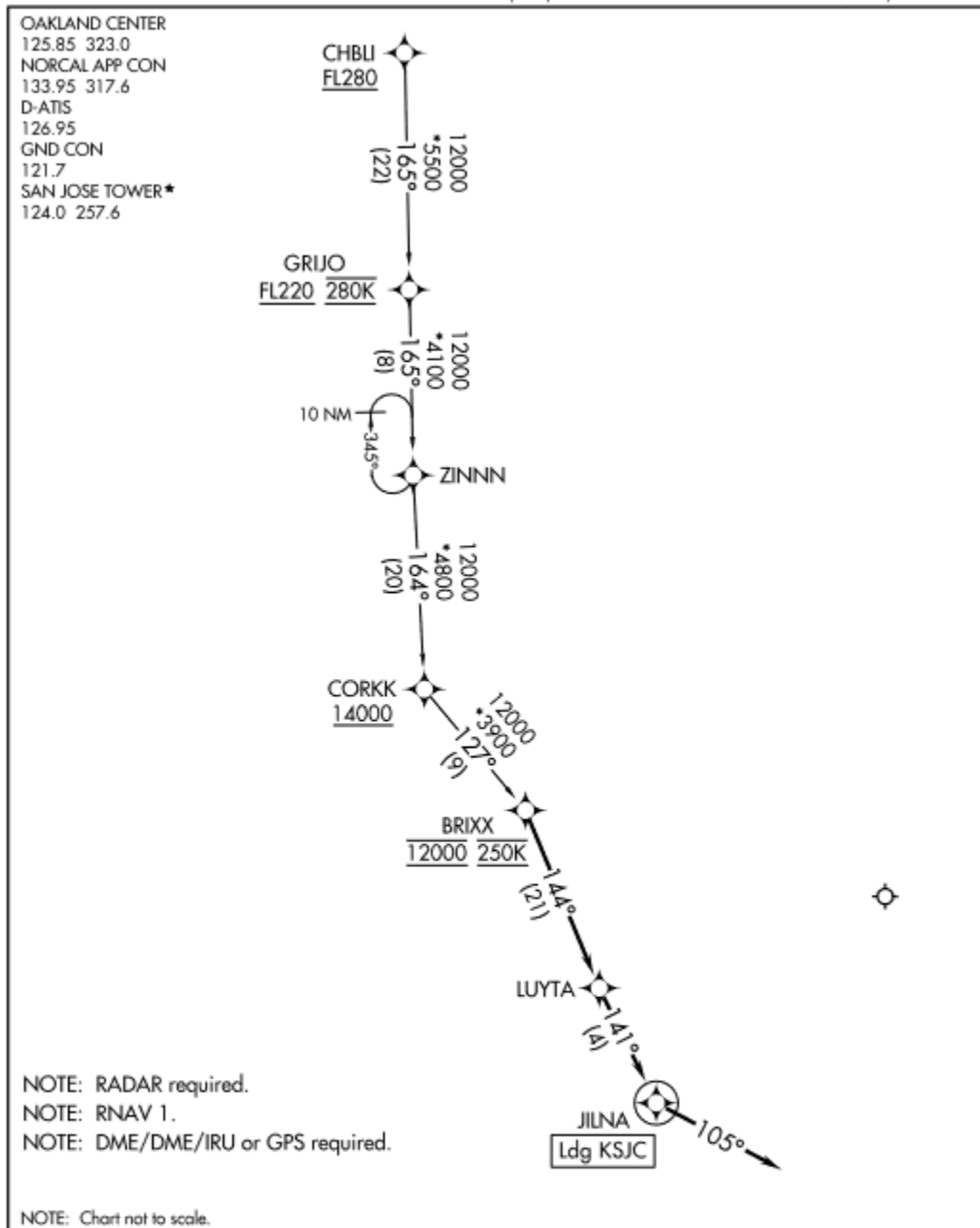
SW-2, 17 JUN 2021 to 15 JUL 2021

STINS FOUR ARRIVAL SAN FRANCISCO, CALIFORNIA
(PYE.STINS4) 17JUN21 SAN FRANCISCO INTL (SFO)

Figure 1: STINS FOUR ARRIVAL at SFO

Source: [https://www.faa.gov/aero_docs/dtp/2106/00375STINS.PDF#nameddest=\(SFO\)](https://www.faa.gov/aero_docs/dtp/2106/00375STINS.PDF#nameddest=(SFO))

(BRIXX.BRIXX3) 21168
BRIXX THREE ARRIVAL (RNAV) AL-693 (FAA) NORMAN Y MINETA SAN JOSE INTL (SJC)
SAN JOSE, CALIFORNIA



SW-2, 17 JUN 2021 to 15 JUL 2021

SW-2, 17 JUN 2021 to 15 JUL 2021

ARRIVAL ROUTE DESCRIPTION

CHBLI TRANSITION (CHBLI.BRIXX3)

From BRIXX on track 144° to LUYTA, then on track 141° to JILNA, then on heading 105° or as assigned by ATC. Expect RADAR vectors to final approach course.

BRIXX THREE ARRIVAL (RNAV) SAN JOSE, CALIFORNIA
(BRIXX.BRIXX3) 17JUN21 NORMAN Y MINETA SAN JOSE INTL (SJC)

Figure 2: BRIXX THREE ARRIVAL at SJC

Source: [https://www.faa.gov/aero_docs/dtp/2106/00693BRIXX.PDF#nameddest=\(SJC\)](https://www.faa.gov/aero_docs/dtp/2106/00693BRIXX.PDF#nameddest=(SJC))

Amdt 8 21168 AL-693 (FAA) NORMAN Y MINETA SAN JOSE INTL (SJC)
FAIRGROUNDS VISUAL RWYS 30L/R SAN JOSE, CALIFORNIA

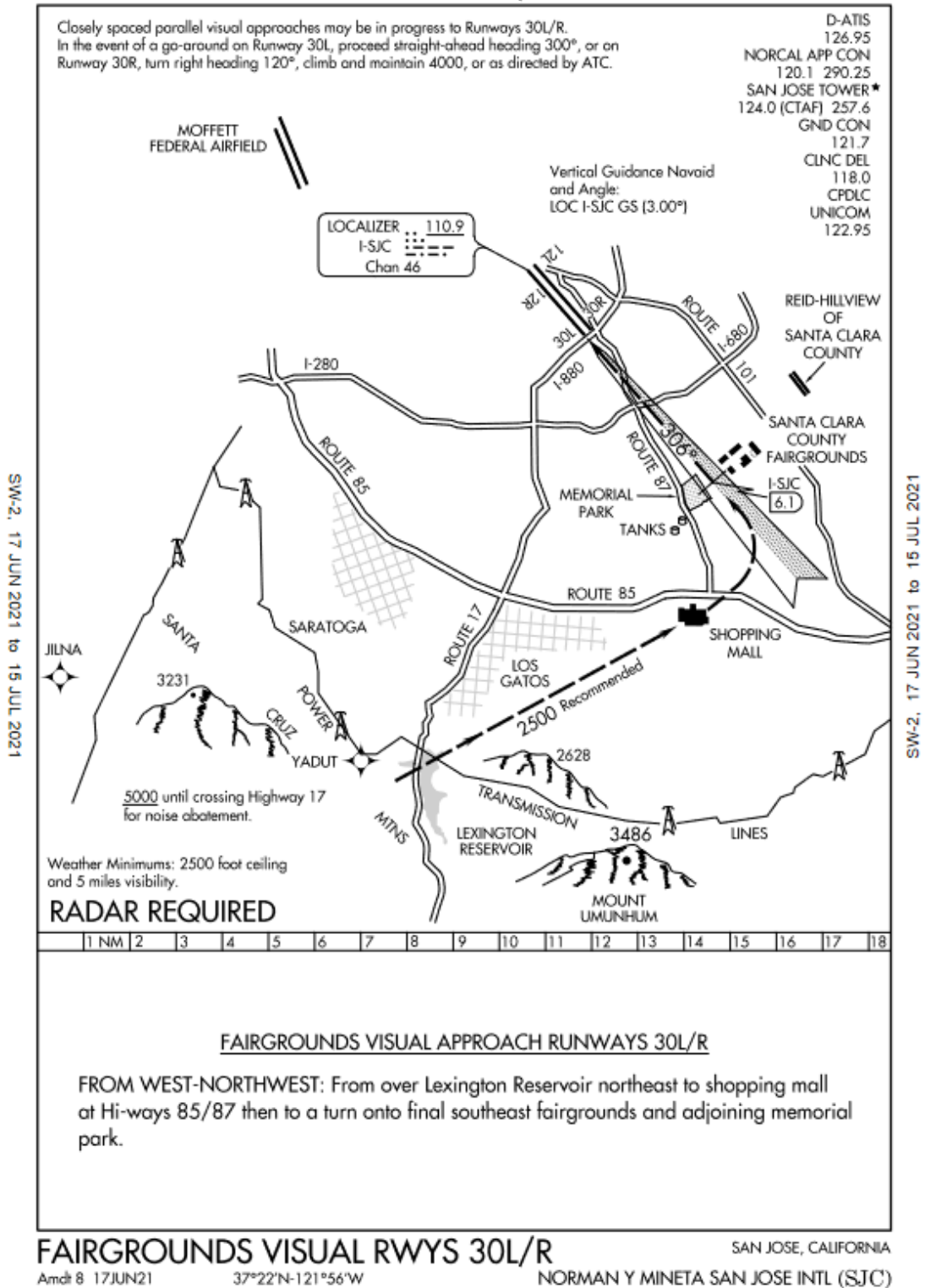


Figure 3: FAIRGROUNDS VISUAL 30L/R at SJC

Source:

[https://www.faa.gov/aero_docs/dtp/2106/00693FAIRGROUNDS_VIS30LR.PDF#nameddest=\(SJC\)](https://www.faa.gov/aero_docs/dtp/2106/00693FAIRGROUNDS_VIS30LR.PDF#nameddest=(SJC))

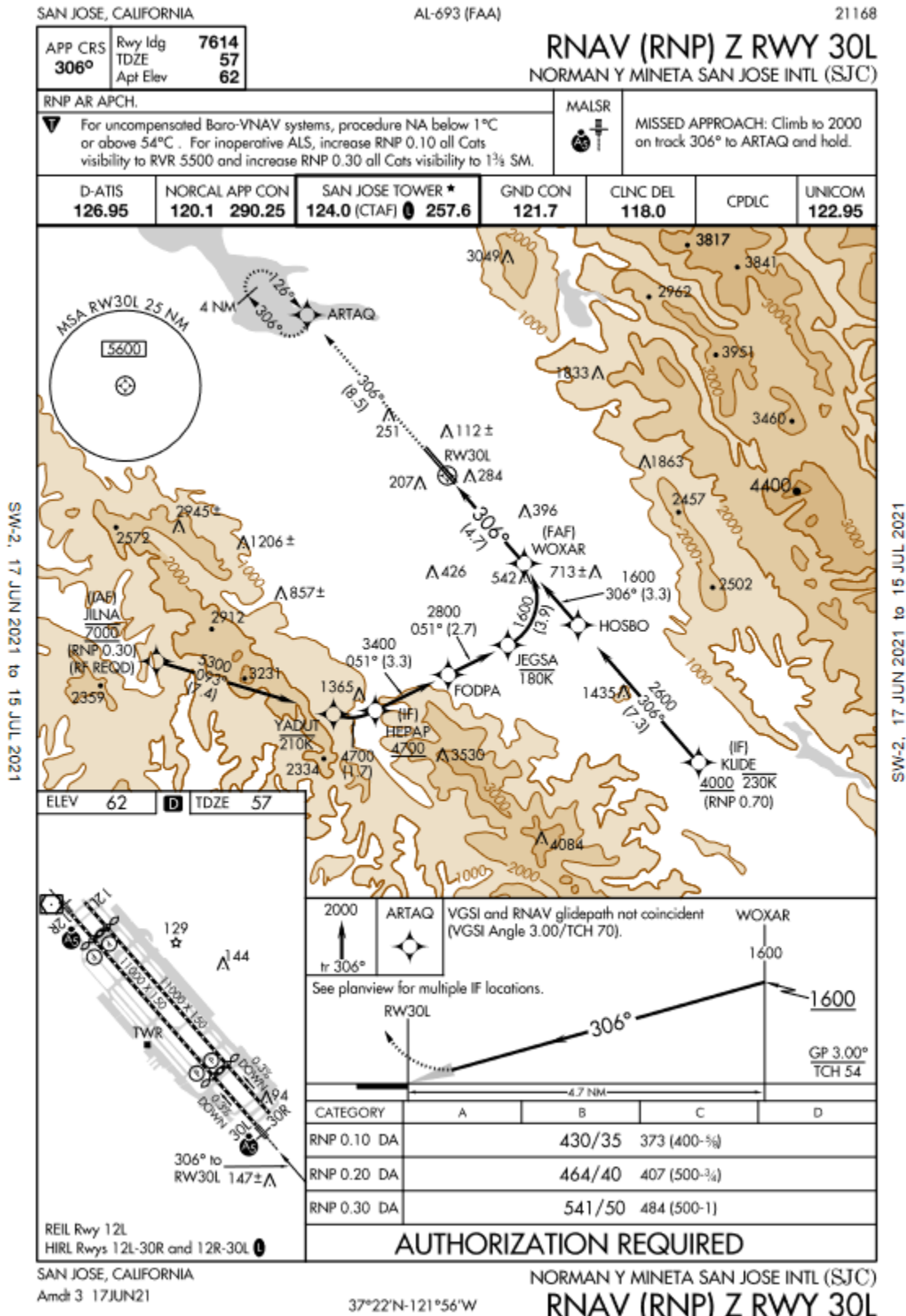
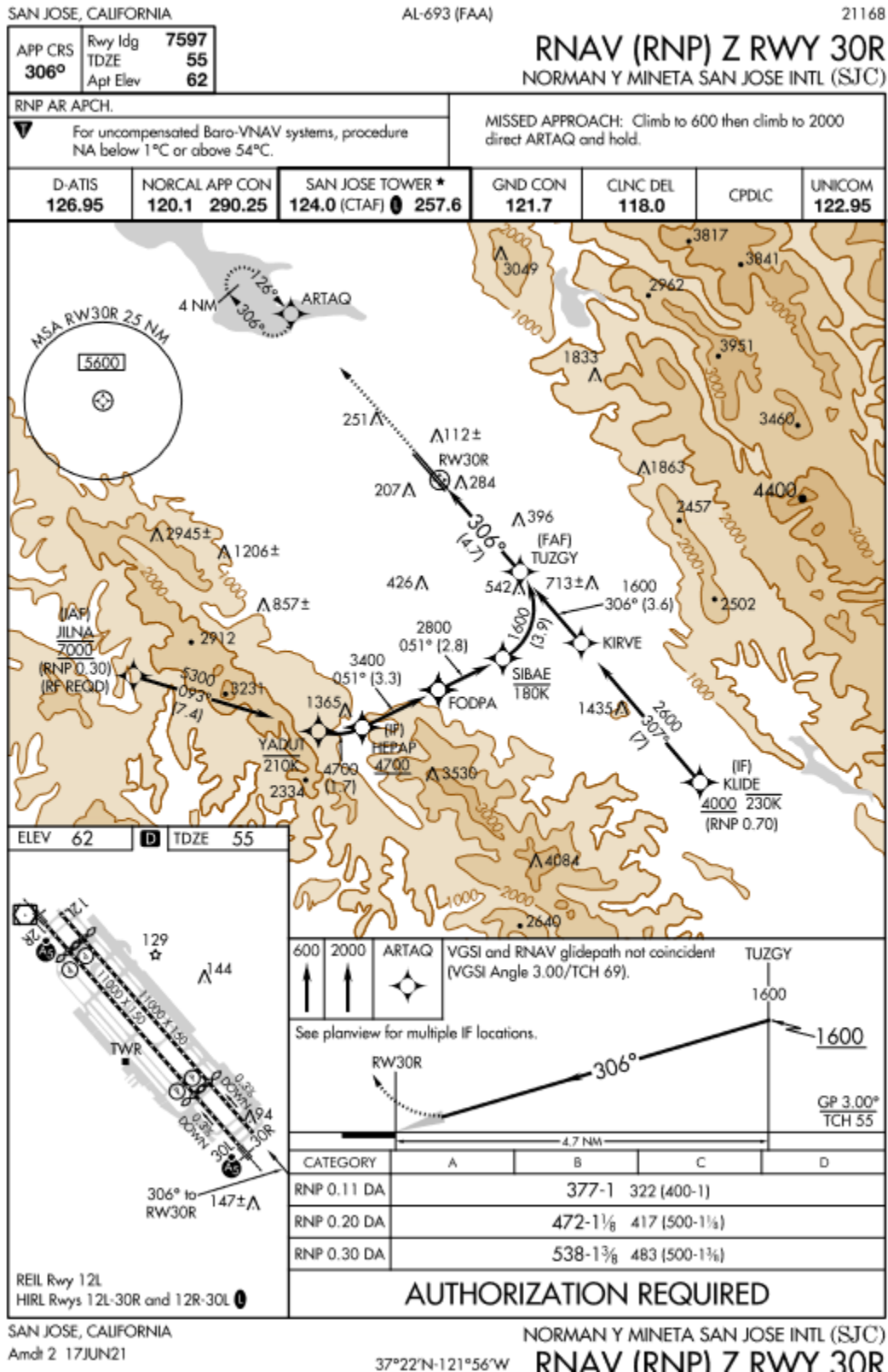


Figure 4: RNAV (RNP) Z RWY 30L at SJC
Source: [https://www.faa.gov/aero_docs/dtpp/2106/00693RRZ30L.PDF#nameddest=\(SJC\)](https://www.faa.gov/aero_docs/dtpp/2106/00693RRZ30L.PDF#nameddest=(SJC))



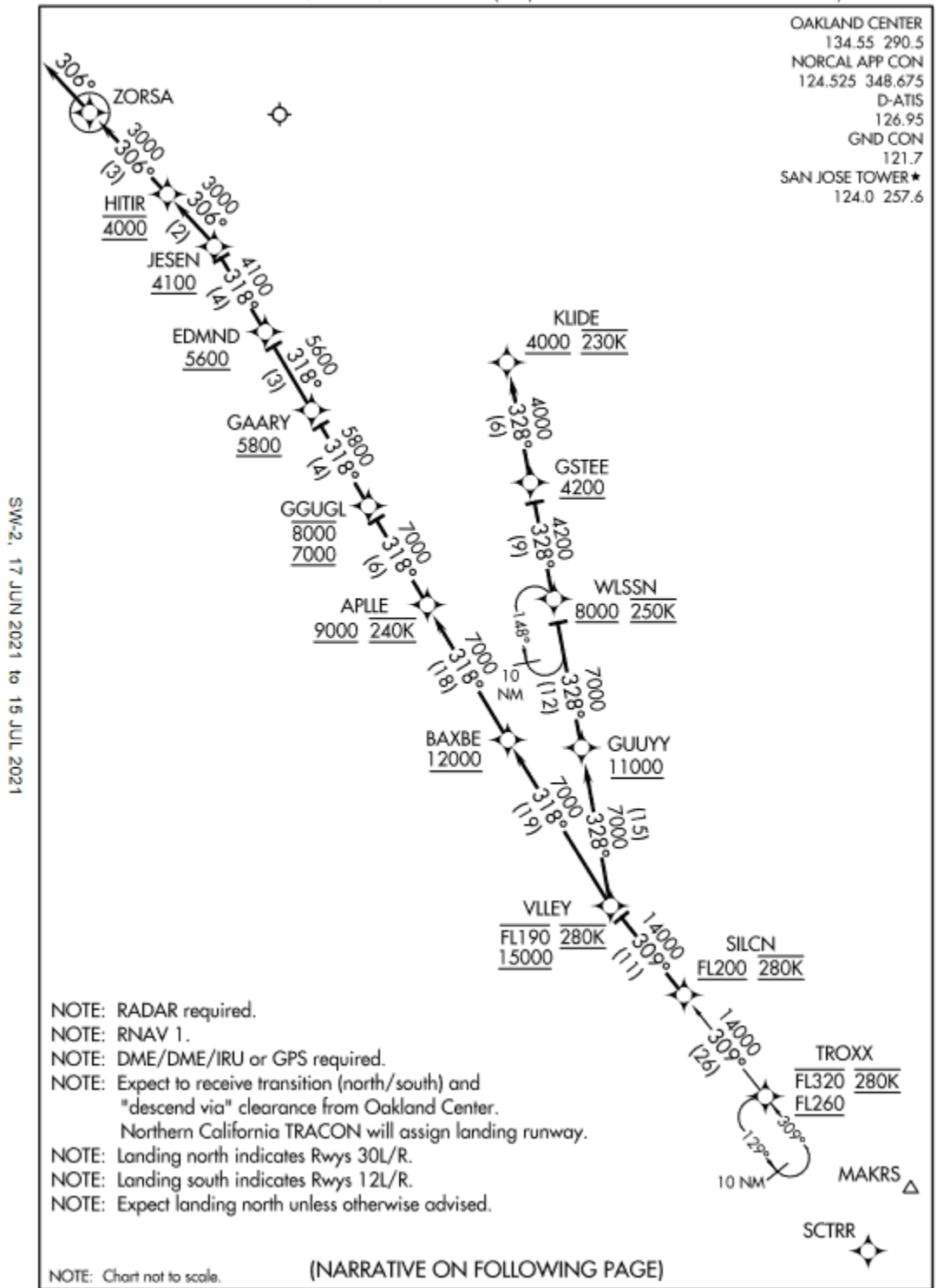
SW-2, 17 JUN 2021 to 15 JUL 2021

SW-2, 17 JUN 2021 to 15 JUL 2021

Figure 5: RNAV (RNP) Z RWY 30R at SJC

Source: [https://www.faa.gov/aero_docs/dtpp/2106/00693RRZ30R.PDF#nameddest=\(SJC\)](https://www.faa.gov/aero_docs/dtpp/2106/00693RRZ30R.PDF#nameddest=(SJC))

(SILCN.SILCN5) 21168
SILCN FIVE ARRIVAL(RNAV) AL-693 (FAA)
NORMAN Y MINETA SAN JOSE INTL(SJC)
SAN JOSE, CALIFORNIA



SILCN FIVE ARRIVAL(RNAV) SAN JOSE, CALIFORNIA
(SILCN.SILCN5) 17JUN21 NORMAN Y MINETA SAN JOSE INTL(SJC)

Figure 6: SILCN FIVE ARRIVAL at SJC

Source: [https://www.faa.gov/aero_docs/dtp/2106/00693SILCN.PDF#nameddest=\(SJC\)](https://www.faa.gov/aero_docs/dtp/2106/00693SILCN.PDF#nameddest=(SJC))

MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Sarah C. Yenson, Senior Consultant
Justin W. Cook, Director

Date: 7/26/2021

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

Reference: HMMH Project Number 312310

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published no updates during this cycle. The next publication is expected on August 12, 2021.

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 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- None

Open Comment Periods:

- None

Next Publication:

We expect the following changes in the August 12, 2021 publication:

- Publication of CNDEL FIVE at OAK
- Publication of KATFH THREE at OAK
- Publication of SSTIK FIVE at SFO
- Publication of SAHEY FOUR at SFO
- Publication of WESLA FIVE at SFO

ACTUALS FOR FY20-21

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

B	EXPENSES	BUDGET	
		BUDGET	ACTUAL
	County of San Mateo Coordination Services	\$139,534	\$ 102,572
	Roundtable Aviation Technical Consultant	\$90,000	\$ 74,139
		\$229,534	\$ 176,711

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	\$ 2,850
	\$12,700	\$ 3,208

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	\$ 235,071

UNCOMMITTED FUNDS / YEAR END BALANCE	PROJECTED	
	\$133,688	\$ 13,429

City/Agency	FY21-22	Date Paid
SFO Airport		
C/CAG	paid	7/16/2021
Atherton	paid	7/15/2021
Belmont	paid	7/9/2021
Brisbane	paid	7/10/2021
Burlingame	paid	7/10/2021
Daly City	paid	7/15/2021
Foster City		
Half Moon Bay	paid	7/1/2021
Hillsborough	paid	7/8/2021
Menlo Park		
Millbrae		
Pacifica	paid	7/21/2021
Portola Valley	paid	7/14/2021
Redwood City		
San Bruno		
San Carlos	paid	7/23/2021
San Mateo		
South San Francisco	paid	7/10/2021
Woodside	paid	7/10/2021

SAN FRANCISCO AIRPORT COMMISSION



CALENDAR

Tuesday, July 20, 2021

9:00 A.M.

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

WATCH

https://rebrand.ly/AIRCommission_07202021 | Password: AIRCommission

LISTEN/PUBLIC COMMENT CALL-IN

Phone: 1-415-655-0002 | Access Code: 145 722 0308 # #

LONDON N. BREED, MAYOR

COMMISSIONERS

LARRY MAZZOLA

President

ELEANOR JOHNS

Vice President

RICHARD J. GUGGENHIME

EVERETT A. HEWLETT, JR.

MALCOLM YEUNG

IVAR C. SATERO

Airport Director

KANTRICE OGLETREE

Commission Secretary

SAN FRANCISCO INTERNATIONAL AIRPORT
SAN FRANCISCO, CALIFORNIA 94128

During the Coronavirus Disease (COVID-19) emergency, the Airport Commission's regular meeting room, City Hall, Room 400, is closed. Commissioners and Airport staff will convene remotely. The public is encouraged to submit comments in advance of the meeting in one of three ways: (1) email

AirportCommissionSecretary@flysfo.com, (2) record a message on the Airport's multilingual (English, Spanish, Chinese, and Filipino) public comment line (650) 821-5050 or (3) complete an [Online Form](#).

Comments submitted **by 5 pm on Monday, July 19** will be provided to the Commission and included in the meeting record. Please note comments submitted during the meeting are not monitored. Please see Page 2 of the Calendar for instructions on how to provide your comments live.

Remote Access Procedures

WATCH

https://rebrand.ly/AIRCommission_07202021 | Password: AIRCommission

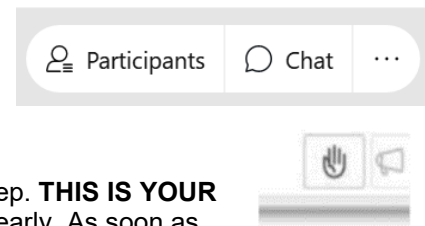
LISTEN/PUBLIC COMMENT CALL-IN

Phone: 1-415-655-0002 | Access Code: 145 722 0308 ##

*If you join the meeting prior to the official start time,
you may hear silence on the phone line or will need to refresh your browser.*

Providing Public Comment Via Webex

1. Click on the **Participants** button at the bottom right of your meeting window to view the Participants panel.
2. When it is time for public comment, click on the **Raise Hand Icon** to be placed in the queue to speak.
3. A raised hand will appear next to your name.
4. When the host unmutes you in the system, you will hear a beep. **THIS IS YOUR TIME TO SPEAK.** You are encouraged to state your name clearly. As soon as you speak, you will have up to two minutes to provide your comments. Note, if you are using a Mac, you may not hear a prompt to begin speaking.
5. Once your time has expired, you will be muted by the host and moved out of the speaker line. **Please click on the Raise Hand Icon to lower your hand.**



Providing Public Comment Via Phone

1. Dial in to **1-415-655-0002** and then enter access code **145 722 0308** then **#**
2. Press **#** again to join the meeting. No "Attendee ID Number" is required to participate.
3. You will hear a beep when you join the meeting. Please note, if you are calling in before the official meeting start time, the phone line will remain silent.
4. Wait for Public Comment to be announced.
5. When the President or Commission Secretary calls for Public Comment, **dial '*' then '3' to be added to the speaker line.**
6. You will then hear "You have raised your hand to ask a question, please wait to speak until the host calls on you."
7. Ensure you are in a quiet location. Before you speak, mute the sound of any equipment around you, including televisions, radios, and computers. It is especially important that you mute your computer (if you are watching via the web link) so there is no echo sound when you speak.
8. To withdraw your question, press '*' then '3'. – you will hear: "You have lowered your hand."
9. When the system message says "Your line has been unmuted" - **THIS IS YOUR TIME TO SPEAK.**
10. When the President or Commission Secretary states "**Welcome Caller,**" you are encouraged to state your name clearly. As soon as you speak, you will have up to two minutes to provide your comments.
11. Once your time has expired, you will be moved out of the speaker line and back as a participant in the meeting (unless you disconnect). You will hear "Your line has been muted." Please **press '*' then '3' to lower your hand.**
12. Participants who wish to speak on other public comment periods can stay on the meeting line and listen for the next public comment opportunity.

BEST PRACTICES

- Call from a quiet location
- Speak slowly and clearly
- Turn down any televisions or radios around you
- Address the Commission as a whole, do not address individual Commissioners

AIRPORT COMMISSION CALENDAR
Tuesday, July 20, 2021

ORDER OF BUSINESS

A.	CALL TO ORDER:.....	5
B.	ROLL CALL:	5
C.	ADOPTION OF MINUTES: Regular meeting of July 6, 2021.	5
D.	DIRECTOR’S REPORT (Discussion Only):.....	5
E.	SPECIAL ITEMS:	5
F.	ITEMS INITIATED BY COMMISSIONERS (Discussion Only):.....	5
G.	POLICY:	5
H.	ACTION ITEMS RELATING TO ADMINISTRATION, OPERATIONS & MAINTENANCE:	5
I.	CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:	7
J.	NEW BUSINESS:.....	7
K.	CORRESPONDENCE:.....	8
L.	CLOSED SESSION:.....	8
M.	ADJOURNMENT:.....	8

ABOUT THE MEETING

Each agenda action item and certain discussion items are supported by documents which may include written communications to members of the Airport Commission, staff reports, resolutions, and/or consultant reports. Agenda documents may be obtained by calling the Commission Secretary's Office at 650-821-5028. Any materials distributed to members of the Airport Commission within 72 hours of the meeting or after the agenda packet has been delivered to the members are available for inspection at the Airport Commission Office at San Francisco International Airport, 5th Floor, International Terminal, G side during regular business hours.

The public is encouraged to submit comments in advance of the meeting in one of three ways: (1) email AirportCommissionSecretary@flysfso.com, (2) record a message on the Airport's multilingual (English, Spanish, Chinese, and Filipino) public comment line (650) 821-5050 or (3) complete an [Online Form](#). Comments submitted **by 5 pm the Monday before the meeting** will be included in the record.

For items on the agenda, speakers will be called after the discussion by the Commission but before the vote. Each speaker is allowed one opportunity per calendar item to address the Commission for a period of up to two (2) minutes. For items not on the agenda, but within the Airport Commission's jurisdiction, speakers will be called under "New Business," the public comment portion of the calendar. Again, speakers will be given up to two (2) minutes.

All cell phones, pagers or other similar sound-producing devices must be turned **off** during Commission meetings; "silent mode" is prohibited as the device may interfere with the recording system. The Chair may order the removal of any person responsible for the use of a cell phone, pager, or other similar electronic device.

DISABILITY ACCESS

The Airport Commission's meeting room, Room 400, Fourth Floor, City Hall is wheelchair accessible. The closest accessible BART Station is Civic Center, three blocks from City Hall. Accessible MUNI lines serving this location are #5 Fulton and #49 City College lines and the Metro stations at Van Ness and Market and at Civic Center. For more information about MUNI accessible services, call 415-923-6142. There is accessible parking across the street from City Hall at Polk (Dr. Carlton B. Goodlett Place) and McAllister.

To request a sign language interpreter, reader, materials in alternative formats, or other accommodations for a disability please contact the Commission Secretary at 650-821-5042 or AirportCommissionSecretary@flysfso.com at least two business days before a meeting. Assisted listening devices are available upon request. See the Commission Secretary at the meeting for assistance. A driver's license or other photo I.D. is required in order to check out the device.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City accommodate these individuals.

LANGUAGE ACCESS

Language Assistance: To request an interpreter for a specific item during the meeting, please contact the Commission Secretary at (650) 821-5042, or AirportCommissionSecretary@flysfso.com at least 48 hours in advance of the meeting. | Asistencia con idiomas: para solicitar un intérprete para un punto específico durante la reunión, por favor llame por teléfono al Secretario de la Comisión al (650) 821-5042 o envíe un mensaje a AirportCommissionSecretary@flysfso.com por lo menos 48 horas antes de la reunión. | 語言幫助如果對會議中某個項目希望獲得口譯人員協助，請至少在會議前48小時向委員會秘書提出請求，電話(650) 821-5042，或發送電郵至AirportCommissionSecretary@flysfso.com。 | Tulong sa Wika: Para humiling ng tagasalin para sa espesipikong bagay sa miting, pakikontak ang Sekretarya ng Komisyon (Commission Secretary) sa (650) 821-5042, o sa AirportCommissionSecretary@flysfso.com nang hindi bababa sa 48 oras bago ang miting.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and City and County agencies exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code), to receive a free copy of the Ordinance, or to report a violation of the Ordinance, contact the Sunshine Ordinance Task Force by telephone at 415-554-7724, by facsimile at 415-544-5163, or by e-mail at SOTF@sfgov.org. The Sunshine Ordinance Task Force Office is located in City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102-4689. Copies of the Ordinance can also be obtained from the San Francisco Public Library and on the City's website at <http://www.sfgov.org/sunshine/>.

LOBBYIST ORDINANCE

Individuals that influence or attempt to influence local policy or administrative action may be required by the San Francisco Lobbyist Ordinance (San Francisco Campaign and Government Conduct Code Sections 2.100-2.160) to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102, phone 415-252-3100, FAX 415-252-3113 and website: <http://www.sfgov.org/ethics/>.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PROCEDURES

CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code. If the Commission approves by an exemption or negative declaration an action identified as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at <http://sf-planning.org/index.aspx?page=3447>. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

AIRPORT COMMISSION CALENDAR
Tuesday, July 20, 2021

ORDER OF BUSINESS

A. CALL TO ORDER:

B. ROLL CALL:

C. ADOPTION OF MINUTES: Regular meeting of July 6, 2021.

D. DIRECTOR'S REPORT (Discussion Only):

- COVID-19 Recovery to Resilience Update
- Competitive Selection Process Communications Policy:
Commencement of the Restricted Communications Period
- Report on other recent San Francisco International Airport activities,
events, and announcements

E. SPECIAL ITEMS:

1. Airport Disclosure Policies and Procedures Training

Airport Disclosure Policies and Procedures training.

F. ITEMS INITIATED BY COMMISSIONERS (Discussion Only):

G. POLICY:

2. Amendment of the Policies that Guide the Management and Operation of the San Francisco International Airport

Resolution amending policies regarding (1) Data and Digital Assets and (2) Shared Use.

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

3. Adoption of SFO's Interim Strategic Plan: COVID-19 Recovery to Resilience Framework, 2020-2023

Resolution adopting SFO's Interim Strategic Plan: COVID-19 Recovery to Resilience Framework, 2020-2023 which includes six goals, 40 objectives, and 53 indicators. The Framework is a two-year bridge to a new five-year strategic plan. The progress made across the six goals will lay the groundwork for success through 2023 and position SFO to embark on a new five-year strategic plan from a position of strength.

4. **Award of Contract No. 50276 for Staffing and Managing the Curbside Management Program**
SP Plus Corporation
\$20,700,000

Resolution awarding Contract No. 50276 for staffing and managing the Curbside Management Program to SP Plus Corporation in an amount not to exceed \$20,700,000 for a term of November 1, 2021 through October 31, 2024 with one 2-year option to extend.

5. **Authorization to Accept and Expend Federal Funds in the Amounts of up to: (1) \$169,014,943 for Certain Lawful Airport Purposes, and (2) \$23,798,350 for the Purpose of Providing Relief to Eligible Concessionaires, for a Total Amount Not to Exceed \$192,813,293**

Resolution authorizing the acceptance and expenditure of federal funds in the amounts of up to: (1) \$169,014,943 for certain lawful Airport purposes and (2) \$23,798,350 for the purpose of providing relief to eligible concessionaires, for a total amount not to exceed \$192,813,293 plus additional amounts up to 15% of the original amounts that may be offered.

6. **Authorization to Accept and Expend American Rescue Plan Act and Airport Improvement Program Federal Grant Funds in the Amount of up to \$15,000,000 for the Taxiway B (from B1 to B3) Rehabilitation Project**

Resolution authorizing the acceptance and expenditure of American Rescue Plan Act and Airport Improvement Program Federal Grant Funds for the Taxiway B (from B1 to B3) Rehabilitation Project in the amount of up to \$15,000,000 plus additional amounts up to 15% of the original amount that may be offered.

7. **Commencement of the Competitive Selection Process for the Terminal 3 West Casual Dining & Bar Lease, a Small Business Enterprise Set-Aside**

Resolution approving the proposed minimum qualification requirements and lease specifications and authorizing Staff to issue a Request for Proposals and conduct an informational conference for the Terminal 3 West Casual Dining & Bar Lease, a Small Business Enterprise Set-Aside.

8. **Authorization to Issue a Request for Proposals for Contract No. 11421 for a new Enterprise Facilities Management (EFM) System, as well as Implementation, Integration, Maintenance, Support, and Hosting Services**

Resolution authorizing the issuance of a Request for Proposals for Contract No. 11421 for a new Enterprise Facilities Management System, as well as implementation, integration, maintenance, support, and hosting services, and entering into negotiations with the highest-ranked proposer.

I. **CONSENT CALENDAR OF ROUTINE ADMINISTRATIVE MATTERS:**

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

9. **Approval of Modification No. 1 to Professional Services Contract No. 50244.01 with Ricondo & Associates, Inc. to Increase the Contract by a Not-to-Exceed Amount of \$1,000,000 for a New Total Not-to-Exceed Contract Amount of \$3,925,000**

Resolution approving Modification No. 1 to professional services Contract No. 50244.01 with Ricondo & Associates, Inc. to increase the Contract by a not-to-exceed amount of \$1,000,000 for a new total not-to-exceed Contract amount of \$3,925,000.

10. **Authorization to Amend Attachment 1, Minimum Qualification Requirements to Request for Qualifications/Request for Proposals (RFQ/RFP) for Contract No. 50289 for Noise Insulation Program Consulting Services**

Resolution authorizing the Director to amend Attachment 1, Minimum Qualification Requirements to Request for Qualifications/Request for Proposals (RFQ/RFP) for Contract No. 50289 for Noise Insulation Program Consulting Services.

11. **Approval of Holdover of the Rental Car Center Café Lease No. 12-0221 with Marina's Café, a Small Business Enterprise Set-Aside**

Resolution approving the holdover of the Rental Car Center Café Lease No. 12-0221 with Marina's Café, a small business enterprise set-aside, beyond 12 months.

J. **NEW BUSINESS:**

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

K. CORRESPONDENCE:

Discussion only. If applicable, the following are attached:

(1) The Correspondence Log lists correspondence received by the Commission from the public since the date of the last meeting.

(2) The Restricted Communications Period Report lists the current competitive solicitations subject to the Airport Commission's Competitive Selection Process Communications Policy.

L. CLOSED SESSION:

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

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

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

M. ADJOURNMENT:

**San Francisco Airport Commission
Competitive Selection Process Communications Policy
Restricted Communications Period Report**

DATE OF REPORT: July 15, 2021

The following competitive solicitations are published and are within the Restricted Communications Period under the Airport Commission Competitive Selection Process Communications Policy¹:

Division	RFP/RFQ/Bid No.	Title	Commission Approval Date	Publication Date
FIN	50272	Establish Pool of Investment Banks for Investment Banking, Derivative Counterparty and Related Services	10/6/2020	10/28/2020
OPS	50276	RFP for Curbside Management Program	11/10/2020	1/4/2021
FIN	50283	RFQ to Establish Pools for Airport Financial Management Consulting Services	2/9/2021	3/9/2021
PDC	50281	Water Perimeter Security Zone Buoy System Maintenance and Repair Services	3/16/2021	3/18/2021
PDC	11457.66	Construction Services for the Airport Noise Insulation Program, 2019-2023 Phase, Group 2 Project	4/6/2021	5/4/2021
OPS	50291	RFP for Lenel OnGuard Access Control System Integrator	6/15/2021	6/16/2021
PDC	50289	RFQ/RFP Noise Insulation Program Consulting Services	6/1/2021	6/17/2021
COM	NA	Commencement of the Request for Proposals Process and Authorization to Accept Proposals for the Mobile Ordering and Delivery Platform Concession Agreement	6/15/2021	7/9/2021

Division Titles:

- COM: Commercial (Aviation Management, Revenue Development Management)
- DIR: Director
- EXT: External Affairs (Government Affairs, Marketing and Communication)
- FIN: Finance
- ITT: Information Technology and Telecommunications
- OPS: Operations
- PDC: Planning, Design & Construction

¹ On December 15, 2020, by Resolution No. 20-0247, the Airport Commission adopted a Competitive Process Communications Policy. The policy establishes a Restricted Communications Period. The period starts immediately upon the Airport's publication of a Request for Qualifications, Request for Proposals, Request for Bids, Advertisement for Bids, or any other type of competitive solicitation for a contract or lease. The period ends when the Commission awards the contract or lease or terminates the competitive process.

Data Source: Contracts Administration Unit



MEMORANDUM

July 20, 2021

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

FROM: Airport Director

SUBJECT: Request to Amend Attachment 1, Minimum Qualification Requirements to Request for Qualifications/Request for Proposals (RFQ/RFP) for Contract No. 50289 for Noise Insulation Program Consulting Services

DIRECTOR’S RECOMMENDATION: AUTHORIZE THE DIRECTOR TO AMEND ATTACHMENT 1, MINIMUM QUALIFICATION REQUIREMENTS TO REQUEST FOR QUALIFICATIONS/REQUEST FOR PROPOSALS FOR CONTRACT NO. 50289, NOISE INSULATION PROGRAM CONSULTING SERVICES.

Executive Summary

The Noise Insulation Program consulting team will assist the Airport with the administration and management of the Noise Insulation Program (NIP). The scope of work for this Contract will include services such as reviewing County records and the current noise impact boundary to identify properties that may qualify for noise insulation work, acoustical engineering, design services, coordinating and inspecting work for identified properties, coordinating easement acquisition and recording, and preparing outlay reports for Federal Aviation Administration (FAA) reimbursement. Staff seeks to amend Attachment 1, Proposed Minimum Qualification Requirements in order to broaden the eligible pool of qualified noise insulation consulting firms.

Background

On June 1, 2021, by Resolution No. 21-0133, the Commission authorized the issuance of a Request for Qualifications/Request for Proposals (RFQ/RFP) for Contract No. 50289 for Noise Insulation Program Consulting Services. On June 29, 2021, a pre-proposal meeting was held and potential proposers submitted comments on the RFQ/RFP. Staff recommends amending the Minimum Qualifications Requirements to the RFQ/RFP in order to broaden the reach and to promote more competition for this solicitation. The Minimum Qualifications currently require that proposers have experience administering and managing aircraft noise insulation programs from at least two commercial airports in the United States with a total traffic size of at least 9 million passengers per year to qualify. Staff requests authorization to amend the Minimum Qualifications by removing the minimum annual passenger traffic requirement for the qualifying airports. Please see Attachment 1 for the new Proposed Minimum Qualifications Requirements.

Upon determining which proposals meet the minimum qualifications, Staff will convene a Selection Panel to review and score the technical content of the proposals. Based on the Selection Panel's evaluation of the proposals, and optional interviews, Staff will negotiate with the highest-ranked proposers, in successive order, until negotiations are successful with one of the shortlisted proposers. Following successful negotiations, Staff will prepare for the Commission's consideration a recommendation to award a contract to the successful proposer.

The anticipated duration of this Contract is 60 months, with an estimated cost of \$3,000,000 to provide consulting services to manage and oversee the retrofit of approximately 298 homes.

Because some of the costs for the proposed scope of services are eligible for reimbursement through the FAA's Airport Improvement Program, applicable provisions of the Federal Disadvantaged Business Enterprise (DBE) participation and non-discrimination regulations will apply. The Airport has established a small business participation goal of 19% for this contract, based on Local Business Enterprise/DBE/Small Business availability.

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

On June 17, 2021, the Restricted Communications Period commenced with the publication of the RFQ/RFP. City officials/employees and proposers are subject to the restriction on communications as provided in the Commission's Competitive Selection Process Communications Policy (Resolution No. 20-0247). In conformance with this Policy, the solicitation document will be listed in the Restricted Communications Period Report, included with all Commission public meeting agendas.

Recommendation

I recommend the Commission authorize the Director to amend Attachment 1, Proposed Minimum Qualification Requirements to RFQ/RFP for Contract No. 50289 for Noise Insulation Program Consulting Services. I further recommend the Commission authorize the Director to negotiate with the highest-ranked proposer in successive order until negotiations are successful with one of the shortlisted proposers.



Ivar C. Satero
Airport Director

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

Attachments

Attachment 1

REQUEST TO AMENDMENT ATTACHMENT 1, MINIMUM QUALIFICATION REQUIREMENTS TO REQUEST FOR QUALIFICATIONS/REQUEST FOR PROPOSALS FOR CONTRACT NO. 50289, NOISE INSULATION PROGRAM CONSULTING SERVICES

PROPOSED MINIMUM QUALIFICATION REQUIREMENTS	
Project	Request for Qualifications/Request for Proposals (RFQ/RFP) for Contract No. 50289 Noise Insulation Program Consulting Services
Minimum Qualification Requirements	<ol style="list-style-type: none"> 1. At least five years of experience within the last 10 years immediately preceding the issuance date of the RFQ/RFP in administering and managing aircraft noise insulation programs for commercial aviation airports in the United States or for communities near commercial aviation airports in the United States, which must include all of the following tasks: (a) coordinating design and construction of noise insulation improvements performed by architects, engineers, and construction subcontractors; (b) coordinating the acquisition of aviation easements for properties in noise impact areas; and (c) support in preparing outlay reports for noise insulation improvements for Federal Aviation Administration grant reimbursements. 2. The experience described in Minimum Qualification 1 must be from at least two commercial aviation airports in the United States. 3. The experience described in Minimum Qualification 1 must be from at least one commercial aviation airport in California. The airport offered to satisfy this Minimum Qualification 3 can be the same as one listed for Minimum Qualification 2.

RECOMMENDED EVALUATION AND SELECTION CRITERIA	
Criteria	Scoring Weight
Contractor's Minimum Qualifications	Pass/Fail
Proposals Package	
Project Team Qualifications	75
Qualifications Summary	50
Past Projects	50
Description of Services Work Approach	100
Oral Interview (Optional)	225
Total Possible Points	500

AIRPORT COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. _____

AUTHORIZATION TO AMEND ATTACHMENT 1, MINIMUM QUALIFICATION REQUIREMENTS TO REQUEST FOR QUALIFICATIONS/REQUEST FOR PROPOSALS FOR CONTRACT NO. 50289 FOR NOISE INSULATION PROGRAM CONSULTING SERVICES

- WHEREAS, over the past several decades, the Airport has made a significant effort to minimize the impact of aircraft noise in the surrounding communities through its Noise Insulation Program (NIP); and
- WHEREAS, the Airport plans to continue the NIP to mitigate aircraft noise on eligible homes that were not insulated in previous phases of the NIP through its Second Chance Initiative, and to modify or replace eligible improvements installed during previous phases of the NIP through its Replacement Initiative; and
- WHEREAS, since December 2008, the Airport has managed the NIP with the support of a noise insulation consultant, and the current Professional Services Agreement with this consultant will expire on December 31, 2021; and
- WHEREAS, after that date, Staff will continue to need the support of a qualified noise insulation consultant for future NIP activities; and
- WHEREAS, Staff has worked with the Airport's Economic and Community Development Office to develop a 19% small business participation goal for this Contract; and
- WHEREAS, on June 1, 2021, under Resolution No. 21-0133, the Commission authorized the Director to issue Request for Qualifications/Request for Proposals (RFQ/RFP) for Contract No. 50289; and
- WHEREAS, in order to promote more competition and attract a larger pool of proposers to perform the specialized aircraft noise mitigation consulting services, Staff seeks authorization to amend the Minimum Qualification Requirements, to continue to require experience administering and managing aircraft noise insulation programs at two airports in the United States, but remove the minimum annual passenger traffic requirements for the qualifying airports; now, therefore, be it
- RESOLVED, that the Commission hereby authorizes the Director to amend RFQ/RFP for Contract No. 50289, Attachment 1, Minimum Qualification Requirements, and to negotiate with the highest-ranked proposer in successive order until negotiations are successful with one shortlisted proposer.

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