



Meeting Packet

Regular Meeting

Meeting No. 333
Wednesday, October 6, 2021 - 7:00 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/94508927647>

Or Dial in:

US: +1(669)900-6833 Webinar ID: 945 0892 7647

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

Sam Hindi, Roundtable Vice 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

Sam Hindi, Roundtable Vice 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
July - August 2021

2. Minutes from June 2, 2021 (revised) & August 4, 2021 Regular Meetings

AGENDA ITEMS

Regular Meeting Agenda

October 6, 2021 / Meeting No. 333

Page 2 of 3

3. Approve 2021-2022 Budget Amendment
4. Approve Legislative Subcommittee – Support Letters
 - HR 4892: New Office of Noise Abatement and Control in the EPA (attached)
 - Congresswomen Speier (2021-2022) Bills Introduced (attached)
5. Approve Remote Meetings Resolution

PRESENTATIONS

6. Subcommittee/Ad-Hoc Subcommittee Update
 - a. Technical Working Group meeting of September 22, 2021 Agenda
Sam Hindi, Roundtable Vice-Chairperson
 - b. Legislative Subcommittee meeting of September 14, 2021 Agenda
Al Royse, Subcommittee Chairperson
 - c. Membership Expansion Ad-Hoc Subcommittee meeting of September 29, 2021 Agenda
Sam Hindi, Roundtable Vice-Chairperson
7. Chairman's Update
Sam Hindi, Roundtable Vice-Chairperson
8. San Francisco Airport Commission Update
 - a. Airport Director's Report
Ivar Satero, Airport Director
 - b. Ground-Based Augmentation System (9/22 TWG PPT)
 - c. Bamboo Airways (HAN/SFO)
9. FAA Update
Faviola Garcia, Supervisory Senior Advisor
 - a. Community Engagement Officer Update (FAA, Marina Landis Communication of 8-11-21)
 - b. Acknowledgement of GBN Letter
10. Member Communications / Announcements
Roundtable Members and Staff

MEETING CLOSURE

11. Adjourn
Sam Hindi, Roundtable Vice-Chairperson

Information Only

- i. Roundtable Finances
 - a. Payment of Member Dues Chart (attachment)
- ii. Airport Noise Report May 28, 2021 & August 20, 2021
- iii. FAA Instrument Flight Procedures (IFP) Information Gateway Review August & September 2021 – HMMH
- iv. GAO Study on FAA's New Flight Procedures and Community Outreach
- v. Aviation Communities letter of July 12, 2021 to FAA Director, and N.O.I.S.E. Response dated Sept 29, 2021

Regular Meeting Agenda

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

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

Written Comments:

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

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

Spoken Comments:

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

1. The October 6, 2021 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/94508927647>. The meeting ID: 945 0892 7647. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 945 0892 7647, then press #.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Roundtable Chairperson calls for the item on which you wish you speak click on "raise-hand" icon. You will then be called on and unmuted to speak.
5. When called, please limit your remarks to the time limit allotted.

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



Member Roster

February 2021

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

**CITY AND COUNTY OF SAN FRANCISCO MAYOR'S
OFFICE**
Alexandra Sweet, (Appointed)

**CITY AND COUNTY OF SAN FRANCISCO AIRPORT
COMMISSION REPRESENTATIVE**
Ivar Satero, Airport Director (Appointed)
Alternate: Doug Yakel, Public Information Officer

**COUNTY OF SAN MATEO
BOARD OF SUPERVISORS**
Dave Pine
Alternate: Don Horsley

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
AIRPORT LAND USE COMMITTEE (ALUC)**
Carol Ford (Appointed)

TOWN OF ATHERTON
Bill Widmer
Alternate: Mike Lempres

CITY OF BELMONT
Tom McCune
Alternate: Davina Hurt

CITY OF BRISBANE
Terry O'Connell
Alternate: Madison Davis

CITY OF BURLINGAME
Ricardo Ortiz

CITY OF DALY CITY
Pamela DiGiovanni
Alternate: Rod Daus-Magbual

CITY OF FOSTER CITY
Sam Hindi
Alternate: Jon Froomin

CITY OF HALF MOON BAY
Debbie Ruddock
Alternate: Robert Brownstone

TOWN OF HILLSBOROUGH
Alvin Royse
Alternate: Christine Krolik

CITY OF MENLO PARK
Cecilia Taylor
Alternate: Ray Mueller

CITY OF MILLBRAE
Ann Schneider
Alternate: Anne Oliva

CITY OF PACIFICA
Mike O'Neill
Alternate: Sue Vaterlaus

TOWN OF PORTOLA VALLEY
Jeff Aalfs
Alternate: Craig Hughes

CITY OF REDWOOD CITY
Jeff Gee
Alternate: Giselle Hale

CITY OF SAN BRUNO
Tom Hamilton
Alternate: none

CITY OF SAN CARLOS
John Dugan
Alternate: Adam Rak

CITY OF SAN MATEO
Amourence Lee
Alternate: Diane Papan

CITY OF SOUTH SAN FRANCISCO
Mark Addiego
Alternate: Mark Nagales

TOWN OF WOODSIDE
John Carvell
Alternate: Richard Brown

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS
Captain James Abell, United Airlines

FEDERAL AVIATION ADMINISTRATION
Tony DiBernardo, FAA Sierra-Pacific District

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

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



Welcome

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

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

The Roundtable may receive several speaker requests on more than one Agenda item; therefore, each speaker is limited to two (2) minutes to present his/her comments on any Agenda item unless given more time by the Roundtable Chairperson. The Roundtable meetings are recorded. Video file of meeting will posted to website once available. Please contact the Roundtable Coordinator for any request.

Roundtable Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the Agenda, Meeting Notice, Meeting Packet, or other writings that may be distributed at the meeting, should contact the Roundtable Coordinator at least two (2) working days before the meeting at the phone or e-mail listed below. Notification in advance of the meeting will enable Roundtable staff to make reasonable arrangements to ensure accessibility to this meeting.



About the Roundtable

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues. In 2020, the Roundtable is scheduled to meet on the first Wednesday of the following months: February, April, June, August, October and December. Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at the **David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California** unless noted. **Beginning March 2020 all meetings will be held virtually via Zoom due to COVID-19.** Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations.

POLICY STATEMENT

The Airport/Community Roundtable reaffirms and memorializes its longstanding policy regarding the “shifting” of aircraft-generated noise, related to aircraft operations at San Francisco International Airport, as follows:

“The Airport/Community Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the “shifting” of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport.”

(Source: Roundtable Resolution No. 93-01)

FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS

The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). Federal law provides that:

“No state or political subdivision thereof and no interstate agency or other political agency of two or more states shall enact or enforce any law, rule, regulation, standard, or other provision having the force and effect of law, relating to rates, routes, or services of any air carrier having authority under subchapter IV of this chapter to provide air transportation.”

(Source: 49 U.S.C. A. Section 1302(a)(1)).



Airport Director's Report

Presented at the October 6, 2021
Airport Community Roundtable
Meeting

Aircraft Noise Office
July 2021

Meeting 333 - October 6, 2021
Packet Page 7



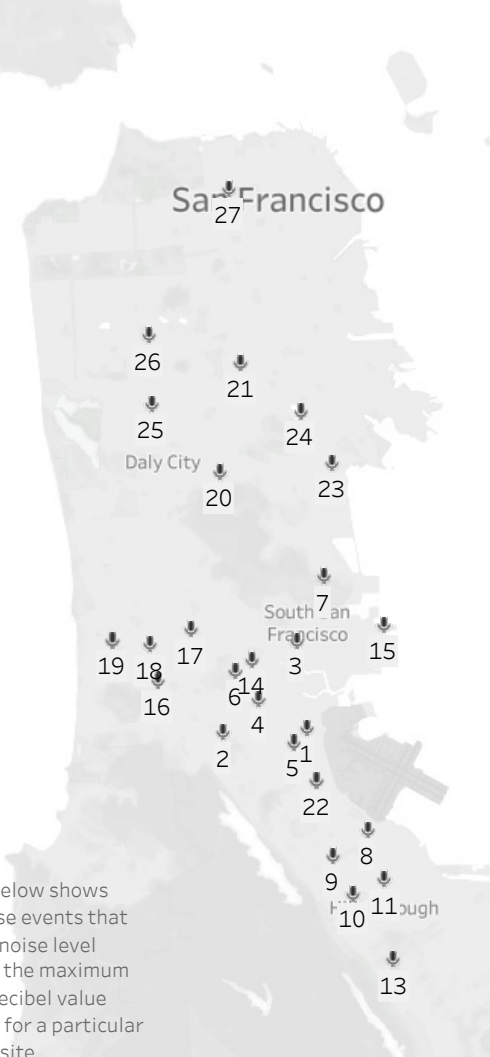
San Francisco
International
Airport

Aircraft Noise Levels

July 2021

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

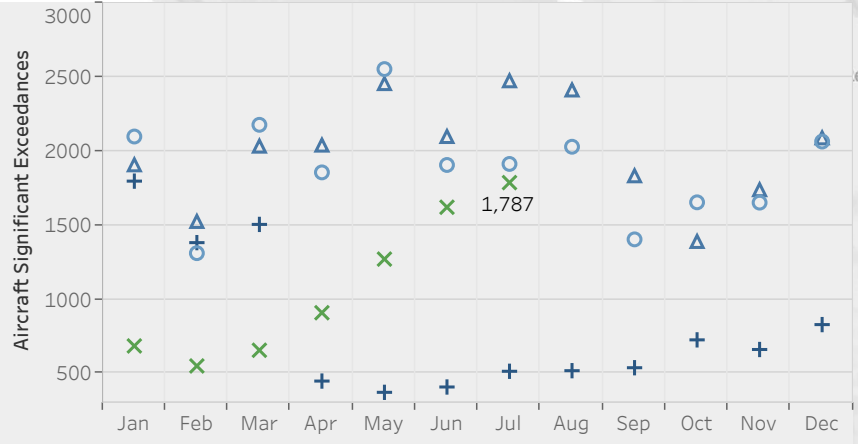
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	67	69	94	83	70
2	San Bruno	8	44	81	71	62
3	SSF	9	46	81	70	67
4	SSF	59	63	90	79	59
5	San Bruno	61	62	88	78	64
6	SSF	56	59	86	76	58
7	Brisbane	7	42	80	71	59
8	Millbrae	49	57	85	71	65
9	Millbrae	2	45	86	72	56
10	Burlingame	2	49	92	77	55
11	Burlingame	2	42	86	73	55
12	Foster City	319	62	82	72	58
13	Hillsborough	2	42	87	72	56
14	SSF	48	54	82	71	64
15	SSF	72	54	82	71	59
16	SSF	43	52	81	70	59
17	SSF	38	52	81	70	58
18	Daly City	55	58	85	74	64
19	Pacifica	39	54	82	72	65
20	Daly City	10	43	82	69	68
21	San Francisco	8	38	77	67	65
22	San Bruno	22	52	83	72	66
23	San Francisco	31	49	80	70	74
24	San Francisco	9	43	79	69	62
25	San Francisco	13	38	75	63	59
26	San Francisco	4	35	77	66	62
27	San Francisco	2	36	82	71	66
28	Redwood City	2	30	79	68	53
29	San Mateo	4	40	83	70	60



Hayward
 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

July 2021

Monthly Ops AVG Daily Ops 12 Month AVG YOY Growth

24,826	801	17,855	35%
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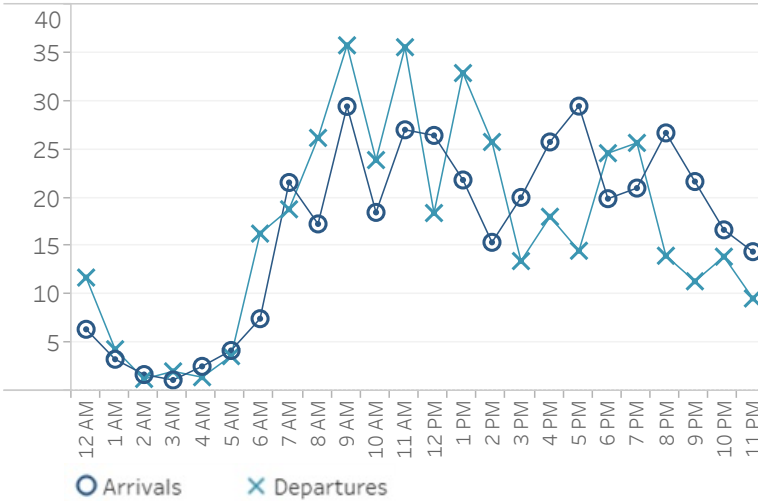
Major Arrival and Departure Routes (West Flow)



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

West Flow 100%

July 2021 Average Day (Hourly)



Top Destinations

LAX	SEA
8%	4%

Down the Bay vs Peninsula

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

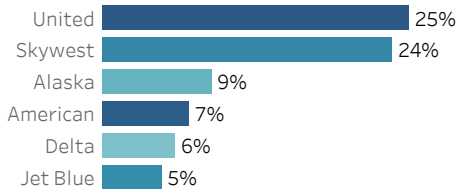
Arrival Route

1. BDEGA	31%
2. DYAMD	33%
3. SERFR	30%
4. PIRAT	7%

Departure Route

A. GAP	15%
B. SSTIK	33%
C. NIITE	9%
D. TRUKN RWY 01	43%
D. TRUKN RWY 28	2%

Airlines with the Most Operations



Non Airline

9%

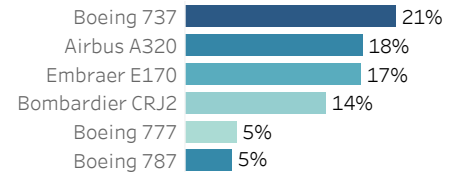
Narrow Body

75%

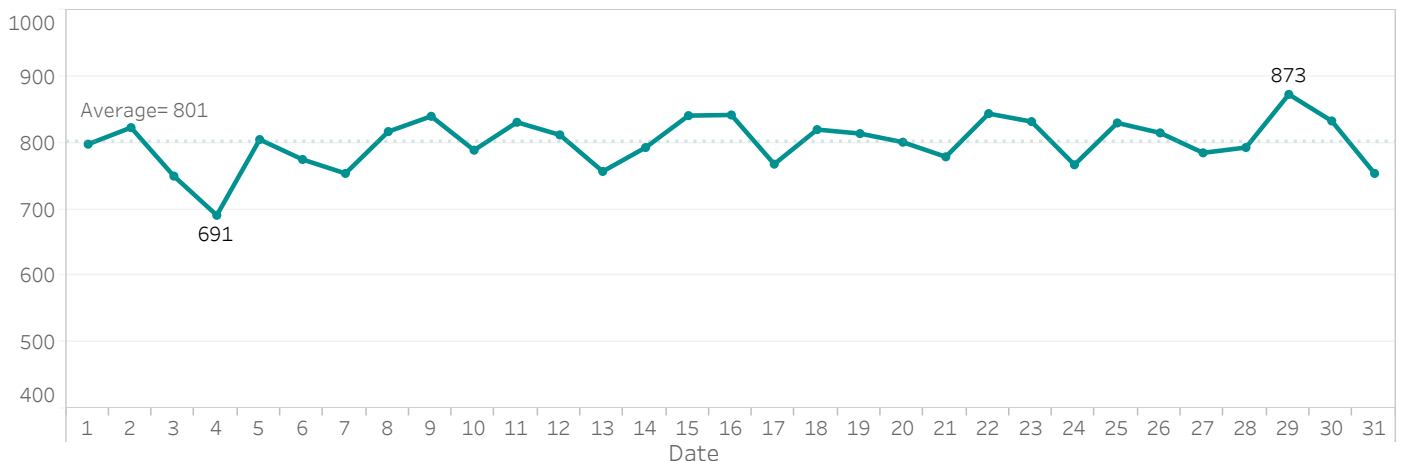
Wide Body

16%

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		83% 9,517
10 L/R		0% 4
19 L/R	0% 16	0% 10
28 L/R	100% 11,390	17% 1,914

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

	Departures
10 L/R	1% 2
01 L/R	49% 161
28 L/R	47% 153
19 L/R	3% 10

Runway Utilization

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

* Runway 28R closed for construction.

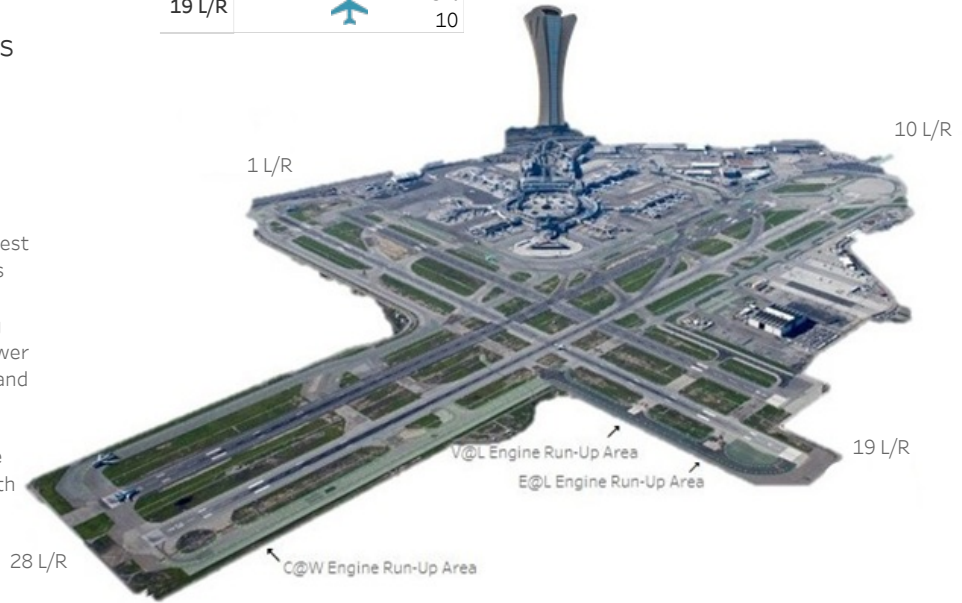
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	4
American Airlines	8
United Airlines	6

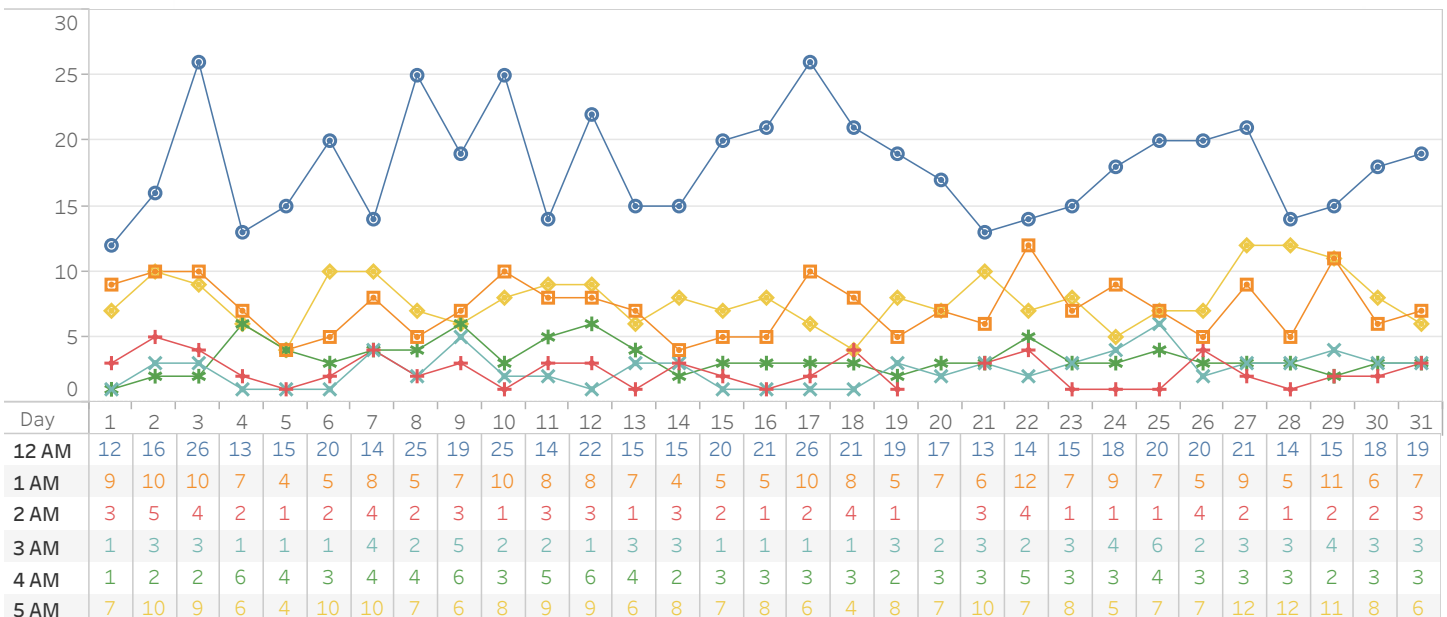
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	4	138
Belmont	2	289
Brisbane	11	145
Burlingame	26	37
Daly City	9	1,189
El Granada	1	545
Foster City	9	212
Half Moon Bay	2	24
Hillsborough	4	6
Menlo Park	11	1,595
Millbrae	30	37
Montara	1	287
Pacifica	14	712
Portola Valley	21	18,475
Redwood City	6	1,367
San Bruno	8	1,551
San Carlos	2	99
San Francisco	29	2,943
San Mateo	12	1,305
South San Francisco	3	4
Woodside	7	1,715
Alameda	3	304
Aptos	3	23
Ben Lomond	1	2
Berkeley	2	207
Bonny Doon	1	1
Boulder Creek	3	16
Capitola	10	826
Carmel Valley	1	52
Castro Valley	2	19
Cupertino	1	283
East Palo Alto	2	390
Emerald Hills	4	350
Felton	3	182
Fremont	1	197
Hayward	1	37
La Honda	1	5
Los Altos	61	10,855
Los Altos Hills	14	1,590
Los Gatos	60	8,639
Moraga	5	380
Mountain View	24	3,187
Oakland	17	3,038
Orinda	1	18
Palo Alto	130	26,835
Richmond	4	733
San Jose	1	1
San Ramon	1	1
Santa Cruz	72	14,065
Saratoga	1	99
Scotts Valley	45	6,867
Soquel	41	5,526
Stanford	5	514
Sunnyvale	2	59
Watsonville	1	103
Grand Total	736	118,079

Reporters Annual AVG

674

Reports Annual AVG

98,613

New Reporters

56

New Reporters Top City

Millbrae

Furthest Report

85 miles

Reports per SFO Operation

5

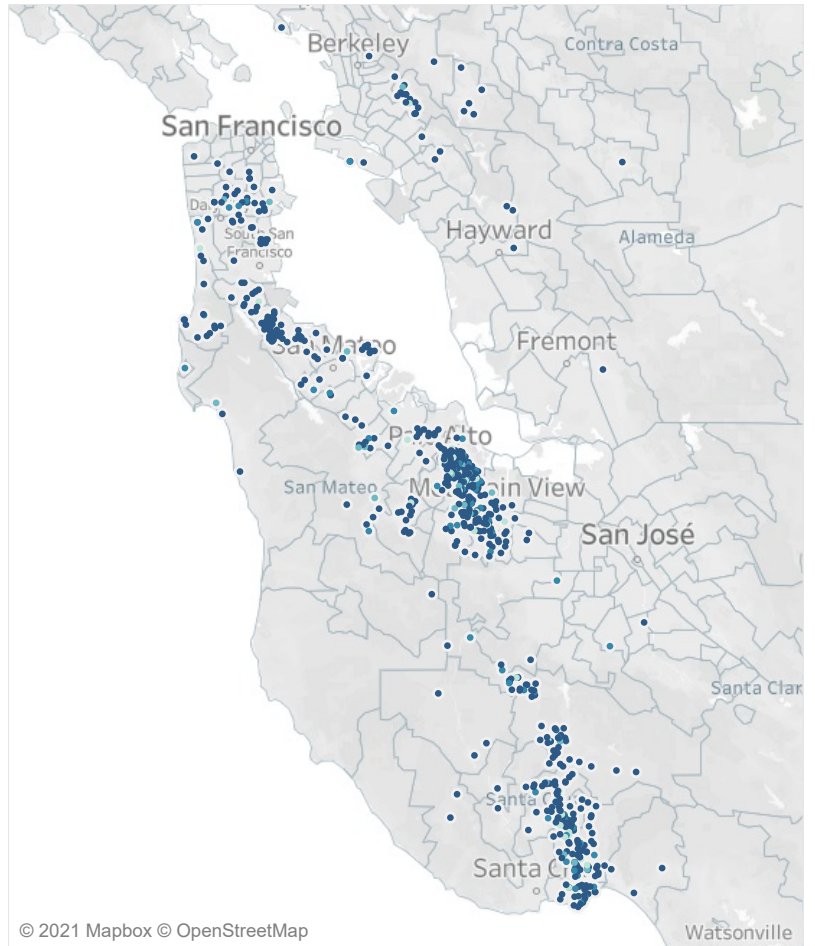
Top Aircraft Types

B737
A320
E75L

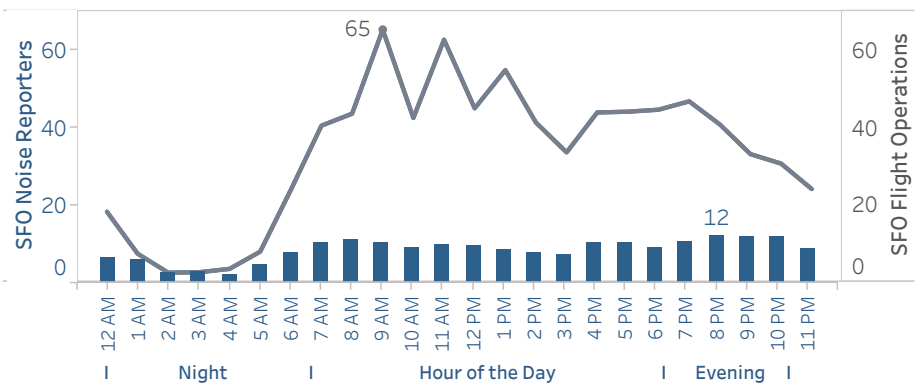
Top Flight Numbers

UAL1637
AAL686
JBU636

Noise Reporters Location Map



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

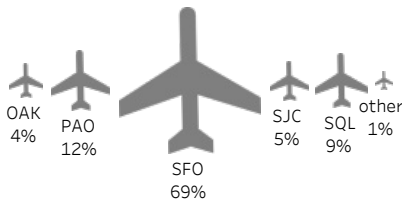


99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

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

Airports





Airport Director's Report

Presented at the October 6, 2021
Airport/Community Roundtable Meeting

Aircraft Noise Office
August 2021



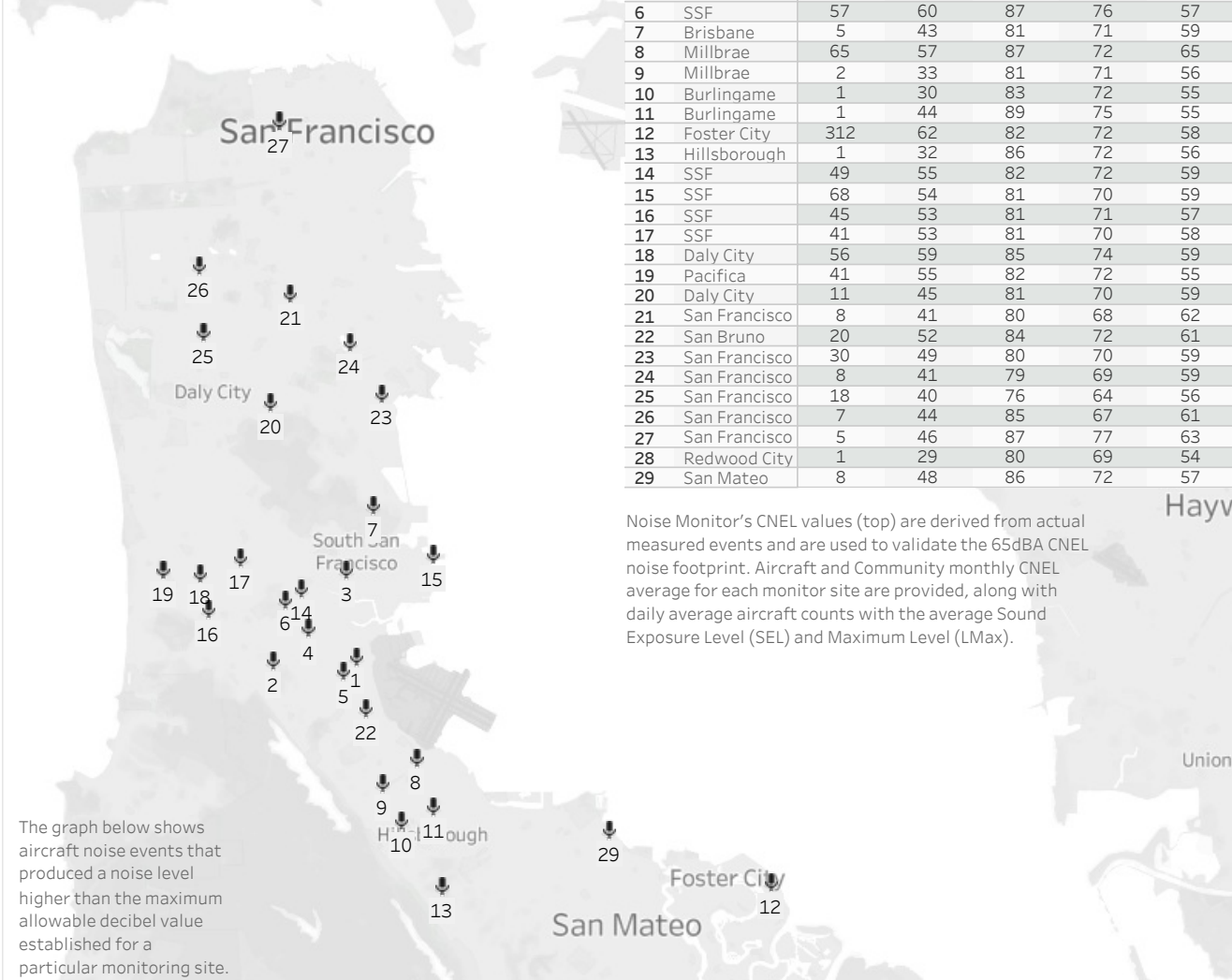
San Francisco
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Aircraft Noise Levels

August 2021

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

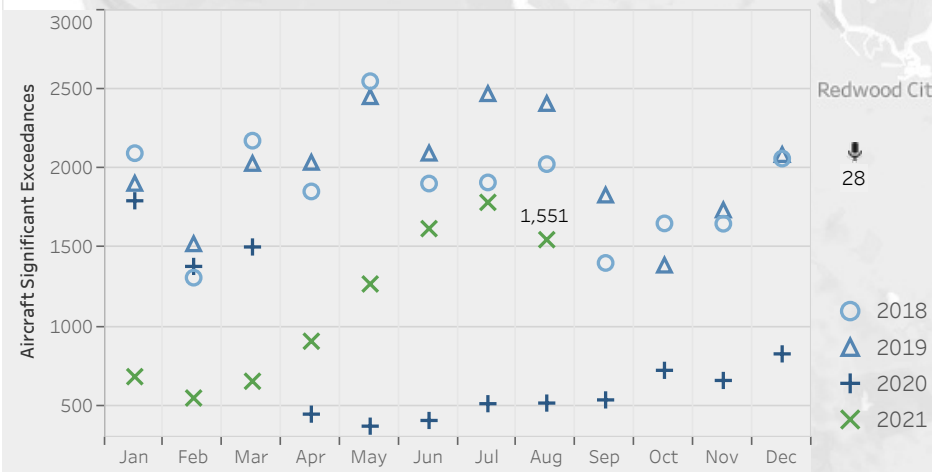
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3	SSF	10	56	86	71	65
4	SSF	61	64	90	79	58
5	San Bruno	62	63	88	78	60
6	SSF	57	60	87	76	57
7	Brisbane	5	43	81	71	59
8	Millbrae	65	57	87	72	65
9	Millbrae	2	33	81	71	56
10	Burlingame	1	30	83	72	55
11	Burlingame	1	44	89	75	55
12	Foster City	312	62	82	72	58
13	Hillsborough	1	32	86	72	56
14	SSF	49	55	82	72	59
15	SSF	68	54	81	70	59
16	SSF	45	53	81	71	57
17	SSF	41	53	81	70	58
18	Daly City	56	59	85	74	59
19	Pacifica	41	55	82	72	55
20	Daly City	11	45	81	70	59
21	San Francisco	8	41	80	68	62
22	San Bruno	20	52	84	72	61
23	San Francisco	30	49	80	70	59
24	San Francisco	8	41	79	69	59
25	San Francisco	18	40	76	64	56
26	San Francisco	7	44	85	67	61
27	San Francisco	5	46	87	77	63
28	Redwood City	1	29	80	69	54
29	San Mateo	8	48	86	72	57



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

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

Significant Exceedances



Operations

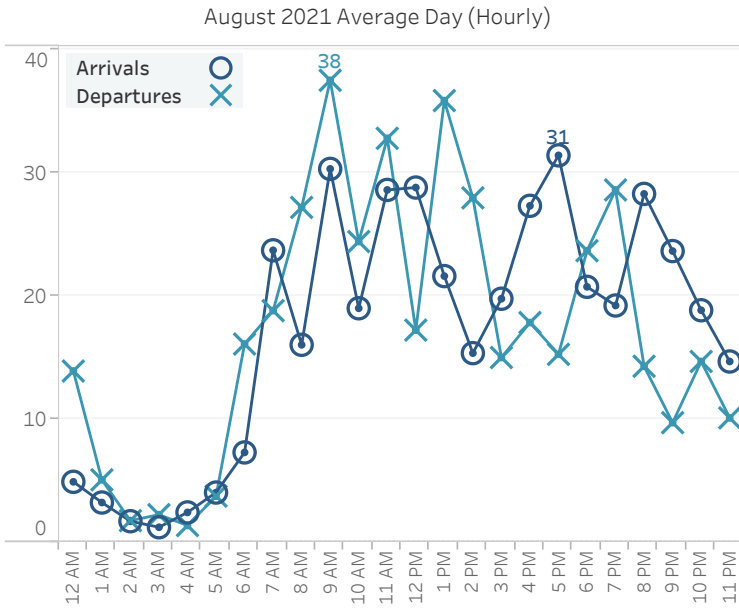
August 2021

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
25,569	825	18,556	33%

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	Percentage	Departure Route	Percentage
1. BDEGA	31%	A. GAP	15%
2. DYAMD	34%	B. SSTIK	32%
3. SERFR	29%	C. NIITE	9%
4. PIRAT	6%	D. TRUKN RWY 01	43%
		D. TRUKN RWY 28	1%

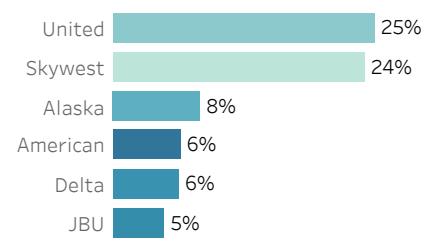
Top Destinations

Los Angeles	Seattle	New York
8%	4%	4%

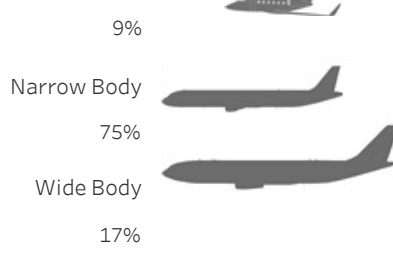
Down the Bay vs Peninsula

Route	Percentage
1.1 Down the Bay Visual	16%
1.2 BDEGA Arrival	84%

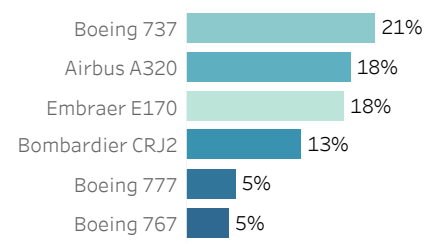
Airlines with the Most Operations



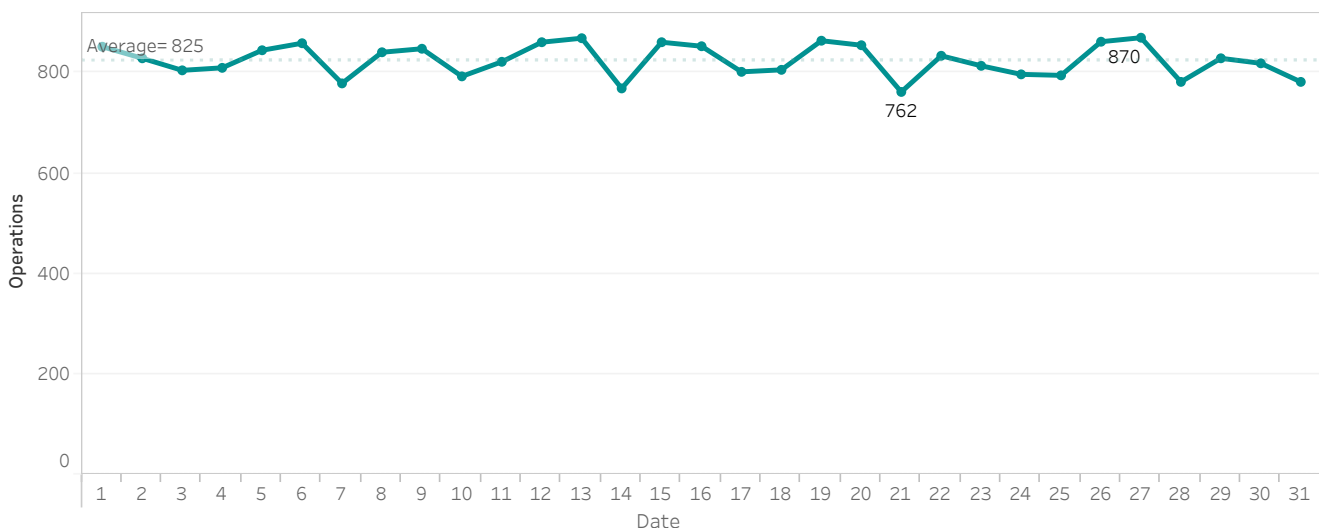
Non Airline



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		84% 9,869
10 L/R		0% 2
28 L/R	100% 11,798	16% 1,915

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

	Departures
01 L/R	48% 164
28 L/R	52% 181

Runway Utilization

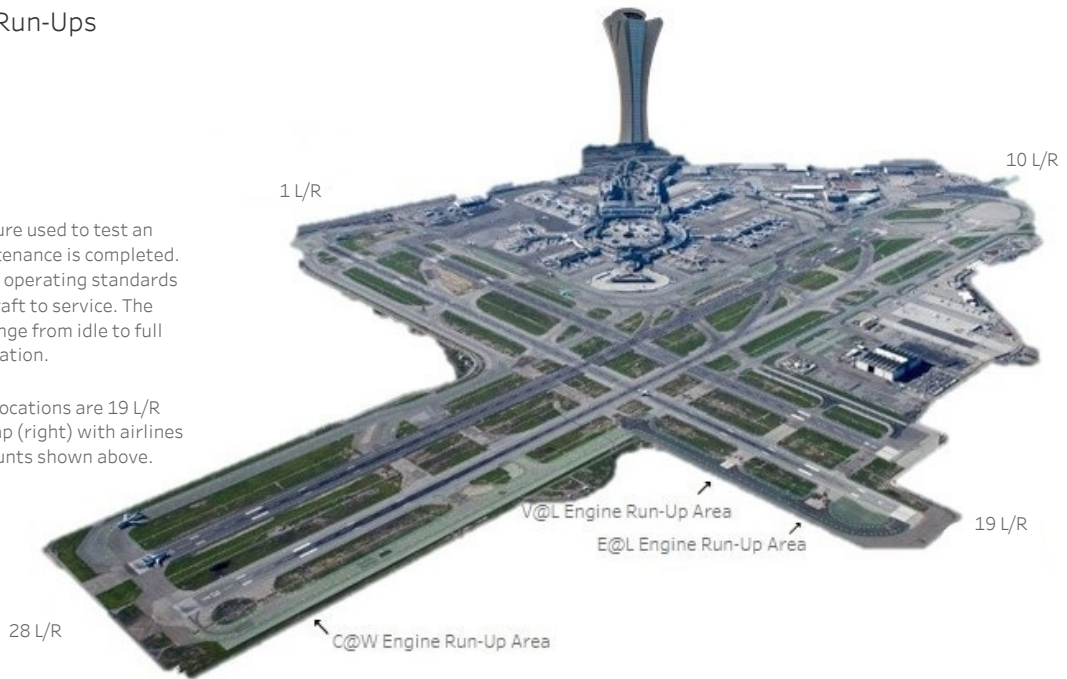
Arrivals	
28L	28R
79%	21%
Night (10pm-7am)	
73%	27%

Nighttime Power Run-Ups 10pm-7am

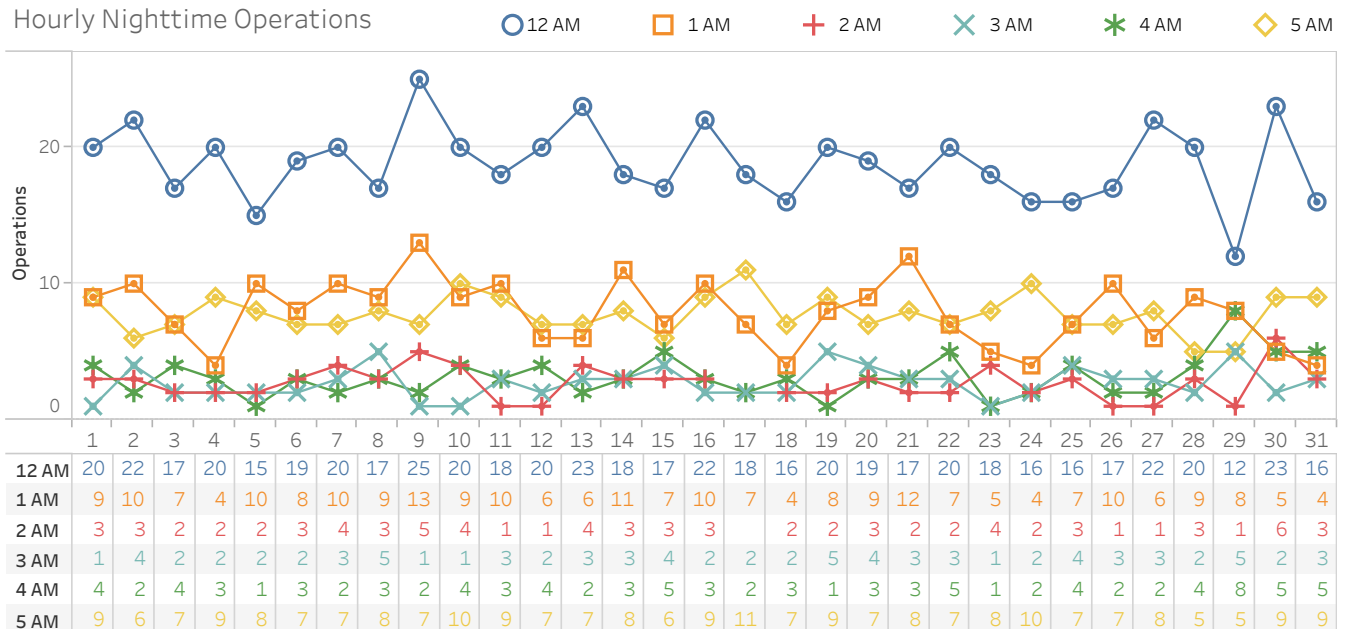
Alaska Airlines	3
Amazon Prime Air	1
American Airlines	4
United Airlines	4

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	145
Belmont	2	130
Brisbane	12	308
Burlingame	4	10
Daly City	6	1,377
El Granada	1	614
Foster City	9	78
Half Moon Bay	1	1
Hillsborough	2	5
Menlo Park	10	1,379
Millbrae	5	5
Montara	1	278
Pacifica	16	818
Portola Valley	21	18,188
Redwood City	8	1,445
San Bruno	8	969
San Carlos	2	88
San Francisco	28	3,383
San Mateo	11	1,471
South San Francisco	10	36
Woodside	6	1,504
Other		
Alameda	2	362
Aptos	4	21
Ben Lomond	3	9
Berkeley	2	517
Boulder Creek	3	40
Capitola	7	336
Carmel Valley	1	34
Castro Valley	3	13
Cupertino	1	323
East Palo Alto	1	117
Emerald Hills	5	170
Felton	3	171
Fremont	2	249
Hayward	1	16
La Honda	1	5
Los Altos	73	11,783
Los Altos Hills	15	1,584
Los Gatos	59	8,012
Moraga	6	295
Mountain View	25	2,840
Oakland	16	3,540
Palo Alto	136	30,123
Richmond	4	363
Santa Cruz	76	11,621
Scotts Valley	44	6,792
Soquel	41	5,427
Stanford	3	589
Watsonville	1	111
Grand Total	706	117,695

Reporters Annual AVG

671

Reports Annual AVG

100,050

New Reporters

23

New Reporters Top City

Palo Alto

Furthest Report

85 miles

Reports per SFO Operation

5

Top Aircraft Types

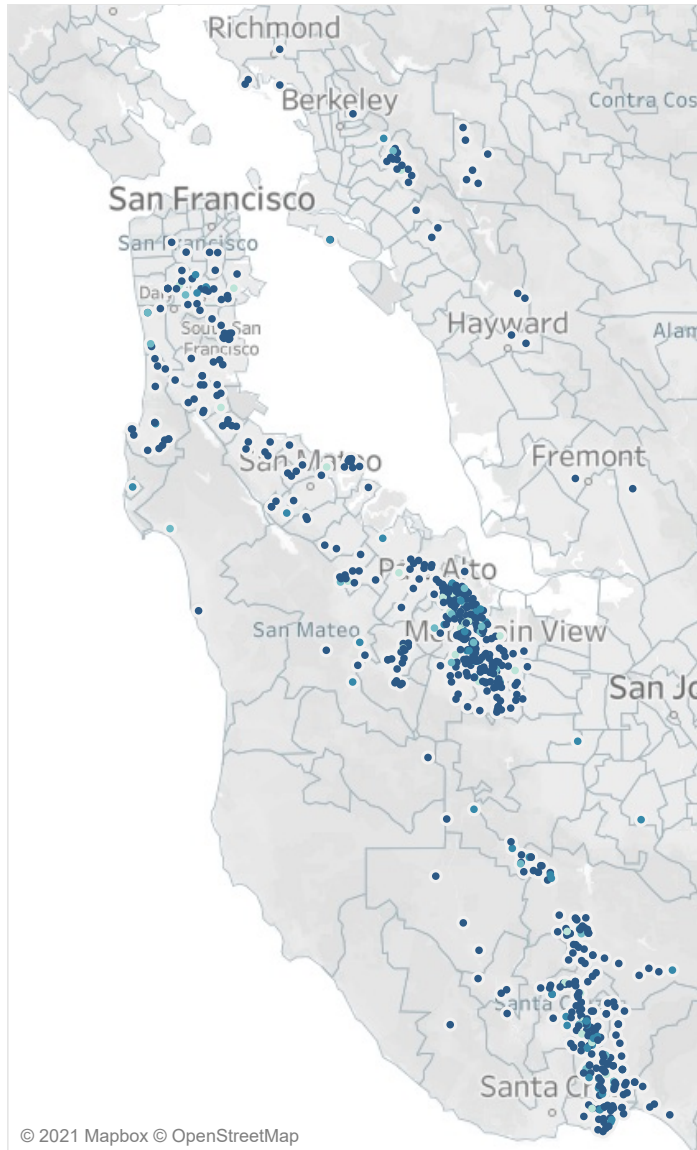
A320
B737
E75L

Top Flight Numbers

JBU636
AMX664
AMX608

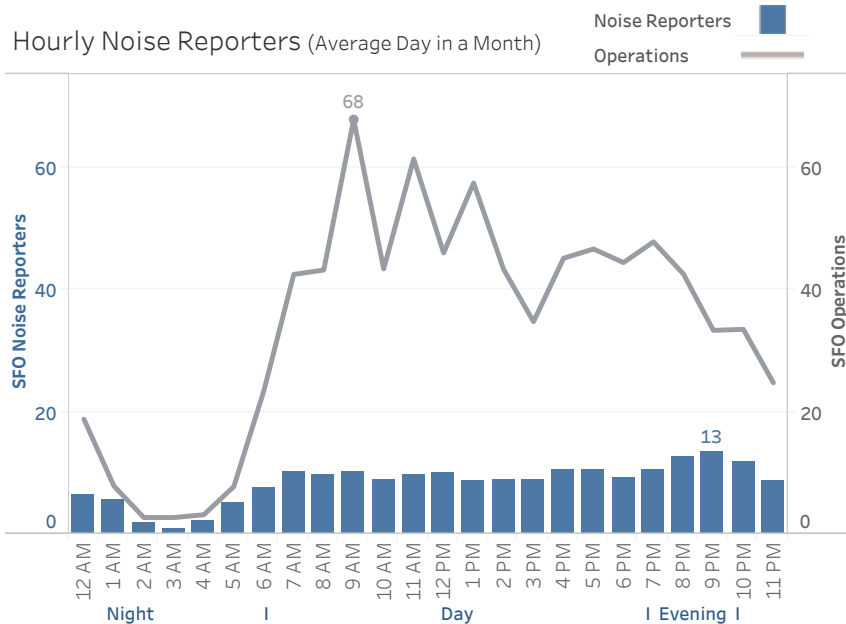
Noise Reporters Location Map

August 2021



© 2021 Mapbox © OpenStreetMap

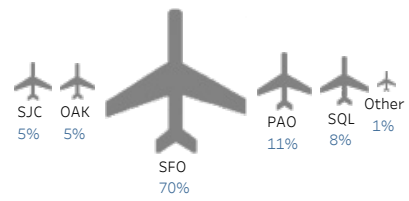
Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

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

Noise Reports by Airport



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

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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June 2, 2021

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Member Al Royse said he questions whether the congressional members who represent SFORT cities support expansion because 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 about sponsoring regional Roundtable discussions. Member Al Royse said there should be a discussion about additional funding requirements.

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 than where is the border for membership. One question for membership could be which cities have more significant impact from the SFO 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 regional body organized. 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 a 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.

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 but 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 an estimate of staffing and resource impacts is warranted, along with an amendment to the MOU. Mr. Pine pointed out that the amendment to the MOU would take a lot of time as staff has to present the amendment to every member City/Town Council, and he is concerned about extra staff demands to do this outreach.

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 subcommittee efforts. She said the SFORT gets bogged down on issues related to arrivals even when it is not on the agenda. She said that airplane noise related to departures is much louder and greater impact to the community. She foresees if additional cities added to SFORT the time spent at subcommittees would expand. 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, despite the level of noise impact. 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.

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 a subcommittee to explore criteria for admitting new members along with funding mechanisms going forward for both new members and ongoing operations, and any other issues that might be pursuant to those two questions. 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

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June 2, 2021

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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 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

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FAA for working on these. He noted that Title 21 reports were received dating from 2017-2021.

Chair Ortiz opened public comment.

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.

SFO Airport/Community Roundtable

Meeting No. 332 Minutes
Wednesday, August 4, 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. Roundtable Coordinator, Michele Rodriguez called the roll. A quorum (at least 12 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Doug Yakel – City and County of San Francisco Airport Commission
Dave Pine - County of San Mateo Board of Supervisors
Tom McCune – City of Belmont
Terry O’Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
Pamela DiGiovanni – City of Daly City
Christine Krolik – Town of Hillsborough
Cecilia Taylor – City of Menlo Park
Ann Schneider – City of Millbrae
Mike O’Neill – City of Pacifica
Jeff Gee– City of Redwood City
Tom Hamilton – City of San Bruno
John Dugan – City of San Carlos
Mark Addiego – City of South San Francisco
John Carvell – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor’s Office
C/CAG Airport Land Use Committee (ALUC)
Town of Atherton
City of Foster City
City of Half Moon Bay
Town of Portola Valley
City of San Mateo

ROUNDTABLE STAFF

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

CONGRESSIONAL STAFF

Kathleen Wentworth – Senior Advisor to Congresswoman Jackie Speier

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager
Paul Hannah – Consultant Airspace and Flight Operations Engineer

FAA STAFF

Beth White – Senior Strategist, Public and Industry Engagement

Faviola Garcia – Supervisory Senior Advisor

Marina Landis – Interim Community Engagement Officer

Public Comments for Items NOT on the Agenda

Chair Ortiz opened and closed public comments, no comments were received.

Action to set Agenda and to Approve Consent Items

Member Schneider requested to pull all Airport Director's reports from consent agenda. Public member Darlene Yaplee requested to pull June minutes from consent agenda.

ACTION: Terry O'Connell **MOVED** to set agenda and with consent items 1-2 removed from consent agenda. The motion was seconded by Mike O'Neill and **CARRIED**, roll call vote passed.

1. Airport Director's Reports May – June 2021 (Minute 00:12:01)

Member Ann Schneider pointed out that it has been a number of years since the Roundtable dissected the Airport Director's reports. She said they do not reflect low-frequency noise, nor do they reflect the experience her residents have. She said going forward she will not be accepting Director's report because they are not reflective of the real world. She said another possibility is for SFO to include language that states they are not using C-weighting etc.

Mr. Ganoung said that the report format was developed and informed by Roundtable feedback. He said SFO can entertain change requests in the future

Chair Ortiz said this needs to be proposed as a future agenda item to amend the Director's Reports.

Chair Ortiz opened public comment.

Peter Grace from Brisbane

Marie-Jo Fremont from Palo Alto

Rebecca Ward from Palo Alto

Chair Ortiz closed public comment.

ACTION: Dave Pine **MOVED** to approve item 1, Airport Director's Reports. The motion was seconded by Christine Krolik and **CARRIED**, roll call vote passed. Member Schneider vote no on Item 1.

2. Minutes from June 2, 2021 Regular Meeting (Minute 00:19:39)

Chair Ortiz opened public comment.

Darlene Yaplee from Palo Alto

Chair Ortiz closed public comment.

Chair Ortiz said amendments to minutes should be made to reflect Member Aalfs motion verbatim. He said this item will be brought back to next meeting for later vote.

3. Authorize Chair on Behalf of Ground-Based Noise Subcommittee to send Letter to FAA Director on Ground-Based Noise. (Minute 00:26:59)

Chair Ortiz said that at the July 19, 2021 Ground-Based Noise (GBN) subcommittee meeting, members voted to write a letter to the FAA Director on behalf of the SFORT regarding ground-based noise and the next update of the Aviation Environment Design Tool (AEDT), and to establish a framework for adopting policy on ground-based noise.

GBN Subcommittee Chair, Ann Schneider, said that in the subcommittee it was discussed that SFORT would send request to FAA to look at AEDT and ask that it be updated to incorporate topography that exists in and around the area near SFO, and how that can affect the contours as ground-based noise moves. She continued to summarize the purpose of the letter and the 3 requests to be included in the letter. She said this letter is asking the FAA to begin to recognize impacts of low-frequency noise.

Faviola Garcia said that FAA would be happy to take look at the letter and address the questions.

Chair Ortiz opened and closed public comment, no comments were received.

ACTION: Ann Schneider **MOVED** to approve item 3, authorizing chair on behalf of GBN subcommittee to send letter to FAA Director on Ground-Based Noise. The motion was seconded by Jeff Gee and **CARRIED**, roll call vote passed.

4. Subcommittee/Ad-Hoc Subcommittee Update

a. Technical Working Group (Minute 00:34:00)

Chair Ortiz gave a verbal update and said that the TWG subcommittee met on July 28, 2021 and discussed Work Plan Goal 1: Aircraft Procedures for NIITE/HUSSH, and Ground-Based Augmentation System (GBAS). He said prior to this meeting there was a conversation with Congresswoman Jackie Speier regarding NIITE/HUSSH where she requested a meeting with FAA to talk about expanding the shoulder hours. Regarding GBAS, the innovative procedures were amended to reflect comments from the SFORT and the public. He said it looks that we will have quieter approaches that will be a good thing. He said he was encouraged by the presentation and with procedures moving forward.

Member O'Connell added that she is pleased that the Congresswoman is getting involved in NIITE/HUSSH.

Ms. Wentworth said that Congresswoman Speier's main concern on NIITE/HUSSH is around the 1am-5am limitation and that she was hoping for expansion. She said they have confirmation from Faviola Garcia that FAA technical staff will be present at a meeting to discuss. She said she received data from Mr. Ganoung. She also said that they hope to have this meeting with FAA after the second week of August.

Ms. Garcia said they are prepared to move forward with the SFORT agreed upon 1:00-5:00a.m. operation hours now and looking forward to meeting with Congresswoman Speier to discuss expanding those hours.

Chair Ortiz thanked Mr. Paul Hannah for the great presentation on GBAS

b. Membership Expansion Ad-Hoc Subcommittee (Minute 00:39:49)

Chair Ortiz said that included in the packet is a list of subcommittee members, and a tentative outline on meetings and timeline for when a recommendation will return to this membership for consideration. He said members were chosen based on interest and geographically balanced representation of the County.

Ms. Krolik shared that though she is here today as an alternate she was on this membership for close to 8 years in the past. She said it is great to be getting expertise from Ms. Kathleen Wentworth. She said that looking at page 13 of report, 26,000 complaints coming from Palo Alto. She said she remembers Portola Valley and Palo Alto having an issue with planes turning coming into the airport. She said the impact of members located closer to the airport, is greater and not equivalent to those cities. She said there is a Roundtable group for other counties, and she would hate to see 26,000 complaints take the spotlight off the essence of the problem to communities that are closest to airport.

Member Ann Schneider said that her residents' noise complaints do not get counted because there is no specific airplane flight to be correlated. She said she has tried to explain this to her upset residents. She also said she tells them not to waste their time on a complaint that won't go anywhere because they cannot match an airplane to that type of noise. She said she appreciates what Ms. Krolik said.

5. Chairman's Update (Minute 00:44:22)

Chair Ortiz gave a verbal update to the membership. He notified the membership that Justin Cook, HMMH Technical Consultant, was transitioning out of his role with HMMH. He thanked Justin for all his work and partnership.

Member Schneider said she is saddened to see Justin leave. She said he was always made the content easy to understand and thanked him for his work.

6. San Francisco Airport Commission Update

a. Director's Report (Minute 00:46:18)

Doug Yakel, SFO Public Information Officer, gave a verbal update to the membership. He began by sending Justin his best wishes. He said that July was a milestone for passenger recovery since the start of the pandemic. He said SFO is experiencing the slowest recovery than any other major airport in the US. He said that international travelers make up about 25% of SFO passengers. He said from this 25% of those travelers come from Asia, which is a part of the world that is recovering the slowest from the pandemic. He said the delta variant is postponing airline plans to resume service.

b. Ground-Based Augmentation System (Minute 00:49:20)

Mr. Yakel said that the team is working to get all answers to questions received online. He said they have now posted community packets online that break down each innovative procedure that the team is proposing to put into place in the future. He said this is uncharted territory and they are looking forward to public input and making sure they provide all the information. He said comments and questions are very important for this procedure before they submit to FAA.

c. Noise App Update (Minute 00:50:51)

Mr. Ganoung gave a verbal presentation to the membership as he shared his visual presentation. He began by summarizing changes to the app. He said they have updated Community Flight Procedure Packets (CFPP). He said they are asking for feedback to be submitted to sfo.gbas@flysf.com. He continued to review features in the noise application.

He said they will work hard to keep Q&A section up to date and current. He gave an update on runway activity and construction. He said the Fly Quiet report conversion to new reporting platform is in testing and they should get backlog soon. He said the Title 21 threshold waiver request, part 2 is in review and that will get pushed to the SFORT, and then combining part 1-2 and submitting to the State of CA.

d. SFO Interim Strategic Plan (2020-2023) (Minute 00:57:47)

Mr. Yakel said that they normally issue strategic plans in 5-year increments. He said rather than approve a 5-year plan, they approved an interim 3-year plan. He said they wanted to encompass and organize all different initiatives. He said Section 4.6 deals with noise and encompasses things like GBAS and Noise Insulation. He said they need to stabilize the industry and what is happening at the airport and then set a new course and new plan.

Chair Ortiz asked for a comment on the results of the simulator for the current procedures. Mr. Paul Hannah said that courtesy of United Airlines, they had the opportunity to be on a 737 800 simulator and evaluate both existing RNAV GPS approaches that start at the EDDY waypoint. He said they also attempted one of the innovative approaches that is being proposed which is the GLS Alpha to 28L/R. He said what they discovered through the simulator is that the existing approach as it is currently designed presents an interesting challenge for trained flight crews to both manage descent into airport and try to find the smartest way to reduce speed. He said that the flight crew said they had two choices, either to use aero-dynamic deceleration or the other, which is not suitable, is to hold the speed and fly to the runway faster than what air traffic would allow. He said that what the simulator revealed was that approaches as they are built today, that head for 28 L/R, for 737 aircraft have speed break usage.

Mr. Hannah said that the innovative GLS approach that are in the CFPP, did not have the need for aero-dynamic deceleration. He said it was an interesting simulator result for them.

Ms. Schneider asked Mr. Yakel for data. She said when SFO talks about passenger data but during COVID-19 airlines started flying cargo and she asked to see data on cargo versus passenger flights. She said the flights that are leaving in the middle of the night are cargo flights. She also said that one of the GBAS procedures being looked are on runway 19. She said it is not clear if these are departures or arrivals. She said she is concerned about runway 19 activity because we have always been told that this runway is for reverse flow or bad winds and that is not what has been happening. She said there are runway 19 departures during day and night. She said this is a great concern because SFORT does not look at particulate pollution. She said she also appreciated Mr. Satero's voice at the FAA workshops because he was the only person to talk about low-frequency noise.

Mr. Ganoung clarified that GBAS/CFPP is arrivals only. He also clarified when arrivals on 19 would be used.

7. FAA Update on Community Workshops (Minute 01:07:12)

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Marina Landis gave a verbal presentation to the membership. She shared statistics of the workshop and recounted what the topics were. She said that social media garnered a lot of viewers for the workshops. She gave a summary of the topics discussed during the workshops. She said that they answered a lot of questions and videos are available on YouTube.

Faviola Garcia said they do not plan on posting the questions but if there are still outstanding questions they should be submitted to the FAA through Chair Ortiz.

Beth White said she was pleased to be able to host workshops. She said the participation they had from airports, carriers, and Airline Pilots Association was very important. She noted that issues cannot be addressed by one entity in the aviation industry, it has to be addressed as a group/community so it is important for all voices to be brought into the conversation so there can be a real dialogue. She said the workshops were an important step. She said their engagement is not over, and if members feel any questions were unanswered they should submit those questions.

Member Schneider said that the set of questions sent from SFORT were ignored entirely and she said that they will resend the questions. She summarized her thoughts about the FAA workshops. She said the discussion was not as honest as it should have been.

Ms. Wentworth congratulated the FAA for an excellent public engagement endeavor. She noted that none of her questions were answered either, but she thinks they will have an opportunity to connect with the FAA going forward. She said the workshops are worth watching video recordings.

Chair Ortiz opened public comment for any item under presentations (Items 4-7).

Marie-Jo Fremont from Palo Alto
Liz Lopez from San Francisco
Mark Shull from Palo Alto
Rebecca Ward from Palo Alto
Darlene Yaplee from Palo Alto

Chair Ortiz closed public comment.

8. Member Communications / Announcements (Minute 01:30:10)

Member Schneider asked if Airport Director's reports could be brought up at TWG. Chair Ortiz said yes.

9. Adjourn

Chairperson Ortiz adjourned the meeting at approximately 8:31 p.m.

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



June 2, 2021

TO: SFO Airport/Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: AMENDED Budget FY 2021-2022

EXECUTIVE SUMMARY:

2020-2021 *Trust Fund* audit reveals larger year-end balance, and unpaid county staffing and dues.

RECOMMENDATION:

Approve AMENDED budget FY2021-2022 consistent with Article VII. Funding/Budget Bylaws to accept current fund balance. Acknowledge County staff payment for periods (2015-2019), and County payments to Trust for periods (2016-2019). Direct staff to complete finance procedures for annual Trust close-out.

BACKGROUND:

Year-end (2020-2021) Trust Close-Out. The *Roundtable Trust* year-end budget close-out requires staff in August/September to complete the following:

- Ensure all outstanding consultant invoices are paid (HMMH, Marin TV),
- Pay San Mateo County for two part-time staff (part-time Secretary and Coordinator),
- Confirm San Mateo County, County/City of San Francisco and Member municipalities have paid their dues, and
- Conduct an audit of all *Trust* charges for accuracy.

Article VIII, of the Roundtable Bylaws requires the adoption of an annual budget between May 31 and October 31 of each calendar year. The fiscal year is from July 1 to June 30. Consistent with this requirement, the Roundtable approved at its (2021-2022) budget on June 2, 2021 with a fund balance of \$133,687. Accompanying that budget was a Work Plan committing staff time and resources to accomplishment of the Work Plan tasks. To view the details on the budget sources, and expenses please see the attached budget memo from the attached June 2, 2021 Member meeting.

Findings

Roundtable staff has been working with San Mateo County Finance Department on the year-end budget close-out and an audit of the Roundtable Trust. The findings are:

1. The existing Trust Fund Balance is \$655,097, which is \$257,012 higher than identified in the adopted budget.
2. The County had not been reimbursed by the Trust Fund for County staff time (2015-2019) totaling \$311,347.83.
3. The County had not paid its dues to the Trust Fund (2016-2019) totaling \$36,000.

The discrepancy reflects a past practice of omission of invoice billing to the County to pay its member dues, lack of invoice billing from the County to the Roundtable for staff time, and no end-of-fiscal year

close-out practice to complete a check-and-balance against the Member approved budgets. These omissions were due to a combination of staff turnover (Roundtable Coordinator, and County fiscal staff), error, and lack of fiscal procedure.

With this more accurate accounting for payment of County staff time, and County payment to the Trust, the new net Fund Balance is \$390,699, or \$257,012 higher than the approved budget balance of \$133,687. Roundtable staff has prepared the attached comparison between the approved and revised budget (2021-2022), and a 5-year projection continuing expenses as approved this fiscal year. The conclusion is that the Roundtable continues to remain fiscally stable, with a contingency reserve, and strong year end balance or uncommitted funds thru 2026.

Work Plan

At the April 7, 2021 meeting the Membership agreed to carry-over the existing FY 2020-2021 Work Plan to FY2021-2022 given that it was approved in December 2020 as there were a number of substantive pending items. That staff report is attached and provides the Work Plan history, tasks completed, and pending. Staff recommends no change at this time to the approved Work Plan thru June 2022 as approved, and until the Membership Expansion Ad-Hoc Subcommittee makes its final recommendation to the Membership.

ATTACHMENTS:

- SFO Airport Community Roundtable AMENDED Budget 2021-2022 & 2022-2026
- Work Plan and Budget Adoption Memo FY 2021-2022 – June 2, 2021
- Roundtable Annual Work Plan July 1, 2021 – June 30, 2022
- San Mateo County INVOICE #FY2021/22-SFORT01
- Work Plan and Budget FY 21-22 (Memo of accomplishments) – April 7, 2021

SFO Airport/Community Roundtable - Expense Report & Proposed Budget FY 2021-2026

SOURCES	2021-2022			2022-2023	2023-2024	2024-2025	2025-2026
	BUDGET	REVISED	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET
Revenue							
San Francisco Airport Commission	\$220,000	\$220,000		\$220,000	\$220,000	\$220,000	\$220,000
Roundtable Membership	\$40,500	\$40,500	\$ 28,500	\$40,500	\$40,500	\$40,500	\$40,500
Meeting Room In-Kind Millbrae							
Total Revenue	\$260,500	\$260,500	\$ 28,500	\$260,500	\$260,500	\$260,500	\$260,500
Fund Balance	\$133,687	\$390,699	\$ 390,699	\$359,580	\$321,149	\$278,278	\$227,783
Total Sources	\$394,187	\$651,199	\$ 419,199	\$620,080	\$581,649	\$538,778	\$488,283
EXPENSES	BUDGET	REVISED	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET
Staffing and Coordination							
County of San Mateo Coordination Services	\$143,719	\$143,719	\$ 33,929	\$148,031	\$152,472	\$160,095	\$168,100
Roundtable Aviation Technical Consultant	\$90,000	\$90,000		\$90,000	\$90,000	\$90,000	\$90,000
					\$0		
	\$233,719	\$233,719	\$ 33,929	\$238,031	\$242,472	\$250,095	\$258,100
Administration/Operations	BUDGET	REVISED	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET
Meeting Room In-Kind Millbrae							
Postage / Printing	\$0	\$0		\$0	\$0	\$0	\$0
Website	\$1,800	\$1,800		1800	\$1,800	1800	\$1,800
Data Storage & Conference Services	\$900	\$900		\$900	\$900	\$900	\$900
Miscellaneous Office Expenses/Equipment	\$1,500	\$1,500		\$1,500	\$1,500	\$1,500	\$1,500
Video Services	\$4,000	\$4,000	\$ 585	\$7,000	\$7,000	\$7,000	\$7,000
	\$8,200	\$8,200	\$ 585	\$11,200	\$11,200	\$11,200	\$11,200
Projects, Programs & Others	BUDGET	REVISED	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET
Noise Conferences Attendance, Coordinator	\$1,500	\$1,500		\$1,500	\$1,500	\$1,500	\$1,500
Noise Conferences Attendance, Members(5)	\$2,000	\$2,000		\$2,000	\$2,000	\$2,000	\$2,000
TRACON Field Trip(s)	\$750	\$750		\$750	\$750	\$750	\$750
Airport Noise Report subscription	\$850	\$850		\$850	\$850	\$850	\$850
N.O.I.S.E. Membership	\$4,300	\$4,300		\$4,300	\$4,300	\$4,300	\$4,300
Fly Quiet Awards	\$300	\$300		\$300	\$300	\$300	\$300
Ground Based Noise Study							
	\$9,700	\$9,700	\$ -	\$9,700	\$9,700	\$9,700	\$9,700
Contingency Fund	BUDGET	REVISED	ACTUAL	BUDGET	BUDGET	BUDGET	BUDGET
Reserve	\$40,000	\$40,000		\$40,000	\$40,000	\$40,000	\$40,000
	\$40,000	\$40,000	\$ -	\$40,000	\$40,000	\$40,000	\$40,000
TOTAL EXPENSES	\$291,619	\$291,619	\$ 34,514	\$298,931	\$303,372	\$310,995	\$319,000
	<u>PROJECTED</u>			<u>PROJECTED</u>	<u>PROJECTED</u>	<u>PROJECTED</u>	<u>PROJECTED</u>
UNCOMMITTED FUNDS / YEAR END BALANCE	\$102,568	\$359,580	\$ 384,685	\$321,149	\$278,278	\$227,783	\$169,283



June 2, 2021

TO: SFO Airport/Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

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

EXECUTIVE SUMMARY:

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

RECOMMENDATION:

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

BACKGROUND:

Budget: Article VIII, of the Roundtable Bylaws requires the adoption of an annual budget between May 31 and October 31 of each calendar year. The fiscal year is from July 1 to June 30. The Roundtable is funded by its voting member agencies.

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

Highlights from the proposed budget are:

Budget Sources

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

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

Expenses

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

Work Plan

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

ATTACHMENTS:

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



ROUNDTABLE ANNUAL WORK PLAN

July 1, 2021 through June 30, 2022

Adopted by the Membership on June 2, 2021

Organization of the Work Program

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

Introduction

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

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

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

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

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

Work Plan Item(s):

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

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

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

Work Plan Item(s):

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

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

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

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

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

Work Plan Task(s):

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

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

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

Work Plan Task(s):

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

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

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

Work Plan Task(s):

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

Roundtable successes.

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

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

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

Work Plan Task(s):

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

INVOICE #FY2021/22-SFORT01

Bill To	
Customer	Michele Rodriguez, Roundtable Coordinator SFO Community Roundtable
Invoice Date	9/16/2021
Description: Fiscal Years 2015/16 to 2019/20 Staff Costs	

Item#	Description	Amount
1	FY15/16 staff costs	\$52,438.17
2	FY16/17 staff costs	\$75,041.23
3	FY17/18 staff costs	\$82,172.80
4	FY18/19 staff costs	\$65,745.06
5	FY19/20 staff costs	\$35,950.57
	Total Staff Costs Owed by Roundtable to County	\$311,347.83
	<u>Credits:</u>	
6	FY16/17 County's contribution	(\$6,000)
7	FY17/18 County's contribution	(\$6,000)
8	FY18/19 County's contribution	(\$12,000)
9	FY19/20 County's contribution	(\$12,000)
	Total Contribution Owed by County to Roundtable	(\$36,000)
	Invoice Total (Net Amount Owed by Roundtable to County)	\$275,347.83

Attachments:

- SFO Roundtable Transactions That Are Missing in FY15/16 to FY19/20
- OFAS Report for Staff Costs in FY15/16 to FY19/20

Please send payment to:
 San Mateo County Planning & Building Department
 Attn: Jessica Pun
 Mail Drop PLN122
 455 County Center 2nd Floor
 Redwood City, CA 94063



SFO Roundtable Transactions That Are Missing in FY15-16 to FY19-20

Fiscal Year	Staffing Costs Owed by Roundtable to County	Contribution Owed by County to Roundtable	Note
FY15-16	\$ 52,438.17	\$ -	
FY16-17	\$ 75,041.23	\$ 6,000.00	
FY17-18	\$ 82,172.80	\$ 6,000.00	
FY18-19	\$ 65,745.06	\$ 12,000.00	
FY19-20	\$ 35,950.57	\$ 12,000.00	San Mateo County General Fund did get reimbursed for secretary staff time, but not coordinator staff time
Total	\$ 311,347.83	\$ 36,000.00	

Proposed Net Transfer in FY21-22 from SFO Roundtable to San Mateo County

Staffing Costs Owed by Roundtable to County	\$	311,347.83
Less: Contribution Owed by County to Roundtable	\$	(36,000.00)
	\$	275,347.83

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	90.22	0.00	90.22
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	135.33	0.00	225.55
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	67.67	0.00	293.22
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	45.11	0.00	338.33
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	90.22	0.00	428.55
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	67.67	0.00	496.22
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	360.88	0.00	857.10
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	180.44	0.00	1,037.54
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	135.33	0.00	1,172.87
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	45.11	0.00	1,217.98
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	45.11	0.00	1,263.09
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	135.33	0.00	1,398.42
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	112.78	0.00	1,511.20
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	112.78	0.00	1,623.98
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	45.11	0.00	1,669.09
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	135.33	0.00	1,804.42
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	270.66	0.00	2,075.08
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	135.33	0.00	2,210.41
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	225.55	0.00	2,435.96
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	225.55	0.00	2,661.51
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	90.22	0.00	2,751.73
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	22.56	0.00	2,774.29
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	45.11	0.00	2,819.40
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	180.44	0.00	2,999.84
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	22.56	0.00	3,022.40
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	45.11	0.00	3,067.51
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	180.44	0.00	3,247.95
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	225.55	0.00	3,473.50
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	45.11	0.00	3,518.61
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	180.44	0.00	3,699.05
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	112.78	0.00	3,811.83
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	315.77	0.00	4,127.60
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	270.66	0.00	4,398.26
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	112.78	0.00	4,511.04
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	45.11	0.00	4,556.15
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	225.55	0.00	4,781.70
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	225.55	0.00	5,007.25
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	135.33	0.00	5,142.58
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	45.11	0.00	5,187.69
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	49.63	0.00	5,237.32
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	49.63	0.00	5,286.95
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	347.35	0.00	5,634.30
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	99.25	0.00	5,733.55
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	49.63	0.00	5,783.18
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	49.63	0.00	5,832.81
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	99.25	0.00	5,932.06
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	446.59	0.00	6,378.65
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	372.17	0.00	6,750.82
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	51.11	0.00	6,801.93
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	51.11	0.00	6,853.04
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	204.43	0.00	7,057.47

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	204.43	0.00	7,261.90
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	306.64	0.00	7,568.54
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	102.22	0.00	7,670.76
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	255.53	0.00	7,926.29
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	76.66	0.00	8,002.95
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	102.22	0.00	8,105.17
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	102.22	0.00	8,207.39
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	255.53	0.00	8,462.92
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	51.11	0.00	8,514.03
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	204.43	0.00	8,718.46
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	76.66	0.00	8,795.12
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	357.75	0.00	9,152.87
JL	38162-00000	2015024	Castaneda, James	JE 12/01/15	09333849	51.11	0.00	9,203.98
JL	38162-00000	2015024	Castaneda, James	JE 12/01/15	09333849	153.32	0.00	9,357.30
JL	38162-00000	2015024	Castaneda, James	JE 12/01/15	09333849	153.32	0.00	9,510.62
JL	38162-00000	2015024	Castaneda, James	JE 12/01/15	09333849	255.53	0.00	9,766.15
JL	38162-00000	2015024	Castaneda, James	JE 12/01/15	09333849	102.22	0.00	9,868.37
JL	38162-00000	2015014	Castaneda, James	JE 12/01/15	09333832	639.87	0.00	10,508.24
JL	38162-00000	2015015	Castaneda, James	JE 12/01/15	09333833	707.66	0.00	11,215.90
JL	38162-00000	2015016	Castaneda, James	JE 12/01/15	09333836	508.61	0.00	11,724.51
JL	38162-00000	2015019	Castaneda, James	JE 12/01/15	09333839	729.76	0.00	12,454.27
JL	38162-00000	2015021	Castaneda, James	JE 12/01/15	09333846	643.14	0.00	13,097.41
JL	38162-00000	2015022	Castaneda, James	JE 12/01/15	09333847	343.65	0.00	13,441.06
JL	38162-00000	2015023	Castaneda, James	JE 12/01/15	09333848	705.67	0.00	14,146.73
JL	38162-00000	2015024	Castaneda, James	JE 12/01/15	09333849	340.70	0.00	14,487.43
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	383.30	0.00	14,870.73
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	153.32	0.00	15,024.05
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	255.53	0.00	15,279.58
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	153.32	0.00	15,432.90
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	51.11	0.00	15,484.01
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	51.11	0.00	15,535.12
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	306.64	0.00	15,841.76
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	204.43	0.00	16,046.19
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	332.19	0.00	16,378.38
JL	38162-00000	2015025	Castaneda, James	JE 12/11/15	09333850	900.38	0.00	17,278.76
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	153.32	0.00	17,432.08
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	153.32	0.00	17,585.40
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	51.11	0.00	17,636.51
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	255.53	0.00	17,892.04
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	102.22	0.00	17,994.26
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	102.22	0.00	18,096.48
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	408.85	0.00	18,505.33
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	306.64	0.00	18,811.97
JL	38162-00000	2015026	Castaneda, James	JE 12/24/15	09333852	729.62	0.00	19,541.59
JL	38162-00000	2016001	Castaneda, James	JE 01/08/16	09362462	102.22	0.00	19,643.81
JL	38162-00000	2016001	Castaneda, James	JE 01/08/16	09362462	153.32	0.00	19,797.13
JL	38162-00000	2016001	Castaneda, James	JE 01/08/16	09362462	204.43	0.00	20,001.56
JL	38162-00000	2016001	Castaneda, James	JE 01/08/16	09362462	102.22	0.00	20,103.78
JL	38162-00000	2016001	Castaneda, James	JE 01/08/16	09362462	229.98	0.00	20,333.76
JL	38162-00000	2016001	Castaneda, James	JE 01/08/16	09362462	380.48	0.00	20,714.24
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	204.43	0.00	20,918.67

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	204.43	0.00	21,123.10
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	76.66	0.00	21,199.76
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	306.64	0.00	21,506.40
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	51.11	0.00	21,557.51
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	204.43	0.00	21,761.94
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	255.53	0.00	22,017.47
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	102.22	0.00	22,119.69
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	76.66	0.00	22,196.35
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	76.67	0.00	22,273.02
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	153.33	0.00	22,426.35
JL	38162-00000	2016003	Castaneda, James	JE 02/05/16	09427329	769.32	0.00	23,195.67
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	25.56	0.00	23,221.23
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	102.22	0.00	23,323.45
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	153.32	0.00	23,476.77
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	255.53	0.00	23,732.30
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	127.77	0.00	23,860.07
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	255.53	0.00	24,115.60
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	357.75	0.00	24,473.35
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	102.22	0.00	24,575.57
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	127.77	0.00	24,703.34
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	25.56	0.00	24,728.90
JL	38162-00000	2016005	Castaneda, James	JE 06/01/16	09820707	102.22	0.00	24,831.12
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	102.22	0.00	24,933.34
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	102.22	0.00	25,035.56
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	204.43	0.00	25,239.99
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	459.96	0.00	25,699.95
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	102.22	0.00	25,802.17
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	306.64	0.00	26,108.81
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	102.22	0.00	26,211.03
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	204.43	0.00	26,415.46
JL	38162-00000	2016006	Castaneda, James	JE 06/01/16	09820708	102.22	0.00	26,517.68
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	51.11	0.00	26,568.79
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	102.22	0.00	26,671.01
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	51.11	0.00	26,722.12
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	459.96	0.00	27,182.08
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	204.43	0.00	27,386.51
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	102.22	0.00	27,488.73
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	102.22	0.00	27,590.95
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	102.22	0.00	27,693.17
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	51.11	0.00	27,744.28
JL	38162-00000	2016002	Castaneda, James	JE 06/01/16	09836764	153.32	0.00	27,897.60
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	204.43	0.00	28,102.03
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	408.85	0.00	28,510.88
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	102.22	0.00	28,613.10
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	51.11	0.00	28,664.21
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	306.64	0.00	28,970.85
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	102.22	0.00	29,073.07
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	153.32	0.00	29,226.39
JL	38162-00000	2016007	Castaneda, James	JE 06/01/16	09834810	102.22	0.00	29,328.61
JL	38162-00000	2016008	Castaneda, James	JE 06/01/16	09834825	51.11	0.00	29,379.72
JL	38162-00000	2016008	Castaneda, James	JE 06/01/16	09834825	153.32	0.00	29,533.04

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	51.11	0.00	29,584.15
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	459.96	0.00	30,044.11
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	255.53	0.00	30,299.64
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	204.43	0.00	30,504.07
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	255.53	0.00	30,759.60
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	51.11	0.00	30,810.71
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	102.22	0.00	30,912.93
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	204.43	0.00	31,117.36
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	51.11	0.00	31,168.47
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	102.22	0.00	31,270.69
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	51.11	0.00	31,321.80
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	459.96	0.00	31,781.76
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	204.43	0.00	31,986.19
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	102.22	0.00	32,088.41
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	102.22	0.00	32,190.63
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	102.22	0.00	32,292.85
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	51.11	0.00	32,343.96
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	153.32	0.00	32,497.28
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	408.85	0.00	32,906.13
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	127.77	0.00	33,033.90
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	51.11	0.00	33,085.01
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	102.22	0.00	33,187.23
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	127.77	0.00	33,315.00
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	153.32	0.00	33,468.32
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	204.43	0.00	33,672.75
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	102.22	0.00	33,774.97
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	204.43	0.00	33,979.40
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	204.43	0.00	34,183.83
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	204.43	0.00	34,388.26
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	204.43	0.00	34,592.69
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	153.32	0.00	34,746.01
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	153.32	0.00	34,899.33
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	153.32	0.00	35,052.65
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	153.32	0.00	35,205.97
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	408.85	0.00	35,614.82
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	204.43	0.00	35,819.25
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	255.53	0.00	36,074.78
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	357.75	0.00	36,432.53
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	51.11	0.00	36,483.64
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	357.75	0.00	36,841.39
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	102.22	0.00	36,943.61
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	306.64	0.00	37,250.25
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	408.85	0.00	37,659.10
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	408.85	0.00	38,067.95
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	357.75	0.00	38,425.70
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	204.43	0.00	38,630.13
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	127.77	0.00	38,757.90
JL	38162-00000	2016005	Castaneda, James	JE	06/01/16	09820707	785.53	0.00	39,543.43
JL	38162-00000	2016006	Castaneda, James	JE	06/01/16	09820708	810.05	0.00	40,353.48
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09836764	662.80	0.00	41,016.28
JL	38162-00000	2016007	Castaneda, James	JE	06/01/16	09834810	687.38	0.00	41,703.66

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016008	Castaneda, James	JE	06/01/16	09834825	859.18	0.00	42,562.84
JL	38162-00000	2016002	Castaneda, James	JE	06/01/16	09865391	662.80	0.00	43,225.64
JL	38162-00000	2016009	Castaneda, James	JE	06/01/16	09865392	626.89	0.00	43,852.53
JL	38162-00000	2016010	Castaneda, James	JE	06/01/16	09865395	1,104.62	0.00	44,957.15
JL	38162-00000	2016011	Castaneda, James	JE	06/01/16	09865397	1,092.30	0.00	46,049.45
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	408.85	0.00	46,458.30
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	76.66	0.00	46,534.96
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	306.64	0.00	46,841.60
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	459.96	0.00	47,301.56
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	306.64	0.00	47,608.20
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	204.43	0.00	47,812.63
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	511.06	0.00	48,323.69
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	76.66	0.00	48,400.35
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	408.85	0.00	48,809.20
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	153.33	0.00	48,962.53
JL	38162-00000	2016012	Castaneda, James	JE	06/10/16	09865385	1,357.28	0.00	50,319.81
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	25.56	0.00	50,345.37
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	102.22	0.00	50,447.59
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	25.56	0.00	50,473.15
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	153.32	0.00	50,626.47
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	306.64	0.00	50,933.11
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	357.75	0.00	51,290.86
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	357.75	0.00	51,648.61
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	102.22	0.00	51,750.83
JL	38162-00000	2016013	Castaneda, James	JE	06/24/16	09865387	687.34	0.00	52,438.17
** Total 2016			By Fiscal Year		(1)	DR-CR	52,438.17	0.00	52,438.17
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	255.53	0.00	255.53
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	102.22	0.00	357.75
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	459.96	0.00	817.71
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	357.75	0.00	1,175.46
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	204.43	0.00	1,379.89
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	204.43	0.00	1,584.32
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	102.22	0.00	1,686.54
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	306.64	0.00	1,993.18
JL	38162-00000	2016014	Castaneda, James	JE	07/08/16	09935625	957.42	0.00	2,950.60
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	76.66	0.00	3,027.26
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	102.22	0.00	3,129.48
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	204.43	0.00	3,333.91
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	306.64	0.00	3,640.55
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	204.43	0.00	3,844.98
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	204.43	0.00	4,049.41
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	25.56	0.00	4,074.97
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	306.64	0.00	4,381.61
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	76.66	0.00	4,458.27
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	25.56	0.00	4,483.83
JL	38162-00000	2016015	Castaneda, James	JE	07/22/16	09930668	711.70	0.00	5,195.53
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	306.64	0.00	5,502.17
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	153.32	0.00	5,655.49
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	408.85	0.00	6,064.34
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	153.32	0.00	6,217.66
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	76.66	0.00	6,294.32

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	459.96	0.00	6,754.28
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	102.22	0.00	6,856.50
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	408.85	0.00	7,265.35
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	127.77	0.00	7,393.12
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	76.66	0.00	7,469.78
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	102.22	0.00	7,572.00
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	127.77	0.00	7,699.77
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	204.43	0.00	7,904.20
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	102.22	0.00	8,006.42
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	102.22	0.00	8,108.64
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	306.64	0.00	8,415.28
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	51.11	0.00	8,466.39
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	51.11	0.00	8,517.50
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	102.22	0.00	8,619.72
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	255.53	0.00	8,875.25
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	204.43	0.00	9,079.68
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	511.06	0.00	9,590.74
JL	38162-00000	2016016	Castaneda, James	JE	09/01/16	10054143	1,162.34	0.00	10,753.08
JL	38162-00000	2016017	Castaneda, James	JE	09/01/16	10054146	877.71	0.00	11,630.79
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	306.64	0.00	11,937.43
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	255.53	0.00	12,192.96
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	204.43	0.00	12,397.39
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	255.53	0.00	12,652.92
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	255.53	0.00	12,908.45
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	255.53	0.00	13,163.98
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	51.11	0.00	13,215.09
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	51.11	0.00	13,266.20
JL	38162-00000	2016018	Castaneda, James	JE	09/02/16	10054151	759.07	0.00	14,025.27
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	102.22	0.00	14,127.49
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	102.22	0.00	14,229.71
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	306.64	0.00	14,536.35
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	102.22	0.00	14,638.57
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	306.64	0.00	14,945.21
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	102.22	0.00	15,047.43
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	102.22	0.00	15,149.65
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	255.53	0.00	15,405.18
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	204.43	0.00	15,609.61
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	102.22	0.00	15,711.83
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	51.11	0.00	15,762.94
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	255.53	0.00	16,018.47
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	102.22	0.00	16,120.69
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	51.11	0.00	16,171.80
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	306.64	0.00	16,478.44
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	51.11	0.00	16,529.55
JL	38162-00000	2016019	Castaneda, James	JE	10/01/16	10161726	474.44	0.00	17,003.99
JL	38162-00000	2016020	Castaneda, James	JE	10/01/16	10161730	527.06	0.00	17,531.05
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	25.56	0.00	17,556.61
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	51.11	0.00	17,607.72
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	357.75	0.00	17,965.47
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	153.32	0.00	18,118.79
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	153.32	0.00	18,272.11

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	357.75	0.00	18,629.86
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	25.56	0.00	18,655.42
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	153.32	0.00	18,808.74
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	204.43	0.00	19,013.17
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	153.32	0.00	19,166.49
JL	38162-00000	2016021	Castaneda, James	JE	10/14/16	10161741	759.12	0.00	19,925.61
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	210.54	0.00	20,136.15
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	26.32	0.00	20,162.47
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	26.32	0.00	20,188.79
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	52.64	0.00	20,241.43
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	315.81	0.00	20,557.24
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	315.81	0.00	20,873.05
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	473.72	0.00	21,346.77
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	52.64	0.00	21,399.41
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	368.45	0.00	21,767.86
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	157.91	0.00	21,925.77
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	421.08	0.00	22,346.85
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	473.72	0.00	22,820.57
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	473.72	0.00	23,294.29
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	157.91	0.00	23,452.20
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	52.64	0.00	23,504.84
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	421.08	0.00	23,925.92
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	526.35	0.00	24,452.27
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	263.18	0.00	24,715.45
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	210.54	0.00	24,925.99
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	473.72	0.00	25,399.71
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	52.64	0.00	25,452.35
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	315.81	0.00	25,768.16
JL	38162-00000	2016023	Castaneda, James	JE	12/01/16	10337279	1,223.59	0.00	26,991.75
JL	38162-00000	2016024	Castaneda, James	JE	12/01/16	10337284	1,358.76	0.00	28,350.51
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	28,353.30
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	28,358.88
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.27	0.00	28,365.15
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	28,370.73
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	28,371.78
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	28,373.17
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	28,378.05
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	28,380.14
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	28,385.02
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	28,389.20
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	28,389.55
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	28,389.90
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	28,391.29
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	28,392.34
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	28,394.08
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	28,398.26
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	28,400.35
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	28,401.40
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	28,402.45
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	28,408.03
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	28,408.73

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Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	28,412.91
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	28,415.70
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	28,417.09
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	28,419.88
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	28,422.67
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	28,423.02
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	28,423.37
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	28,427.55
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	28,428.94
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	28,433.12
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	28,435.91
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	213.42	0.00	28,649.33
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	28,650.72
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	28,653.51
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	160.06	0.00	28,813.57
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	28,815.66
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	28,817.05
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	266.77	0.00	29,083.82
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,085.21
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,086.60
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	213.42	0.00	29,300.02
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,301.41
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,304.90
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	53.36	0.00	29,358.26
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,359.65
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,362.44
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,368.02
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,368.72
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,370.11
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,373.60
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,374.99
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,378.48
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,379.87
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,380.57
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,384.75
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	29,386.49
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,392.07
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,397.65
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	29,398.70
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,402.88
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.75	0.00	29,408.63
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.72	0.00	29,409.35
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,411.44
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,414.23
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.97	0.00	29,421.20
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,425.38
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,427.47
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,429.56
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,433.05
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,435.84
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,441.42

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,446.30
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,448.39
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,449.09
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,452.58
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,456.76
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,459.55
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.27	0.00	29,465.82
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,467.21
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,470.70
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,475.58
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,476.97
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,479.76
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	29,480.81
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,483.60
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,486.39
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.27	0.00	29,492.66
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	106.71	0.00	29,599.37
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,600.07
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	53.36	0.00	29,653.43
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,657.61
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,659.70
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,662.49
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.97	0.00	29,669.46
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,672.25
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,674.34
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,678.52
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,679.91
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,682.70
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,684.09
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,685.48
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,686.18
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,689.67
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,692.46
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,698.04
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,702.22
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,704.31
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,708.49
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	29,709.54
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	29,710.59
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,711.29
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,712.68
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,717.56
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,720.35
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,723.14
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,725.93
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,730.81
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,732.20
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,733.59
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.59	0.00	29,737.18
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.46	0.00	29,743.64
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.46	0.00	29,750.10

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	7.18	0.00	29,757.28
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	29,759.02
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,759.72
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,761.11
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,762.50
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,766.68
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,769.47
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,770.17
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.44	0.00	29,771.61
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,773.00
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.75	0.00	29,778.75
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,781.54
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.72	0.00	29,782.26
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,783.65
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.72	0.00	29,784.37
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.27	0.00	29,790.64
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.02	0.00	29,795.66
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,799.15
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,801.94
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,805.43
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,809.61
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,813.10
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,813.80
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,815.19
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,815.89
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,817.28
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,817.98
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	53.36	0.00	29,871.34
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.88	0.00	29,874.22
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.72	0.00	29,874.94
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,875.64
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,878.43
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	29,880.17
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,881.56
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,883.65
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,885.04
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,887.13
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.27	0.00	29,893.40
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,896.19
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,897.58
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,902.46
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,903.16
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,904.55
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,908.04
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,910.13
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,911.52
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,914.31
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	29,914.66
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.27	0.00	29,920.93
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,922.32
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,923.71

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.72	0.00	29,924.43
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.18	0.00	29,928.61
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,929.31
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.88	0.00	29,932.19
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,933.58
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,939.16
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.31	0.00	29,943.47
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,944.17
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.15	0.00	29,946.32
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,949.81
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.58	0.00	29,955.39
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	29,955.74
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	29,957.48
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,958.18
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,961.67
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	29,963.06
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	29,963.41
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,965.50
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,970.38
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,972.47
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.59	0.00	29,976.06
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,978.85
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	29,980.94
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.70	0.00	29,981.64
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,984.43
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	29,986.17
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.35	0.00	29,986.52
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	3.49	0.00	29,990.01
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.88	0.00	29,994.89
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.79	0.00	29,997.68
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.74	0.00	29,999.42
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	30,000.81
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.39	0.00	30,002.20
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.72	0.00	30,002.92
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.02	0.00	30,007.94
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.15	0.00	30,010.09
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	5.75	0.00	30,015.84
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.36	0.00	30,016.20
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	0.36	0.00	30,016.56
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.31	0.00	30,020.87
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	4.31	0.00	30,025.18
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.46	0.00	30,031.64
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	6.46	0.00	30,038.10
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	30,040.19
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	2.09	0.00	30,042.28
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	1.05	0.00	30,043.33
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	320.12	0.00	30,363.45
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	26.68	0.00	30,390.13
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	266.77	0.00	30,656.90
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	80.03	0.00	30,736.93
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	53.36	0.00	30,790.29

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	26.68	0.00	30,816.97
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	53.36	0.00	30,870.33
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	421.08	0.00	31,291.41
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	52.64	0.00	31,344.05
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	52.64	0.00	31,396.69
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	105.27	0.00	31,501.96
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	368.45	0.00	31,870.41
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	263.18	0.00	32,133.59
JL	38162-00000	2016025	Castaneda, James	JE	01/01/17	10343862	740.50	0.00	32,874.09
JL	38162-00000	2016026	Castaneda, James	JE	01/01/17	10343863	380.06	0.00	33,254.15
JL	38162-00000	2016022	Castaneda, James	JE	01/01/17	10386972	582.36	0.00	33,836.51
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	213.42	0.00	34,049.93
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	53.36	0.00	34,103.29
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	160.06	0.00	34,263.35
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	213.42	0.00	34,476.77
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	53.36	0.00	34,530.13
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	426.83	0.00	34,956.96
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	213.42	0.00	35,170.38
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	133.39	0.00	35,303.77
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	53.36	0.00	35,357.13
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	133.39	0.00	35,490.52
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	266.77	0.00	35,757.29
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	266.77	0.00	36,024.06
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	106.71	0.00	36,130.77
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	266.77	0.00	36,397.54
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	426.83	0.00	36,824.37
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	53.36	0.00	36,877.73
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	320.13	0.00	37,197.86
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	320.13	0.00	37,517.99
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	160.07	0.00	37,678.06
JL	38162-00000	2017001	Castaneda, James	JE	02/01/17	10452730	620.04	0.00	38,298.10
JL	38162-00000	2017002	Castaneda, James	JE	02/01/17	10452732	1,014.22	0.00	39,312.32
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	480.18	0.00	39,792.50
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	106.71	0.00	39,899.21
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	26.68	0.00	39,925.89
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	266.77	0.00	40,192.66
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	106.71	0.00	40,299.37
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	213.42	0.00	40,512.79
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	160.06	0.00	40,672.85
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	213.42	0.00	40,886.27
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	26.68	0.00	40,912.95
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	426.83	0.00	41,339.78
JL	38162-00000	2017003	Castaneda, James	JE	02/03/17	10452746	942.45	0.00	42,282.23
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	133.39	0.00	42,415.62
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	133.39	0.00	42,549.01
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	106.71	0.00	42,655.72
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	213.42	0.00	42,869.14
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	320.12	0.00	43,189.26
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	320.12	0.00	43,509.38
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	320.12	0.00	43,829.50
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	320.12	0.00	44,149.62

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET	
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	480.18	0.00	44,629.80
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	213.42	0.00	44,843.22
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	80.04	0.00	44,923.26
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	320.13	0.00	45,243.39
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	80.04	0.00	45,323.43
JL	38162-00000	2017004	Castaneda, James	JE	02/17/17	10452755	1,296.04	0.00	46,619.47
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	213.42	0.00	46,832.89
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	26.68	0.00	46,859.57
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	186.74	0.00	47,046.31
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	373.47	0.00	47,419.78
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	160.06	0.00	47,579.84
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	373.47	0.00	47,953.31
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	320.12	0.00	48,273.43
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	320.12	0.00	48,593.55
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	26.68	0.00	48,620.23
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	373.47	0.00	48,993.70
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	186.74	0.00	49,180.44
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	102.22	0.00	49,282.66
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	102.22	0.00	49,384.88
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	204.43	0.00	49,589.31
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	459.96	0.00	50,049.27
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	102.22	0.00	50,151.49
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	306.64	0.00	50,458.13
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	102.22	0.00	50,560.35
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	204.43	0.00	50,764.78
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	102.22	0.00	50,867.00
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	160.06	0.00	51,027.06
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	186.74	0.00	51,213.80
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	160.06	0.00	51,373.86
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	213.42	0.00	51,587.28
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	320.12	0.00	51,907.40
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	213.42	0.00	52,120.82
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	320.12	0.00	52,440.94
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	186.74	0.00	52,627.68
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	266.77	0.00	52,894.45
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	320.12	0.00	53,214.57
JL	38162-00000	2017005	Castaneda, James	JE	04/01/17	10634353	1,190.41	0.00	54,404.98
JL	38162-00000	2016006	Castaneda, James	JE	04/01/17	10634355	810.05	0.00	55,215.03
JL	38162-00000	2017007	Castaneda, James	JE	04/01/17	10634357	834.66	0.00	56,049.69
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	373.47	0.00	56,423.16
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	213.42	0.00	56,636.58
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	266.77	0.00	56,903.35
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	320.12	0.00	57,223.47
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	53.36	0.00	57,276.83
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	53.36	0.00	57,330.19
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	320.12	0.00	57,650.31
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	320.12	0.00	57,970.43
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	533.53	0.00	58,503.96
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	320.12	0.00	58,824.08
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	266.77	0.00	59,090.85
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	160.06	0.00	59,250.91

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	266.77	0.00	59,517.68
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	320.12	0.00	59,837.80
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	213.42	0.00	60,051.22
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	266.77	0.00	60,317.99
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	106.71	0.00	60,424.70
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	373.47	0.00	60,798.17
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	106.71	0.00	60,904.88
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	213.42	0.00	61,118.30
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	133.39	0.00	61,251.69
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	480.18	0.00	61,731.87
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	320.12	0.00	62,051.99
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	133.39	0.00	62,185.38
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	266.77	0.00	62,452.15
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	106.71	0.00	62,558.86
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	320.12	0.00	62,878.98
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	266.77	0.00	63,145.75
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	106.71	0.00	63,252.46
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	160.06	0.00	63,412.52
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	266.77	0.00	63,679.29
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	373.47	0.00	64,052.76
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	213.42	0.00	64,266.18
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	426.83	0.00	64,693.01
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	106.71	0.00	64,799.72
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	213.42	0.00	65,013.14
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	160.06	0.00	65,173.20
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	266.77	0.00	65,439.97
JL	38162-00000	2017008	Castaneda, James	JE	06/01/17	10767526	1,140.79	0.00	66,580.76
JL	38162-00000	2017009	Castaneda, James	JE	06/01/17	10767529	892.80	0.00	67,473.56
JL	38162-00000	2017010	Castaneda, James	JE	06/01/17	10767534	1,314.43	0.00	68,787.99
JL	38162-00000	2017011	Castaneda, James	JE	06/01/17	10784590	1,016.83	0.00	69,804.82
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	133.39	0.00	69,938.21
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	26.68	0.00	69,964.89
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	133.39	0.00	70,098.28
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	213.42	0.00	70,311.70
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	26.68	0.00	70,338.38
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	373.47	0.00	70,711.85
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	320.12	0.00	71,031.97
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	320.12	0.00	71,352.09
JL	38162-00000	2017012	Castaneda, James	JE	06/09/17	10784967	719.23	0.00	72,071.32
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	266.77	0.00	72,338.09
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	106.71	0.00	72,444.80
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	213.42	0.00	72,658.22
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	106.71	0.00	72,764.93
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	160.06	0.00	72,924.99
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	213.42	0.00	73,138.41
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	106.71	0.00	73,245.12
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	213.42	0.00	73,458.54
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	160.06	0.00	73,618.60
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	480.18	0.00	74,098.78
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	942.45	0.00	75,041.23
JL	38162-00000	2017013	Castaneda, James	JE	06/23/17	10785593	75,041.23	0.00	75,041.23

** Total 2017

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Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	213.42	0.00	213.42
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	106.71	0.00	320.13
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	320.12	0.00	640.25
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	213.42	0.00	853.67
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	480.18	0.00	1,333.85
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	133.39	0.00	1,467.24
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	266.77	0.00	1,734.01
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	213.42	0.00	1,947.43
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	133.39	0.00	2,080.82
JL	38162-00000	2017014	Castaneda, James	JE	07/07/17	10850105	967.24	0.00	3,048.06
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	160.06	0.00	3,208.12
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	426.83	0.00	3,634.95
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	480.18	0.00	4,115.13
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	106.71	0.00	4,221.84
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	106.71	0.00	4,328.55
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	106.71	0.00	4,435.26
JL	38162-00000	2017015	Castaneda, James	JE	03/01/18	11482599	213.42	0.00	4,648.68
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	320.12	0.00	4,968.80
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	213.42	0.00	5,182.22
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	53.36	0.00	5,235.58
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	426.83	0.00	5,662.41
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	533.53	0.00	6,195.94
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	480.18	0.00	6,676.12
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	266.77	0.00	6,942.89
JL	38162-00000	2017016	Castaneda, James	JE	03/01/18	11482600	213.42	0.00	7,156.31
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	186.74	0.00	7,343.05
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	266.77	0.00	7,609.82
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	160.06	0.00	7,769.88
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	213.42	0.00	7,983.30
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	266.77	0.00	8,250.07
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	320.12	0.00	8,570.19
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	533.53	0.00	9,103.72
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	186.74	0.00	9,290.46
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	266.77	0.00	9,557.23
JL	38162-00000	2017017	Castaneda, James	JE	03/01/18	11482601	160.06	0.00	9,717.29
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	320.12	0.00	10,037.41
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	373.47	0.00	10,410.88
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	266.77	0.00	10,677.65
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	320.12	0.00	10,997.77
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	106.71	0.00	11,104.48
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	106.71	0.00	11,211.19
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	53.36	0.00	11,264.55
JL	38162-00000	2017018	Castaneda, James	JE	03/01/18	11482602	106.71	0.00	11,371.26
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	266.77	0.00	11,638.03
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	213.42	0.00	11,851.45
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	160.06	0.00	12,011.51
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	80.03	0.00	12,091.54
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	80.03	0.00	12,171.57
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	106.71	0.00	12,278.28
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	373.47	0.00	12,651.75
JL	38162-00000	2017019	Castaneda, James	JE	03/01/18	11482625	213.42	0.00	12,865.17

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2017019	Castaneda, James	JE 03/01/18	11482625	426.83	0.00	13,292.00
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	266.77	0.00	13,558.77
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	320.12	0.00	13,878.89
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	26.68	0.00	13,905.57
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	106.71	0.00	14,012.28
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	266.77	0.00	14,279.05
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	106.71	0.00	14,385.76
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	213.42	0.00	14,599.18
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	213.42	0.00	14,812.60
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	480.18	0.00	15,292.78
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	26.68	0.00	15,319.46
JL	38162-00000	2017020	Castaneda, James	JE 03/01/18	11482626	266.77	0.00	15,586.23
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	320.12	0.00	15,906.35
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	160.06	0.00	16,066.41
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	640.24	0.00	16,706.65
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	160.06	0.00	16,866.71
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	320.12	0.00	17,186.83
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	320.12	0.00	17,506.95
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	373.47	0.00	17,880.42
JL	38162-00000	2017021	Castaneda, James	JE 03/01/18	11488426	320.12	0.00	18,200.54
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	137.40	0.00	18,337.94
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	109.92	0.00	18,447.86
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	219.84	0.00	18,667.70
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	164.88	0.00	18,832.58
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	329.76	0.00	19,162.34
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	219.84	0.00	19,382.18
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	274.80	0.00	19,656.98
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	137.40	0.00	19,794.38
JL	38162-00000	2017022	Castaneda, James	JE 03/01/18	11488477	109.92	0.00	19,904.30
JL	38162-00000	2017023	Castaneda, James	JE 03/01/18	11488478	219.84	0.00	20,124.14
JL	38162-00000	2017023	Castaneda, James	JE 03/01/18	11488478	439.67	0.00	20,563.81
JL	38162-00000	2017023	Castaneda, James	JE 03/01/18	11488478	109.92	0.00	20,673.73
JL	38162-00000	2017023	Castaneda, James	JE 03/01/18	11488478	109.92	0.00	20,783.65
JL	38162-00000	2017023	Castaneda, James	JE 03/01/18	11488478	329.76	0.00	21,113.41
JL	38162-00000	2017023	Castaneda, James	JE 03/01/18	11488478	109.92	0.00	21,223.33
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	219.84	0.00	21,443.17
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	27.48	0.00	21,470.65
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	219.84	0.00	21,690.49
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	494.63	0.00	22,185.12
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	274.80	0.00	22,459.92
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	27.48	0.00	22,487.40
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	109.92	0.00	22,597.32
JL	38162-00000	2017024	Castaneda, James	JE 03/01/18	11488479	109.92	0.00	22,707.24
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	274.80	0.00	22,982.04
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	219.84	0.00	23,201.88
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	329.76	0.00	23,531.64
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	164.88	0.00	23,696.52
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	164.88	0.00	23,861.40
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	219.84	0.00	24,081.24
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	439.67	0.00	24,520.91
JL	38162-00000	2017025	Castaneda, James	JE 03/01/18	11488677	164.88	0.00	24,685.79

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	164.88	0.00	24,850.67
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	164.88	0.00	25,015.55
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	384.71	0.00	25,400.26
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	137.40	0.00	25,537.66
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	549.59	0.00	26,087.25
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	137.40	0.00	26,224.65
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	219.84	0.00	26,444.49
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	329.76	0.00	26,774.25
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	439.67	0.00	27,213.92
JL	38162-00000	2017026	Castaneda, James	JE 03/01/18	11488679	384.71	0.00	27,598.63
JL	38162-00000	2018001	Castaneda, James	JE 03/01/18	11488684	54.96	0.00	27,653.59
JL	38162-00000	2018001	Castaneda, James	JE 03/01/18	11488684	54.96	0.00	27,708.55
JL	38162-00000	2018001	Castaneda, James	JE 03/01/18	11488684	329.76	0.00	28,038.31
JL	38162-00000	2018001	Castaneda, James	JE 03/01/18	11488684	109.92	0.00	28,148.23
JL	38162-00000	2018001	Castaneda, James	JE 03/01/18	11488684	329.76	0.00	28,477.99
JL	38162-00000	2018001	Castaneda, James	JE 03/01/18	11488684	274.80	0.00	28,752.79
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	329.76	0.00	29,082.55
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	329.76	0.00	29,412.31
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	274.80	0.00	29,687.11
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	54.96	0.00	29,742.07
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	329.76	0.00	30,071.83
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	54.96	0.00	30,126.79
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	439.67	0.00	30,566.46
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	109.92	0.00	30,676.38
JL	38162-00000	2018002	Castaneda, James	JE 03/01/18	11488974	494.63	0.00	31,171.01
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	329.76	0.00	31,500.77
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	164.88	0.00	31,665.65
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	27.48	0.00	31,693.13
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	439.67	0.00	32,132.80
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	164.88	0.00	32,297.68
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	27.48	0.00	32,325.16
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	274.80	0.00	32,599.96
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	164.88	0.00	32,764.84
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	494.63	0.00	33,259.47
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	164.88	0.00	33,424.35
JL	38162-00000	2018003	Castaneda, James	JE 03/01/18	11488978	439.67	0.00	33,864.02
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	54.96	0.00	33,918.98
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	164.88	0.00	34,083.86
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	549.59	0.00	34,633.45
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	109.92	0.00	34,743.37
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	549.59	0.00	35,292.96
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	329.76	0.00	35,622.72
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	109.92	0.00	35,732.64
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	54.96	0.00	35,787.60
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	329.76	0.00	36,117.36
JL	38162-00000	2018004	Castaneda, James	JE 03/01/18	11488982	439.67	0.00	36,557.03
JL	38162-00000	2017015	Castaneda, James	JE 03/01/18	11482599	772.00	0.00	37,329.03
JL	38162-00000	2017016	Castaneda, James	JE 03/01/18	11482600	1,209.48	0.00	38,538.51
JL	38162-00000	2017017	Castaneda, James	JE 03/01/18	11482601	1,235.22	0.00	39,773.73
JL	38162-00000	2017018	Castaneda, James	JE 03/01/18	11482602	797.76	0.00	40,571.49
JL	38162-00000	2017019	Castaneda, James	JE 03/01/18	11482625	926.41	0.00	41,497.90

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2017020	Castaneda, James	JE	03/01/18	114882626	855.81	0.00	42,353.71
JL	38162-00000	2017021	Castaneda, James	JE	03/01/18	11488426	1,260.92	0.00	43,614.63
JL	38162-00000	2017022	Castaneda, James	JE	03/01/18	11488477	816.28	0.00	44,430.91
JL	38162-00000	2017023	Castaneda, James	JE	03/01/18	11488478	631.95	0.00	45,062.86
JL	38162-00000	2017024	Castaneda, James	JE	03/01/18	11488479	710.96	0.00	45,773.82
JL	38162-00000	2017025	Castaneda, James	JE	03/01/18	11488677	947.89	0.00	46,721.71
JL	38162-00000	2017026	Castaneda, James	JE	03/01/18	11488679	1,395.52	0.00	48,117.23
JL	38162-00000	2018001	Castaneda, James	JE	03/01/18	11488684	562.77	0.00	48,680.00
JL	38162-00000	2018002	Castaneda, James	JE	03/01/18	11488974	1,179.13	0.00	49,859.13
JL	38162-00000	2018003	Castaneda, James	JE	03/01/18	11488978	1,313.16	0.00	51,172.29
JL	38162-00000	2018004	Castaneda, James	JE	03/01/18	11488982	1,313.13	0.00	52,485.42
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	219.84	0.00	52,705.26
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	329.76	0.00	53,035.02
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	384.71	0.00	53,419.73
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	219.84	0.00	53,639.57
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	274.80	0.00	53,914.37
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	219.84	0.00	54,134.21
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	329.76	0.00	54,463.97
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	494.63	0.00	54,958.60
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	164.88	0.00	55,123.48
JL	38162-00000	2018005	Castaneda, James	JE	03/02/18	11488992	1,286.34	0.00	56,409.82
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	384.71	0.00	56,794.53
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	274.80	0.00	57,069.33
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	494.63	0.00	57,563.96
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	274.80	0.00	57,838.76
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	164.88	0.00	58,003.64
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	329.76	0.00	58,333.40
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	494.63	0.00	58,828.03
JL	38162-00000	2018006	Castaneda, James	JE	03/16/18	11489077	1,181.10	0.00	60,009.13
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	329.76	0.00	60,338.89
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	164.88	0.00	60,503.77
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	27.48	0.00	60,531.25
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	439.67	0.00	60,970.92
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	164.88	0.00	61,135.80
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	27.48	0.00	61,163.28
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	274.80	0.00	61,438.08
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	164.88	0.00	61,602.96
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	494.63	0.00	62,097.59
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	164.88	0.00	62,262.47
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	439.67	0.00	62,702.14
JL	38162-00000	2018003	Castaneda, James	JE	04/13/18	11587954	1,313.16	0.00	64,015.30
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	494.63	0.00	64,509.93
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	329.76	0.00	64,839.69
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	439.67	0.00	65,279.36
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	329.76	0.00	65,609.12
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	54.96	0.00	65,664.08
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	54.96	0.00	65,719.04
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	494.63	0.00	66,213.67
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	164.88	0.00	66,378.55
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	219.84	0.00	66,598.39
JL	38162-00000	2018007	Castaneda, James	JE	06/01/18	11706277	219.84	0.00	66,818.23

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	384.71	0.00	67,202.94
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	274.80	0.00	67,477.74
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	164.88	0.00	67,642.62
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	329.76	0.00	67,972.38
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	274.80	0.00	68,247.18
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	164.88	0.00	68,412.06
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	274.80	0.00	68,686.86
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	109.92	0.00	68,796.78
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	137.40	0.00	68,934.18
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	137.40	0.00	69,071.58
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	109.92	0.00	69,181.50
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	164.88	0.00	69,346.38
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	219.84	0.00	69,566.22
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	384.71	0.00	69,950.93
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	109.92	0.00	70,060.85
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	494.63	0.00	70,555.48
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	329.76	0.00	70,885.24
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	164.88	0.00	71,050.12
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	109.92	0.00	71,160.04
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	219.84	0.00	71,379.88
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	274.80	0.00	71,654.68
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	109.92	0.00	71,764.60
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	164.88	0.00	71,929.48
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	109.92	0.00	72,039.40
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	109.92	0.00	72,149.32
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	164.88	0.00	72,314.20
JL	38162-00000	2018007	Castaneda, James	JE 06/01/18	11706277	1,045.32	0.00	73,359.52
JL	38162-00000	2018009	Castaneda, James	JE 06/01/18	11706278	965.05	0.00	74,324.57
JL	38162-00000	2018010	Castaneda, James	JE 06/01/18	11706279	1,099.10	0.00	75,423.67
JL	38162-00000	2018011	Castaneda, James	JE 06/01/18	11706280	616.60	0.00	76,040.27
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	219.84	0.00	76,260.11
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	109.92	0.00	76,370.03
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	219.84	0.00	76,589.87
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	329.76	0.00	76,919.63
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	274.80	0.00	77,194.43
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	219.84	0.00	77,414.27
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	164.88	0.00	77,579.15
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	109.92	0.00	77,689.07
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	329.76	0.00	78,018.83
JL	38162-00000	2018012	Castaneda, James	JE 06/08/18	11760128	965.07	0.00	78,983.90
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	109.92	0.00	79,093.82
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	274.80	0.00	79,368.62
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	219.84	0.00	79,588.46
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	219.84	0.00	79,808.30
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	27.48	0.00	79,835.78
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	384.71	0.00	80,220.49
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	274.80	0.00	80,495.29
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	274.80	0.00	80,770.09
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	27.48	0.00	80,797.57
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	329.76	0.00	81,127.33
JL	38162-00000	2018013	Castaneda, James	JE 06/22/18	11774551	1,045.47	0.00	82,172.80

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
**	Total 2018		By Fiscal Year	(1)	DR-CR	82,172.80	0.00	82,172.80
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	109.92	0.00	109.92
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	384.71	0.00	494.63
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	384.71	0.00	879.34
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	329.76	0.00	1,209.10
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	384.71	0.00	1,593.81
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	219.84	0.00	1,813.65
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	219.84	0.00	2,033.49
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	54.96	0.00	2,088.45
JL	38162-00000	2018014	Castaneda, James	JE 07/06/18	11802449	1,018.65	0.00	3,107.10
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	439.67	0.00	3,546.77
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	54.96	0.00	3,601.73
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	219.84	0.00	3,821.57
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	54.96	0.00	3,876.53
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	329.76	0.00	4,206.29
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	164.88	0.00	4,371.17
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	274.80	0.00	4,645.97
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	109.92	0.00	4,755.89
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	109.92	0.00	4,865.81
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	109.92	0.00	4,975.73
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	384.71	0.00	5,360.44
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	164.88	0.00	5,525.32
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	109.92	0.00	5,635.24
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	439.67	0.00	6,074.91
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	329.76	0.00	6,404.67
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	219.84	0.00	6,624.51
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	384.71	0.00	7,009.22
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	109.92	0.00	7,119.14
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	109.92	0.00	7,229.06
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	439.67	0.00	7,668.73
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	219.84	0.00	7,888.57
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	219.84	0.00	8,108.41
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	439.67	0.00	8,548.08
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	109.92	0.00	8,658.00
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	329.76	0.00	8,987.76
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	439.67	0.00	9,427.43
JL	38162-00000	2018018	Castaneda, James	JE 10/01/18	12146346	384.71	0.00	9,812.14
JL	38162-00000	2018018	Castaneda, James	JE 10/01/18	12146346	274.80	0.00	10,086.94
JL	38162-00000	2018018	Castaneda, James	JE 10/01/18	12146346	109.92	0.00	10,196.86
JL	38162-00000	2018015	Castaneda, James	JE 10/01/18	12146341	885.96	0.00	11,082.82
JL	38162-00000	2018016	Castaneda, James	JE 10/01/18	12146342	1,079.78	0.00	12,162.60
JL	38162-00000	2018017	Castaneda, James	JE 10/01/18	12146344	1,218.19	0.00	13,380.79
JL	38162-00000	2018018	Castaneda, James	JE 10/01/18	12146346	299.26	0.00	13,680.05
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	219.84	0.00	13,899.89
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	109.92	0.00	14,009.81
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	164.88	0.00	14,174.69
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	164.88	0.00	14,339.57
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	219.84	0.00	14,559.41
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	164.88	0.00	14,724.29
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	384.71	0.00	15,109.00
JL	38162-00000	2018020	Castaneda, James	JE 11/01/18	12157797	219.84	0.00	15,328.84

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET	
JL	38162-00000	2018020	Castaneda, James	JE	11/01/18	12157797	329.76	0.00	15,658.60
JL	38162-00000	2018020	Castaneda, James	JE	11/01/18	12157797	384.71	0.00	16,043.31
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	384.71	0.00	16,428.02
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	384.71	0.00	16,812.73
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	137.40	0.00	16,950.13
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	137.40	0.00	17,087.53
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	439.67	0.00	17,527.20
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	329.76	0.00	17,856.96
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	329.76	0.00	18,186.72
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	164.88	0.00	18,351.60
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	219.84	0.00	18,571.44
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	164.88	0.00	18,736.32
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	329.76	0.00	19,066.08
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	329.76	0.00	19,395.84
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	82.44	0.00	19,478.28
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	54.96	0.00	19,533.24
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	384.71	0.00	19,917.95
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	54.96	0.00	19,972.91
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	82.44	0.00	20,055.35
JL	38162-00000	2018020	Castaneda, James	JE	11/01/18	12157797	1,190.52	0.00	21,245.87
JL	38162-00000	2018021	Castaneda, James	JE	11/01/18	12157799	1,356.61	0.00	22,602.48
JL	38162-00000	2018022	Castaneda, James	JE	11/01/18	12157800	664.48	0.00	23,266.96
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	54.96	0.00	23,321.92
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	329.76	0.00	23,651.68
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	54.96	0.00	23,706.64
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	109.92	0.00	23,816.56
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	384.71	0.00	24,201.27
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	329.76	0.00	24,531.03
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	329.76	0.00	24,860.79
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	494.63	0.00	25,355.42
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	109.92	0.00	25,465.34
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	274.80	0.00	25,740.14
JL	38162-00000	2018023	Castaneda, James	JE	11/09/18	12209729	1,245.86	0.00	26,986.00
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	329.76	0.00	27,315.76
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	274.80	0.00	27,590.56
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	164.88	0.00	27,755.44
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	329.76	0.00	28,085.20
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	164.88	0.00	28,250.08
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	164.88	0.00	28,414.96
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	384.71	0.00	28,799.67
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	329.76	0.00	29,129.43
JL	38162-00000	2018024	Castaneda, James	JE	11/21/18	12209732	1,079.74	0.00	30,209.17
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	164.88	0.00	30,374.05
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	109.92	0.00	30,483.97
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	384.71	0.00	30,868.68
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	164.88	0.00	31,033.56
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	274.80	0.00	31,308.36
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	82.44	0.00	31,390.80
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	82.44	0.00	31,473.24
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	329.76	0.00	31,803.00
JL	38162-00000	2018025	Castaneda, James	JE	12/07/18	12286491	494.63	0.00	32,297.63

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Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2018025	Castaneda, James	JE 12/07/18	12286491	837.10	0.00	33,134.73
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	219.84	0.00	33,354.57
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	329.76	0.00	33,684.33
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	219.84	0.00	33,904.17
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	219.84	0.00	34,124.01
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	494.63	0.00	34,618.64
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	274.80	0.00	34,893.44
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	54.96	0.00	34,948.40
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	329.76	0.00	35,278.16
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	329.76	0.00	35,607.92
JL	38162-00000	2018026	Castaneda, James	JE 12/21/18	12286492	1,245.89	0.00	36,853.81
JL	38162-00000	2019001	Castaneda, James	JE 02/01/19	12440523	164.88	0.00	37,018.69
JL	38162-00000	2019001	Castaneda, James	JE 02/01/19	12440523	219.84	0.00	37,238.53
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	82.44	0.00	37,320.97
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	82.44	0.00	37,403.41
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	164.88	0.00	37,568.29
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	274.80	0.00	37,843.09
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	109.92	0.00	37,953.01
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	219.84	0.00	38,172.85
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	109.92	0.00	38,282.77
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	109.92	0.00	38,392.69
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	329.76	0.00	38,722.45
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	109.92	0.00	38,832.37
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	329.76	0.00	39,162.13
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	329.76	0.00	39,491.89
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	164.88	0.00	39,656.77
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	219.84	0.00	39,876.61
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	329.76	0.00	40,206.37
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	109.92	0.00	40,316.29
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	219.84	0.00	40,536.13
JL	38162-00000	2019001	Castaneda, James	JE 02/01/19	12440523	196.56	0.00	40,732.69
JL	38162-00000	2019002	Castaneda, James	JE 02/01/19	12440524	982.80	0.00	41,715.49
JL	38162-00000	2019003	Castaneda, James	JE 02/01/19	12440525	702.00	0.00	42,417.49
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	439.67	0.00	42,857.16
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	329.76	0.00	43,186.92
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	219.84	0.00	43,406.76
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	384.71	0.00	43,791.47
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	137.40	0.00	43,928.87
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	274.80	0.00	44,203.67
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	54.96	0.00	44,258.63
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	164.88	0.00	44,423.51
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	137.40	0.00	44,560.91
JL	38162-00000	2019004	Castaneda, James	JE 02/15/19	12440529	1,095.10	0.00	45,656.01
JL	38162-00000	2019005	Castaneda, James	JE 03/01/19	12440530	219.84	0.00	45,875.85
JL	38162-00000	2019005	Castaneda, James	JE 03/01/19	12440530	164.88	0.00	46,040.73
JL	38162-00000	2019005	Castaneda, James	JE 03/01/19	12440530	219.84	0.00	46,260.57
JL	38162-00000	2019005	Castaneda, James	JE 03/01/19	12440530	219.84	0.00	46,480.41
JL	38162-00000	2019005	Castaneda, James	JE 03/01/19	12440530	274.80	0.00	46,755.21
JL	38162-00000	2019005	Castaneda, James	JE 03/01/19	12440530	561.60	0.00	47,316.81
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	232.88	0.00	47,549.69
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	87.33	0.00	47,637.02

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	58.22	0.00	47,695.24
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	465.75	0.00	48,160.99
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	174.66	0.00	48,335.65
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	87.33	0.00	48,422.98
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	174.66	0.00	48,597.64
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	116.44	0.00	48,714.08
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	407.54	0.00	49,121.62
JL	38162-00000	2019006	Castaneda, James	JE 03/15/19	12487683	909.66	0.00	50,031.28
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	203.77	0.00	50,235.05
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	349.32	0.00	50,584.37
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	465.75	0.00	51,050.12
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	58.22	0.00	51,108.34
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	203.77	0.00	51,312.11
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	407.54	0.00	51,719.65
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	232.88	0.00	51,952.53
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	291.10	0.00	52,243.63
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	349.32	0.00	52,592.95
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	116.44	0.00	52,709.39
JL	38162-00000	2019007	Castaneda, James	JE 03/29/19	12549639	1,039.47	0.00	53,748.86
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	523.97	0.00	54,272.83
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	116.44	0.00	54,389.27
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	349.32	0.00	54,738.59
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	523.97	0.00	55,262.56
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	349.32	0.00	55,611.88
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	291.10	0.00	55,902.98
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	116.44	0.00	56,019.42
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	349.32	0.00	56,368.74
JL	38162-00000	2019008	Castaneda, James	JE 04/12/19	12559785	1,320.44	0.00	57,689.18
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	523.97	0.00	58,213.15
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	174.66	0.00	58,387.81
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	349.32	0.00	58,737.13
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	58.22	0.00	58,795.35
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	174.66	0.00	58,970.01
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	291.10	0.00	59,261.11
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	116.44	0.00	59,377.55
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	349.32	0.00	59,726.87
JL	38162-00000	2019009	Castaneda, James	JE 04/26/19	12617684	1,027.02	0.00	60,753.89
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	232.88	0.00	60,986.77
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	29.11	0.00	61,015.88
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	291.10	0.00	61,306.98
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	291.10	0.00	61,598.08
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	58.22	0.00	61,656.30
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	29.11	0.00	61,685.41
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	174.66	0.00	61,860.07
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	232.88	0.00	62,092.95
JL	38162-00000	2019010	Castaneda, James	JE 05/10/19	12681850	674.94	0.00	62,767.89
JL	38162-00000	2019011	Castaneda, James	JE 05/24/19	12705271	349.32	0.00	63,117.21
JL	38162-00000	2019011	Castaneda, James	JE 05/24/19	12705271	116.44	0.00	63,233.65
JL	38162-00000	2019011	Castaneda, James	JE 05/24/19	12705271	291.10	0.00	63,524.75
JL	38162-00000	2019011	Castaneda, James	JE 05/24/19	12705271	116.44	0.00	63,641.19
JL	38162-00000	2019011	Castaneda, James	JE 05/24/19	12705271	58.22	0.00	63,699.41

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET
JL	38162-00000	2019011	Castaneda, James	JE	05/24/19	12705271	58.22	0.00	63,757.63
JL	38162-00000	2019011	Castaneda, James	JE	05/24/19	12705271	174.66	0.00	63,932.29
JL	38162-00000	2019011	Castaneda, James	JE	05/24/19	12705271	58.22	0.00	63,990.51
JL	38162-00000	2019011	Castaneda, James	JE	05/24/19	12705271	291.10	0.00	64,281.61
JL	38162-00000	2019011	Castaneda, James	JE	05/24/19	12705271	465.75	0.00	64,747.36
JL	38162-00000	2019011	Castaneda, James	JE	05/24/19	12705271	997.70	0.00	65,745.06
**	Total 2019		By Fiscal Year			(1) DR-CR	65,745.06	0.00	65,745.06
JL	38162-00000	2019015	Castaneda, James	JE	07/19/19	12916351	29.11	0.00	29.11
JL	38162-00000	2019015	Castaneda, James	JE	07/19/19	12916351	29.11	0.00	58.22
JL	38162-00000	2019015	Castaneda, James	JE	07/19/19	12916351	29.36	0.00	87.58
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	349.32	0.00	436.90
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	349.32	0.00	786.22
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	465.75	0.00	1,251.97
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	349.32	0.00	1,601.29
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	523.97	0.00	2,125.26
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	232.88	0.00	2,358.14
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	465.75	0.00	2,823.89
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	407.54	0.00	3,231.43
JL	38162-00000	2019016	Castaneda, James	JE	08/02/19	12968863	1,531.40	0.00	4,762.83
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	349.32	0.00	5,112.15
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	232.88	0.00	5,345.03
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	58.22	0.00	5,403.25
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	232.88	0.00	5,636.13
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	58.22	0.00	5,694.35
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	407.54	0.00	6,101.89
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	523.97	0.00	6,625.86
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	465.75	0.00	7,091.61
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	407.54	0.00	7,499.15
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	116.44	0.00	7,615.59
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	174.66	0.00	7,790.25
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	232.88	0.00	8,023.13
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	349.32	0.00	8,372.45
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	232.88	0.00	8,605.33
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	174.66	0.00	8,779.99
JL	38162-00000	2019017	Castaneda, James	JE	09/01/19	13033430	1,134.38	0.00	9,914.37
JL	38162-00000	2019018	Castaneda, James	JE	09/01/19	13033431	626.77	0.00	10,541.14
JL	38162-00000	2019019	Castaneda, James	JE	09/13/19	13033434	174.66	0.00	10,715.80
JL	38162-00000	2019019	Castaneda, James	JE	09/13/19	13033434	116.44	0.00	10,832.24
JL	38162-00000	2019019	Castaneda, James	JE	09/13/19	13033434	174.66	0.00	11,006.90
JL	38162-00000	2019019	Castaneda, James	JE	09/13/19	13033434	349.32	0.00	11,356.22
JL	38162-00000	2019019	Castaneda, James	JE	09/13/19	13033434	291.10	0.00	11,647.32
JL	38162-00000	2019019	Castaneda, James	JE	09/13/19	13033434	538.84	0.00	12,186.16
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	349.32	0.00	12,535.48
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	174.66	0.00	12,710.14
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	407.54	0.00	13,117.68
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	232.88	0.00	13,350.56
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	58.22	0.00	13,408.78
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	116.44	0.00	13,525.22
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	174.66	0.00	13,699.88
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	232.88	0.00	13,932.76
JL	38162-00000	2019020	Castaneda, James	JE	09/27/19	13070084	58.22	0.00	13,990.98

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SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref Date	Job No	Debit	Credit	NET
JL	38162-00000	2019020	Castaneda, James	JE 09/27/19	13070084	174.66	0.00	14,165.64
JL	38162-00000	2019020	Castaneda, James	JE 09/27/19	13070084	58.22	0.00	14,223.86
JL	38162-00000	2019020	Castaneda, James	JE 09/27/19	13070084	992.60	0.00	15,216.46
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	116.44	0.00	15,332.90
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	174.66	0.00	15,507.56
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	349.32	0.00	15,856.88
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	58.22	0.00	15,915.10
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	58.22	0.00	15,973.32
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	407.54	0.00	16,380.86
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	523.97	0.00	16,904.83
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	58.22	0.00	16,963.05
JL	38162-00000	2019021	Castaneda, James	JE 10/11/19	13117718	850.78	0.00	17,813.83
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	151.37	0.00	17,965.20
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	121.10	0.00	18,086.30
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	121.10	0.00	18,207.40
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	121.10	0.00	18,328.50
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	181.65	0.00	18,510.15
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	181.65	0.00	18,691.80
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	60.55	0.00	18,752.35
JL	38162-00000	2019022	Castaneda, James	JE 10/25/19	13180238	453.00	0.00	19,205.35
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	121.10	0.00	19,326.45
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	242.19	0.00	19,568.64
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	181.65	0.00	19,750.29
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	363.29	0.00	20,113.58
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	90.83	0.00	20,204.41
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	60.55	0.00	20,264.96
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	242.19	0.00	20,507.15
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	90.83	0.00	20,597.98
JL	38162-00000	2019023	Castaneda, James	JE 11/08/19	13180243	672.17	0.00	21,270.15
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	181.65	0.00	21,451.80
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	181.65	0.00	21,633.45
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	242.19	0.00	21,875.64
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	181.65	0.00	22,057.29
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	181.65	0.00	22,238.94
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	363.29	0.00	22,602.23
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	242.19	0.00	22,844.42
JL	38162-00000	2019024	Castaneda, James	JE 12/01/19	13270201	759.83	0.00	23,604.25
JL	38162-00000	2019025	Castaneda, James	JE 12/06/19	13270208	121.10	0.00	23,725.35
JL	38162-00000	2019025	Castaneda, James	JE 12/06/19	13270208	484.38	0.00	24,209.73
JL	38162-00000	2019025	Castaneda, James	JE 12/06/19	13270208	181.65	0.00	24,391.38
JL	38162-00000	2019025	Castaneda, James	JE 12/06/19	13270208	423.84	0.00	24,815.22
JL	38162-00000	2019025	Castaneda, James	JE 12/06/19	13270208	302.74	0.00	25,117.96
JL	38162-00000	2019025	Castaneda, James	JE 12/06/19	13270208	730.56	0.00	25,848.52
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	121.10	0.00	25,969.62
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	302.74	0.00	26,272.36
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	181.65	0.00	26,454.01
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	181.65	0.00	26,635.66
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	423.84	0.00	27,059.50
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	60.55	0.00	27,120.05
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	121.10	0.00	27,241.15
JL	38162-00000	2019026	Castaneda, James	JE 12/20/19	13308334	672.15	0.00	27,913.30

SORT ORDER: Fiscal Year

SELECT JOB ORG KEY: 38162 ; ORG SUB UNIT: 38430

Lg	JOB COST ACCOUNT	Primary Ref	Transaction Description	SS Ref	Date	Job No	Debit	Credit	NET	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	121.10	0.00	28,034.40	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	363.29	0.00	28,397.69	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	121.10	0.00	28,518.79	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	423.84	0.00	28,942.63	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	423.84	0.00	29,366.47	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	60.55	0.00	29,427.02	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	423.84	0.00	29,850.86	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	121.10	0.00	29,971.96	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	544.93	0.00	30,516.89	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	484.38	0.00	31,001.27	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	121.10	0.00	31,122.37	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	181.65	0.00	31,304.02	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	363.29	0.00	31,667.31	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	121.10	0.00	31,788.41	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	544.93	0.00	32,333.34	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	363.29	0.00	32,696.63	
JL	38162-00000	2020004	Castaneda, James	JE	04/01/20	13592707	363.29	0.00	33,059.92	
JL	38162-00000	2020004	Castaneda, James	JE	04/01/20	13592707	544.93	0.00	33,604.85	
JL	38162-00000	2020002	Castaneda, James	JE	04/01/20	13586994	944.60	0.00	34,549.45	
JL	38162-00000	2020003	Castaneda, James	JE	04/01/20	13586997	1,058.37	0.00	35,607.82	
JL	38162-00000	2020004	Castaneda, James	JE	04/01/20	13592707	342.75	0.00	35,950.57	
**	Total 2020		By Fiscal Year			(1) DR-CR	35,950.57	0.00	35,950.57	
** G R A N D T O T A L **							DR-CR	311,347.83	0.00	311,347.83



April 7, 2021

TO: SFO Community Roundtable Members

FROM: Michele Rodriguez, Roundtable Coordinator

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

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

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

BACKGROUND: Article VIII, of the Roundtable Bylaws requires the adoption of an annual budget between May 31, and October 31 of each calendar year. The fiscal year is from July 1 to June 30. According to the MOU, Objective 4, the Roundtable shall develop and implement an annual Work Program to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies regarding implementation of effective noise mitigation actions. The annual Roundtable Budget and Work Program areas are based on revenue provided by all Roundtable members.

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

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

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

Budget & Work Program

April 2, 2021

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

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

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

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

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April 2, 2021

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

Budget & Work Program

April 2, 2021

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

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

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

ATTACHMENTS:

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



September 21, 2021

The Honorable Jackie Speier
Member, United States House of Representatives
155 Bovet Rd. Suite 780
San Mateo, CA 94402

Dear Congresswoman Speier,

We are writing to you to express our support for Bill H.R. 4892, Support of Quiet Communities Act of 2021.

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues.

Goal 3 in our current FY21-22 Work Plan is to lobby for aircraft noise reduction by sponsoring legislation and research. This is achieved through our Legislative Subcommittee. The mission of the Legislative Subcommittee is to review, research, analyze, and advise the Roundtable of any existing and/or pending legislative actions at the Federal level that impact the airspace and environs of the San Francisco International Airport as it pertains to noise impacting communities. This subcommittee shall, through local congressional offices advocate for adoption, modification, or denial of said legislation. The Legislative Subcommittee may develop recommendations actions for the Roundtable consideration and approval.

On September 14, 2021 the Legislative Subcommittee held a public meeting where it voted to support this bill. The population the Roundtable represents is exposed to operation and airline noise. The subcommittee agrees on the need to have a dedicated and funded office to address noise reduction programs, assisting State noise abatement efforts, promulgating noise emission standards, and facilitating the development of low-noise -emission products within the Environmental Protection Agency would be extremely helpful to the public health and welfare of our community combating noise pollution.

Ricardo Ortiz,
Roundtable Chairperson

Cc: Committee on Transportation and Infrastructure



September 21, 2021
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N.O.I.S.E.
SFO Airport Commission

REPRESENTATIVE JACKIE SPEIER - AVIATION NOISE BILLS - 2021

<p>H.R.4931 SNORE Act Residential Noise Mitigation <i>Serious Noise Reduction Efforts Act of 2021</i></p>	<p>To amend title 49, United States Code, to establish a program at San Francisco International Airport for purposes of soundproofing residential buildings in surrounding communities.</p>
<p>H.R.4930 SHHH Act Continuation of the processing of NIITE and HUSSH Nighttime noise abatement flight departure procedures. <i>Southbound HUSSH and NIITE Help Households</i></p>	<p>To require the Administrator of the Federal Aviation Administration to continue processing the proposed SFO NIITE Departure Southbound Transition and the OAK HUSSH Departure Southbound Transition, and for other purposes.</p>
<p>H.R.4929 REST Act Access restrictions <i>Restore Everyone's Sleep Tonight</i></p>	<p>To amend title 49, United States Code, to allow airports to impose an access restriction for certain hours, to assess certain penalties against air carriers or aircraft operators, and for other purposes.</p>
<p>H.R.4928 RESPECT Act Requires FAA staff to answer questions upon request of a member of Congress. <i>Responsive Employees Support Productive Educated Congressional Talk</i></p>	<p>To require the Administrator of the Federal Aviation Administration to respond to requests for information from Members of Congress, and for other purposes</p>
<p>H.R.4927 NOTIFIED Act Requires FAA to notify public officials of proposed new or modified flight procedures. <i>Notify Officials To Inform Fully and Impel Educated Decisions</i></p>	<p>To require the Administrator of the Federal Aviation Administration to notify the public of proposed new Performance Based Navigation Implementation Process flight procedures, and for other purposes.</p>
<p>H.R.4926 LEAVE Act A state cause of action for ground-based noise or nuisance is not precluded by federal law. <i>Low-frequency Energetic Acoustics and Vibrations Exasperate Act</i></p>	<p>To establish that no Federal statute is intended to preempt a cause of action against an airport maintained in any State small claims or superior court by any individual or city within 5 miles of an airport when an action is brought for noise or nuisance caused by ground-based noise in violation of a State statute as specified, and for other purposes.</p>
<p>H.R.4925 F-AIR Act Directs the FAA to develop expanded plans and policy for use of airspace. <i>Fairness in Airspace Includes Residents</i></p>	<p>To amend title 49, United States Code, to expand the priorities of the Administrator of the Federal Aviation Administration in developing plans and policy for the use of the navigable airspace.</p>
<p>H.R.4924 APPRISE Act Aviation roundtable technical representative to participate in FAA flight design process <i>All Participating in Process Reaching Informed Solutions for Everyone</i></p>	<p>To direct the Administrator of the Federal Aviation Administration to ensure representatives of aviation roundtables may participate in the NextGen performance-based navigation implementation process of the Federal Aviation Administration, and for other purposes.</p>

210903



San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-1853
F (650) 363-4849
www.sforoundtable.org

September 21, 2021

The Honorable Jackie Speier
Member, United States House of Representatives
155 Bovet Rd. Suite 780
San Mateo, CA 94402

Dear Congresswoman Speier,

We are writing to you to express our support for Bills being introduced by your office.

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues.

Goal 3 in our current FY21-22 Work Plan is to lobby for aircraft noise reduction by sponsoring legislation and research. This is achieved through our Legislative Subcommittee. The mission of the Legislative Subcommittee is to review, research, analyze, and advise the Roundtable of any existing and/or pending legislative actions at the Federal level that impact the airspace and environs of the San Francisco International Airport as it pertains to noise impacting communities. This subcommittee shall, through local congressional offices advocate for adoption, modification, or denial of said legislation. The Legislative Subcommittee may develop recommendations actions for the Roundtable consideration and approval.

On September 14, 2021 the Legislative Subcommittee held a public meeting where Kathleen Wentworth gave a verbal presentation on the Jackie Speier Aviation Noise Bills-2021. We want to express our gratitude for your ongoing focus and efforts on aviation related noise to the community. As a result, the subcommittee voted unanimously to support the legislation introduced. This year the Legislative Subcommittee will be looking more closely at possible changes to Title 21, and the Technical Working Group will be reviewing an amendment to the Airport Director Reports to use a measurement method that better reflects impacts to our community members. Thank you again.

Ricardo Ortiz,
Roundtable Chairperson

Attachment: Representative Jackie Speier – Aviation Noise Bills - 2021

Working together for quieter skies



REPRESENTATIVE JACKIE SPEIER - AVIATION NOISE BILLS - 2021

<p>H.R.4931 SNORE Act Residential Noise Mitigation <i>Serious Noise Reduction Efforts Act of 2021</i></p>	<p>To amend title 49, United States Code, to establish a program at San Francisco International Airport for purposes of soundproofing residential buildings in surrounding communities.</p>
<p>H.R.4930 SHHH Act Continuation of the processing of NIITE and HUSSH Nighttime noise abatement flight departure procedures. <i>Southbound HUSSH and NIITE Help Households</i></p>	<p>To require the Administrator of the Federal Aviation Administration to continue processing the proposed SFO NIITE Departure Southbound Transition and the OAK HUSSH Departure Southbound Transition, and for other purposes.</p>
<p>H.R.4929 REST Act Access restrictions <i>Restore Everyone's Sleep Tonight</i></p>	<p>To amend title 49, United States Code, to allow airports to impose an access restriction for certain hours, to assess certain penalties against air carriers or aircraft operators, and for other purposes.</p>
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<p>H.R.4927 NOTIFIED Act Requires FAA to notify public officials of proposed new or modified flight procedures. <i>Notify Officials To Inform Fully and Impel Educated Decisions</i></p>	<p>To require the Administrator of the Federal Aviation Administration to notify the public of proposed new Performance Based Navigation Implementation Process flight procedures, and for other purposes.</p>
<p>H.R.4926 LEAVE Act A state cause of action for ground-based noise or nuisance is not precluded by federal law. <i>Low-frequency Energetic Acoustics and Vibrations Exasperate Act</i></p>	<p>To establish that no Federal statute is intended to preempt a cause of action against an airport maintained in any State small claims or superior court by any individual or city within 5 miles of an airport when an action is brought for noise or nuisance caused by ground-based noise in violation of a State statute as specified, and for other purposes.</p>
<p>H.R.4925 F-AIR Act Directs the FAA to develop expanded plans and policy for use of airspace. <i>Fairness in Airspace Includes Residents</i></p>	<p>To amend title 49, United States Code, to expand the priorities of the Administrator of the Federal Aviation Administration in developing plans and policy for the use of the navigable airspace.</p>
<p>H.R.4924 APPRISE Act Aviation roundtable technical representative to participate in FAA flight design process <i>All Participating in Process Reaching Informed Solutions for Everyone</i></p>	<p>To direct the Administrator of the Federal Aviation Administration to ensure representatives of aviation roundtables may participate in the NextGen performance-based navigation implementation process of the Federal Aviation Administration, and for other purposes.</p>

210903



September 29, 2021

TO: San Francisco International Airport/Community Roundtable Membership

FROM: Michele Rodriguez, Roundtable Coordinator

SUBJECT: Resolution to make findings allowing continued remote meetings under Brown Act

RECOMMENDATION:

Adopt a resolution finding that, as a result of the continuing COVID-19 pandemic state of emergency, meeting in person for meetings of the San Francisco International Airport/Community Roundtable (SFORT) would present imminent risks to the health or safety of attendees.

BACKGROUND:

On June 11, 2021, Governor Newsom issued Executive Order N-08-21, which rescinded his prior Executive Order N-29-20 and which waived, through September 30, 2021, certain provisions of the Brown Act related to teleconferences/remote meetings by local agency legislative bodies. The Executive Order waived among other things, the provisions of the Brown Act that otherwise required the physical presence of members of local agency legislative bodies or other personnel in a particular location as a condition of participation or as a quorum for a public meeting.

If these waivers set forth in the Executive Order were to fully sunset on October 1, 2021, and absent any further State action, local agency legislative bodies subject to the Brown Act would be required to fully comply with the Brown Act's in-person meeting requirements as they existed prior to March 2020, including the requirement for full physical public access to all teleconference locations from which board members are participating.

On September 16, 2021, the Governor signed AB 361, a bill that codifies certain of the teleconference procedures that local agencies have adopted in response to the Governor's Brown Act-related Executive Orders. Specifically, AB 361 allows a local agency to continue to use teleconferencing under the same basic rules as provided in the Executive Orders under certain prescribed circumstances or when certain findings have been made and adopted by the local agency legislative body.

AB 361 also requires that a local agency legislative body periodically make findings by majority vote to avail itself of the bill's exemption to the Brown Act teleconferencing rules.

Specifically, the legislative body must find that there is a need for teleconferencing due to the dangers related to in-person meetings that are posed by the ongoing state of emergency.

Agencies that make such a finding must renew them periodically. AB 361 contemplates that agencies must review their determination that there is a continuing need for teleconferencing due to the dangers posed by the state of emergency every thirty days. However, because the SFORT meets less frequently than every thirty days, counsel has advised that the Roundtable may make a new determination, at the outset of each of its regular meetings that there is a need for teleconferencing due to the dangers posed by the state of emergency and that the SFORT need not meet more frequently for the sole purpose of making such a determination.

AB 361 provides that local agency legislative bodies must return to in-person meetings on October 1, 2021, unless they choose to continue with fully teleconferenced meetings because a specific declaration of a state or local health emergency is appropriately made. Specifically, AB 361 allows local governments to continue to conduct virtual meetings as long as there is a proclaimed state of emergency in combination with (1) local health official recommendations for social distancing or (2) findings adopted by the local agency legislative body that meeting in person would present risks to health. AB 361 is effective immediately as urgency legislation and will sunset on January 1, 2024.

DISCUSSION:

Because local rates of transmission of COVID-19 are still in the “substantial” tier as measured by the Centers for Disease Control, we recommend that the Airport Community Roundtable avail itself of the provisions of AB 361 allowing continuation of online meetings by adopting findings to the effect that conducting in-person meetings would present an imminent risk to the health and safety of attendees. A resolution to that effect, and directing staff to return periodically with the opportunity to renew such findings, is attached hereto.

FISCAL IMPACT:

None

RESOLUTION NO. 21-01

RESOLUTION FINDING THAT, AS A RESULT OF THE CONTINUING COVID-19 PANDEMIC STATE OF EMERGENCY, MEETING IN PERSON FOR MEETINGS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE WOULD PRESENT IMMINENT RISKS TO THE HEALTH OR SAFETY OF ATTENDEES

WHEREAS, on March 4, 2020, pursuant to Section 8550, *et seq.*, of the California Government Code, Governor Newsom proclaimed a state of emergency related to the COVID-19 novel coronavirus and, subsequently, the San Mateo County Board of Supervisors declared a local emergency related to COVID-19, and the proclamation by the Governor and the declaration by the Board of Supervisors remains in effect; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which extended certain provisions of Executive Order N-29-20 that waive otherwise applicable Brown Act requirements related to remote/teleconference meetings by local agency legislative bodies through September 30, 2021; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that provides that a local agency legislative body may continue to meet without complying with otherwise-applicable requirements in the Brown Act related to remote/teleconference meetings by local agency legislative bodies, provided that a state of emergency has been declared and the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and

provided that the legislative body continues to make such findings periodically during the term of the declared state of emergency; and,

WHEREAS, California Department of Public Health (“CDPH”) and the federal Centers for Disease Control and Prevention (“CDC”) caution that the Delta variant of COVID-19, currently the dominant strain of COVID-19 in the country, is more transmissible than prior variants of the virus, may cause more severe illness, and that even fully vaccinated individuals can spread the virus to others resulting in rapid and alarming rates of COVID-19 cases and hospitalizations (<https://www.cdc.gov/coronavirus/2019-ncov/variants/delta-variant.html>); and,

WHEREAS, the San Francisco International Airport/Community Roundtable has an important governmental interest in protecting the health, safety and welfare of those who participate in its meetings; and,

WHEREAS, in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the San Francisco International Airport/Community Roundtable deems it necessary to find that meeting in person would present imminent risks to the health or safety of attendees, and thus intends to invoke the provisions of AB 361 related to teleconferencing.

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that

1. The recitals set forth above are true and correct.

2. The San Francisco International Airport/Community Roundtable finds that meeting in person would present imminent risks to the health or safety of attendees.
3. Staff is directed to return periodically, as necessary to comply with AB 361, after the adoption of this resolution with an item for the San Francisco International Airport/Community Roundtable to consider making the findings required by AB 361 in order to continue meeting under its provisions.
4. Staff is directed to take such other necessary or appropriate actions to implement the intent and purposes of this resolution.

* * * * *



Meeting Announcement

Technical Working Group

Tuesday, September 22, 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/98244235352>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 982 4423 5352

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.

**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. Roundtable Annual Work Plan (2021-2022)

a. Aircraft Procedures: FAA NIITE/HUSSH Update

b. Address Airport Operation Noise: Ground-Based Augmentation System Update

c. Analyze Noise Monitor Methodology: Noise Monitoring Threshold Evaluation, Noise Threshold Level Waiver

Attachments:

-Beth White NIITE/HUSSH Summary – June 1, 2021

-SFO Review of Remote Monitoring Terminal Thresholds – Phase 2

2. Future Topics (Discussion)

a. Roundtable Annual Work Plan (2021-2022)

i. Goal 4: Airline Award Program: Provide Feedback and Recommended Revisions.

ii. Goal 5: Analyze Noise Monitor Methodology: SFO Airport Directors Report update.

iii. Vertical Mobility Procedure

3. Information Only

a. Expansion of NAC

Attachments:

- Charter of the NextGen Advisory Committee
- Citizen Letter to FAA Director & Others
- N.O.I.S.E. Response to Citizen Letter

Other Attachments:

Airport Noise Report Volume 33, Number 29 – September 3, 2021

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

During videoconference of the Legislative 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 through Zoom. Please read the following instructions carefully:

1. The September 22, 2021 Legislative meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/98244235352>. The meeting ID: 982 4423 5352. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 982 4423 5352, 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.

Thanks Michele,

I apologize for not understanding the protocol of what will be presented and who will present it – but wanted to offer a thought to make sure we give this context and help keep it moving forward.

First – would it be helpful to frame up the actual Select Committee request? Confirm that it was to create an over water flight path thereby reducing overflights of the peninsula. Then detail the key points we have addressed to meet that intent:

- The FAA can accommodate that operation from 1am to 5 am.
- The FAA will follow the NITTE and then fly to the GOBBS waypoint before turning toward the fixes that are filed for their destination.
- The FAA will achieve this through automation, controller training and a letter of agreement between the facilities.
- This is not a new procedure so it will not need to go through that IFP Gateway process
- The FAA believes it will take approximately 6 months to put this automation and training in place.

Then – perhaps as an attachment – have the answer to the questions that were addressed at the TWG - specifically the concern that we would be crossing the shoreline at or above 13,000' and that we would not be creating any new overflight – those fixes exist and are flown today.

Again, my apologies if I am bungling over a procedure or framework that you need to follow – just wanted to offer to provide some structure around the request and questions. I know it has been a long journey and sometimes resetting the context is helpful to help us move to the next step.

Thanks!

Beth

(Received June 1, 2021)



Meeting Announcement

Legislative Subcommittee

Tuesday, September 14, 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/96437737818>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 964 3773 7818

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.

**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. Federal Legislation Update (Discussion and Action)

- a. Update on Bills Introduced by Congresswomen Speier
Kathleen Wentworth, Senior Advisor to Congresswoman Speier
- b. Oppose or Support: HR 4892 Bill Introduced – Proposed New Office of Noise Abatement and Control in the EPA
 - i. N.O.I.S.E. Supports Bill
- c. Information Only:
 - i. HR: 3684: Bipartisan Infrastructure Bill content for Airports, Airlines. Review Noise Compatibility Program for Opportunities.

Attachments:

- Jackie Speier's Legislation 2020-2021
- H.R. 4892: Re-establish the Office of Noise Abatement and Control in EPA
- H.R. 3684: Infrastructure Bill & Summary from Airport Perspective

2. State /Local Legislation (Discussion)

- a. Roles of state and local governments on aircraft noise
Eugene Reindel, HMMH

3. Information Only:

- a. Ground-Based Noise Subcommittee Letter to Steve Dickson, FAA Administrator on GBN Recommendations.

Attachments:

- Ground-Based Noise Subcommittee Letter to FAA Director August 2021

4. Future Topics (Discussion)

- a. Vertical Air Mobility Rulemaking
- b. Update to Title 21 or other State Legislation Opportunities.

Other Attachments:

- August 20, 2021 Airport Noise Report

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Written Comments:

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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.



Meeting Agenda

Membership Expansion Ad-Hoc Subcommittee

Wednesday, September 29, 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/98293563848>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 982 9356 3848

AGENDA

- 1. Update from Congresswoman Speier Staff** 10-min Presentation/10-min Q&A
 - a. SFO Roundtable Expansion

Attachments:
 - Congresswoman Anna G. Eshoo Letter – August 19, 2021
 - Roundtable Comparisons

- 2. Presentation from HMMH** 25-min Presentation/15-min Q&A
 - a. Flight Track Analysis (before and after NextGen)
 - b. SFO Airport vs. Bay Area Regional Airspace

Attachments:
 - Gene Reindel Presentation, HMMH
 - SF Bay Arrival Density Maps (2013 & 2019)
 - SF Bay Departure Density Maps (2013 & 2019)
 - SFO Arrival Density Maps ((2013 & 2019)
 - SFO Departure Density Maps (2013 & 2019)
 - Population and Income Comparison

- 3. Discussion on Equity** 20-min Discussion
 - a. Definition of equity as it relates to criteria for Roundtable Membership.
 - What is equity? Is equity the correct term?
 - Existing SFORT Members getting its noise issues adequately addressed?
 - Lower income, class, ethnicity, and age getting representation from SFORT Roundtable?
 - Is membership in two Roundtables equity?
 - Is membership in two Roundtables, and self-representation equity (Wentworth reported at 8/25 Ad-Hoc Subcommittee meeting that the City of Palo Alto hired an aviation consultant to advise them and conducts their own noise studies)
 - Is no noise shifting equity?

- 4. Future Meeting Schedule** / Presentation at Regular Meeting 10-min Discussion
- a. Review Meeting Schedule, Addition of Meeting Dates/Change of Chair
 - b. Membership Meeting Content Oct 6, 2021

Information Only:

SCSC Roundtable Packet – Sept. 7, 2021

Letter from City of Mountain View – Sept. 17, 2021

Colma Town Council Membership Presentation on Oct. 27, 2021

<i>Meeting Number</i>	<i>Purpose (1.5 – 2. hour meetings)</i> <i>Revised After Ad-Hoc Subcommittee Meeting #1 of August 25, 2021</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 GBAS NIITE HUSSH
Ground-Based Noise 7/19	PUBLIC REVIEW GBN REPORT
AUGUST Ad-hoc Subcommittee#1 – August 25	NO PUBLIC Subcommittee Purpose and Schedule Member Comments on Membership Expansion and Constituent Feedback on service area. SFORT Historical Service Area Review Identify and Prioritize Key Issues
Roundtable Regular Meeting 8/4	PUBLIC Membership Meeting:
SEPT Ad-hoc Subcommittee #2 – Sept 29	NO PUBLIC Presentation by Congresswomen Speier Presentation of flight paths before and after NextGen. Equity Discussion Addition of additional meetings
Legislative 9/14	PUBLIC Fed Legislation Update FAA Presentation Super Sonic Noise Standards Status Local and State Legislation discussion Informational Update
Technical Working Group 9/22	PUBLIC GBAS NIITE/HUSSH Work Plan Identified Item: Airport Directors Reports review
OCT Ad-hoc Subcommittee#3 – Wed, Oct 27	NO PUBLIC Begin discussion of SFORT Level of Service expectations Discuss and brainstorm on criteria for membership expansion.
Roundtable Regular Meeting	PUBLIC Membership Meeting

10/6	
NOV Ad-hoc Subcommittee #4 – Wed, Nov 17	CHANGING TO NON-PUBLIC Impacts to staffing and budget: Budget, Strategic Plan, Work Plan review, work Load and level of service discussion. Review Criteria for Membership or Recommendation to Roundtable. Process and timeline for amending the MOU, if applicable
Technical Working Group 11/24	PUBLIC Reschedule due to holiday conflict NOV 9-11?
Roundtable Regular Meeting 12/1	PUBLIC Membership Meeting: Ad-hoc subcommittee update, update or recommendation from Membership Expansion Ad-Hoc Subcommittee
2022	
JAN Ad-hoc Subcommittee #5 – Wed, Jan 12	PUBLIC Final review of criteria for Membership or Recommendation to Roundtable



San Francisco
International
Airport

GBAS

San Francisco International Airport GBAS Overlay and Innovative GLS

SFO Roundtable Technical Working Group
September 22, 2021



Topics Covered

1. Current GBAS Project Timeline
2. United Airlines Flight Evaluation
3. Possible Noise Monitoring Locations
4. Tracking GBAS Q&A
5. Review of GLS-TT Rwy 28L and GLS-TT Rwy 28R
6. Questions

For Community Evaluation Only - Not Intended for Navigation

GLS-TT RWY 28L (EDDDY) Revision 1

Changes: New

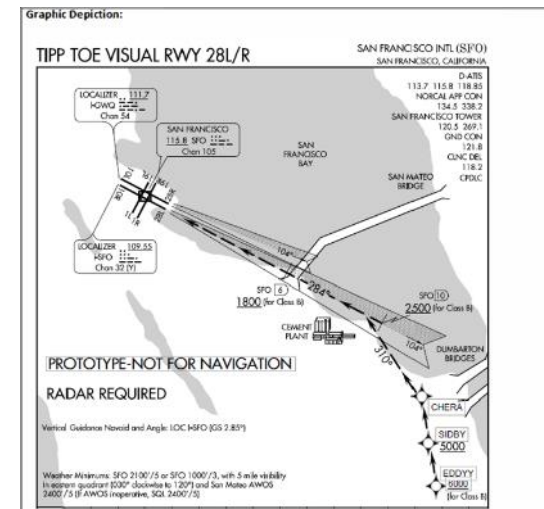
GLS instrument approach to runway 28L, originating southeast of the airport, starting at EDDDY.

This approach is an identical overlay of the existing Tipp Toe Charted Visual Flight Procedure (CVFP) approach, in use today, under VFR conditions. The GLS version of the approach converts optional CVFP published altitudes, into required minimum IFR altitudes.

Project Goals

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

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



SFO San Francisco International Airport

Compiled GBAS Requests and Questions

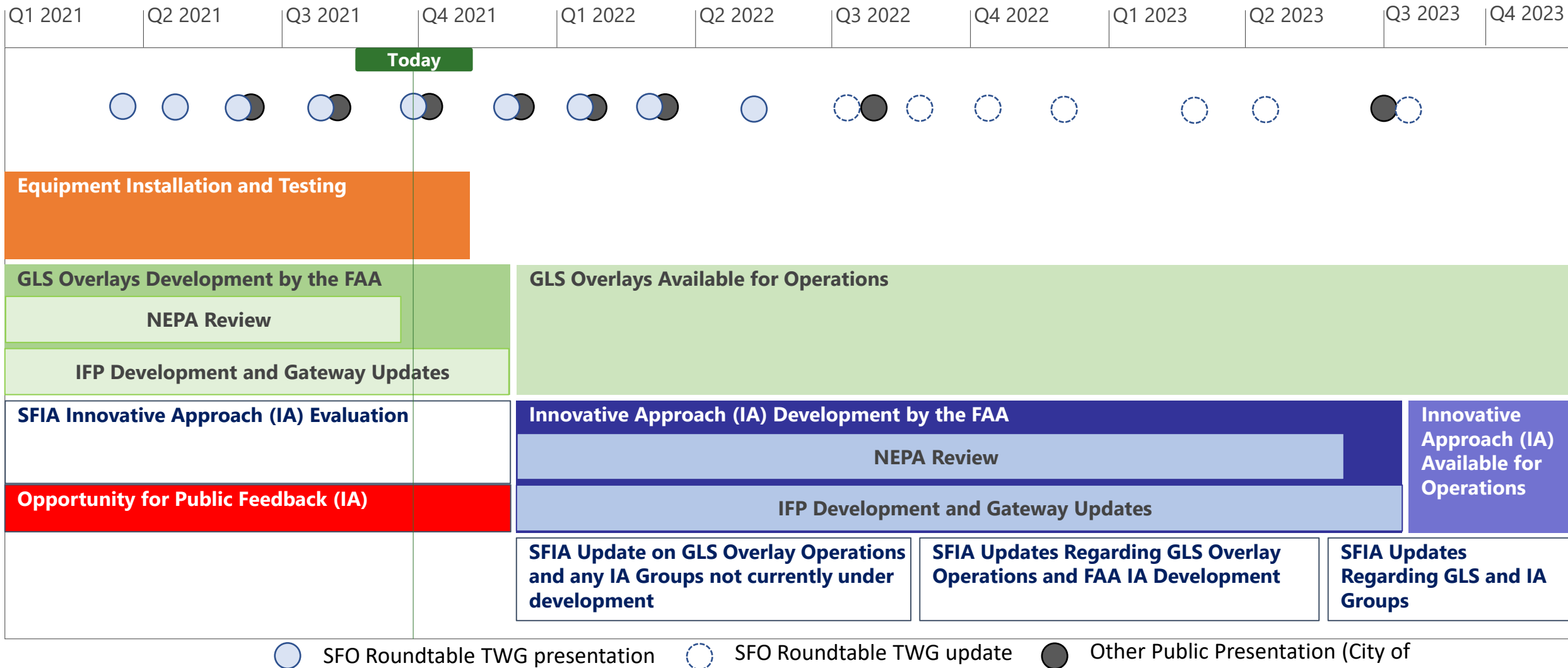
Top 101

- 📍 All 101
- 📍 All 101 (with 101 in red)
- 📍 All 101 (with 101 in blue)
- 📍 All 101 (with 101 in green)
- 📍 All 101 (with 101 in yellow)

Request/Question	Response/Status
Request: [Detailed description of a request regarding GBAS implementation]	Response: [Detailed description of the response]
Question: [Detailed description of a question]	Answer: [Detailed description of the answer]
Request: [Detailed description of another request]	Response: [Detailed description of the response]
Question: [Detailed description of another question]	Answer: [Detailed description of the answer]



SFO GBAS Estimated Schedule and Planned Outreach



- SFO Roundtable TWG presentation
- SFO Roundtable TWG update
- Other Public Presentation (City of Palo Alto, SCSC, LATO/IGWG, etc)

Important SFO GBAS Milestones (Updated 17SEP21)

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

OCT21 – Opportunity for UAL Flight Evaluation

18-21OCT21 – FAA Flight Inspection/Validation of GBAS and Overlay GLS Approaches

02DEC21 – Earliest start date for GLS Overlay Approach Procedures

DEC21 – Target date for SFO to request FAA Development of Group 1 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.

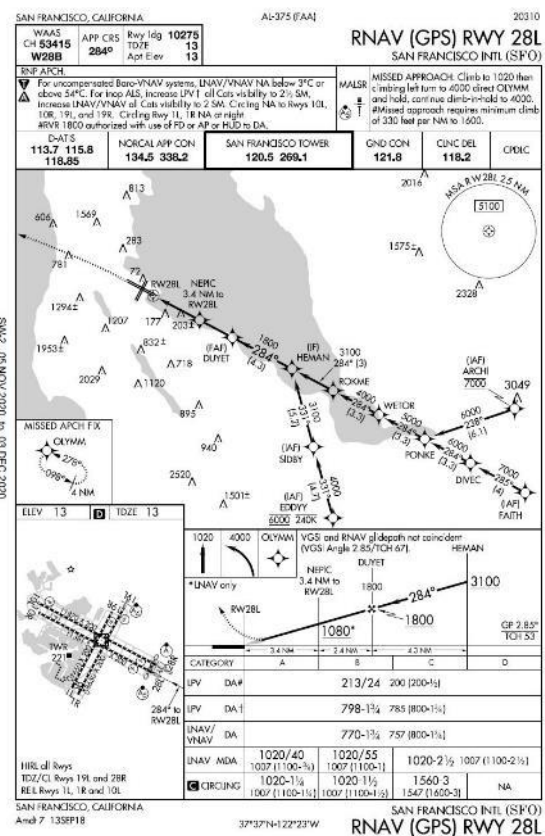
Filter Options

Showing results 1 - 16 of 16

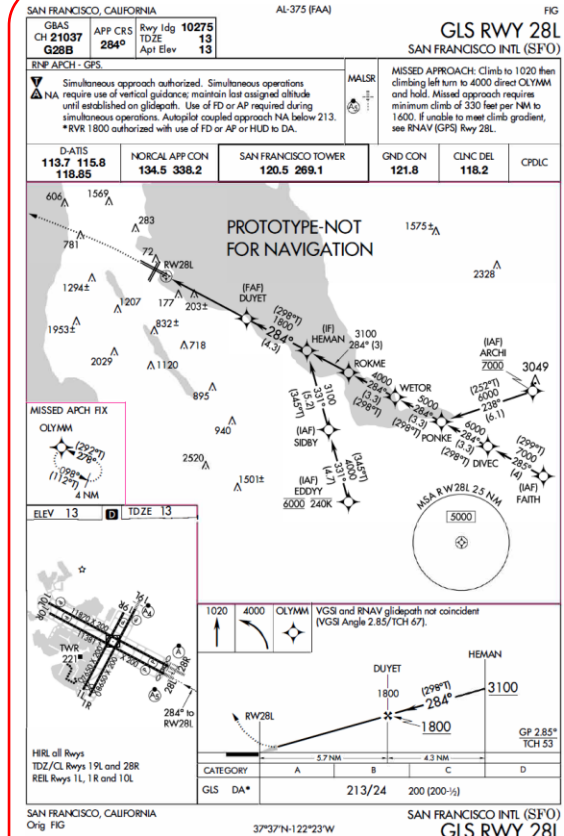
Procedure	Airport Name	Airport ID	City/State	Scheduled Pub Date	Status	Actual Pub Date	
GLS RWY 19R, Orig	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
GLS RWY 28L, Orig	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	12/2/2021	Pending		Email FAA
GLS RWY 19L, Orig	SAN FRANCISCO 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>

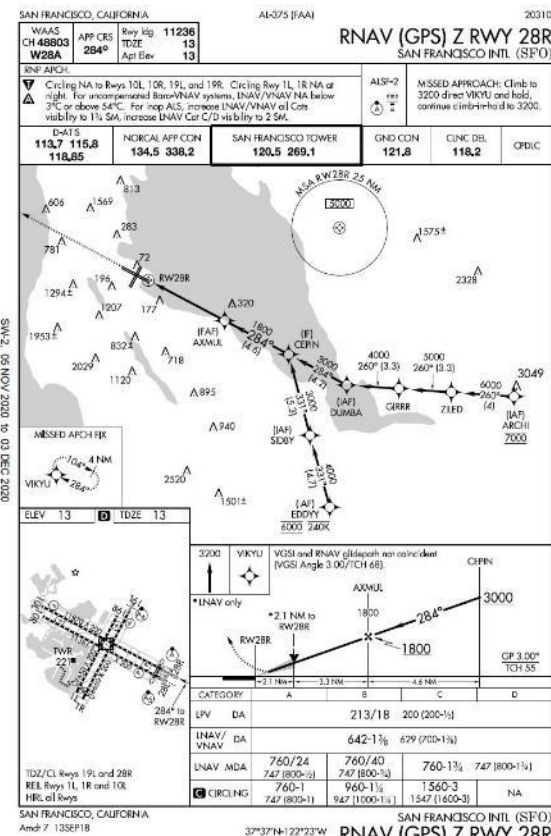
SFO GLS Overlay Approach Comparison: 28L/28R



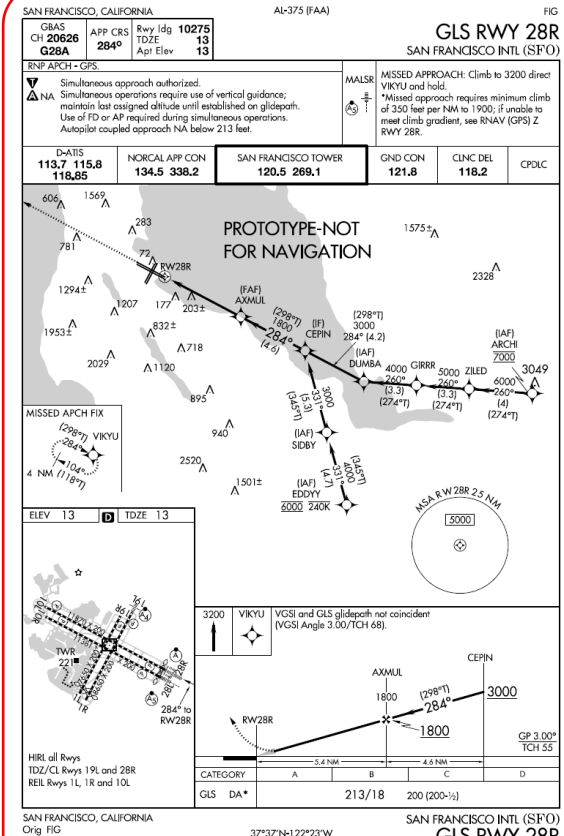
- ### RNAV (GPS) RWY 28L
- GPA: 2.85°
 - FAF: DUYET 1,800ft
 - IAF: EDDYY 6,000ft @ 240KIAS



- ### GLS RWY 28L
- GPA: 2.85°
 - FAF: DUYET 1,800ft
 - IAF: EDDYY 6,000ft @ 240KIAS

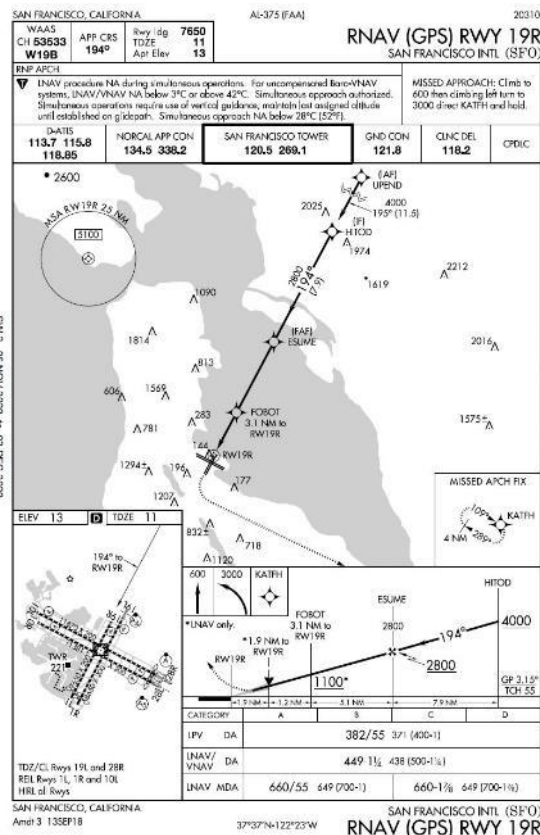


- ### RNAV (GPS) Z RWY 28R
- GPA: 3.00°
 - FAF: AXMUL 1,800ft
 - IAF: EDDYY 6,000ft @ 240KIAS



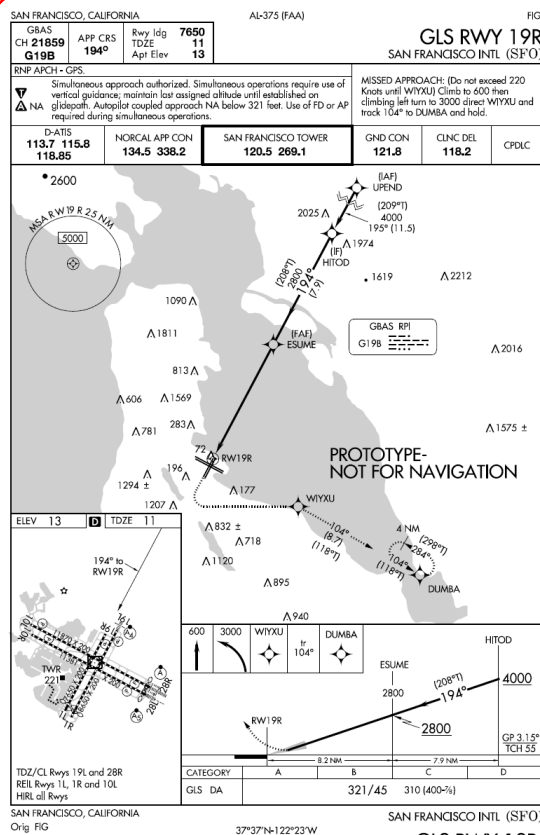
- ### GLS RWY 28R
- GPA: 3.00°
 - FAF: AXMUL 1,800ft
 - IAF: EDDYY 6,000ft @ 240KIAS

SFO GLS Overlay Approach Comparison: 19R/19L



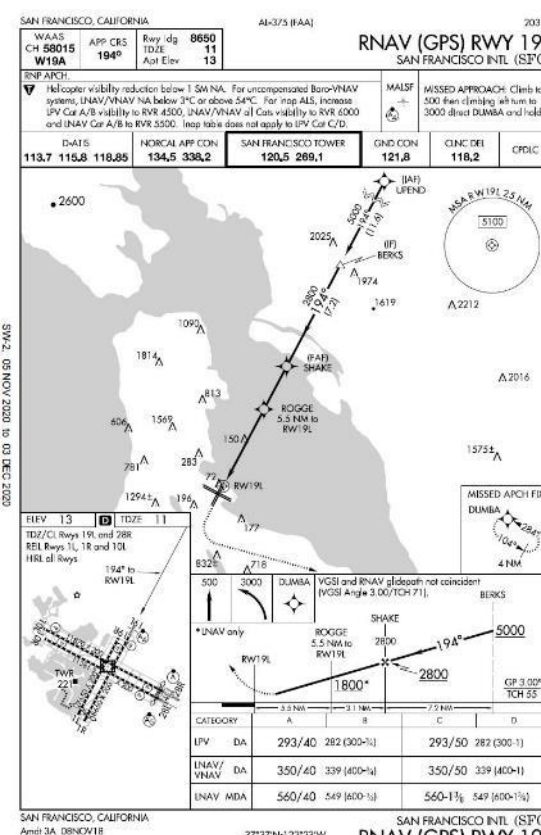
GLS RWY 19R

- GPA: 3.15°
- FAF: ESUME 2,800ft
- IAF: UPEND 5,000ft



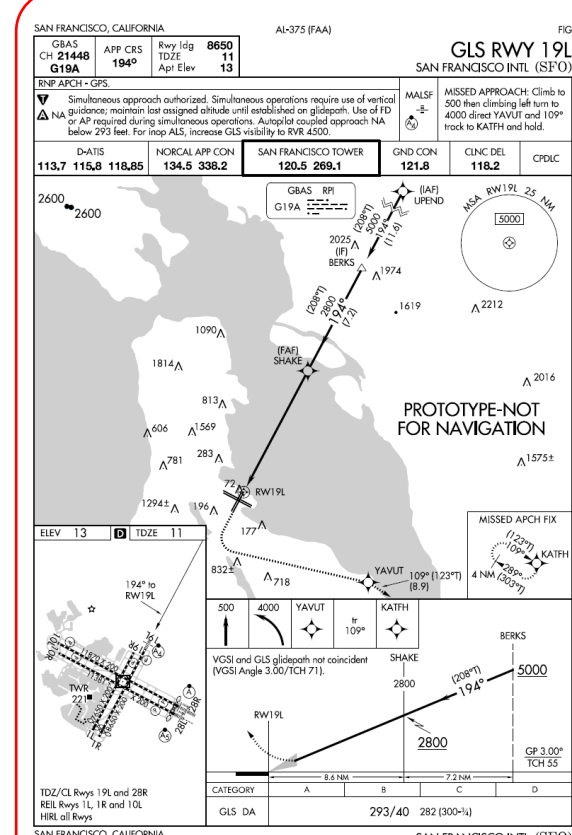
GLS RWY 19R

- GPA: 3.15°
- FAF: ESUME 2,800ft
- IAF: UPEND 5,000ft



RNAV (GPS) RWY 19L

- GPA: 3.00°
- FAF: SHAKE 2,800ft
- IAF: UPEND 5,000ft



GLS RWY 19L

- GPA: 3.00°
- FAF: SHAKE 2,800ft
- IAF: UPEND 5,000ft

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 September and October of 2021

Summary report of 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*

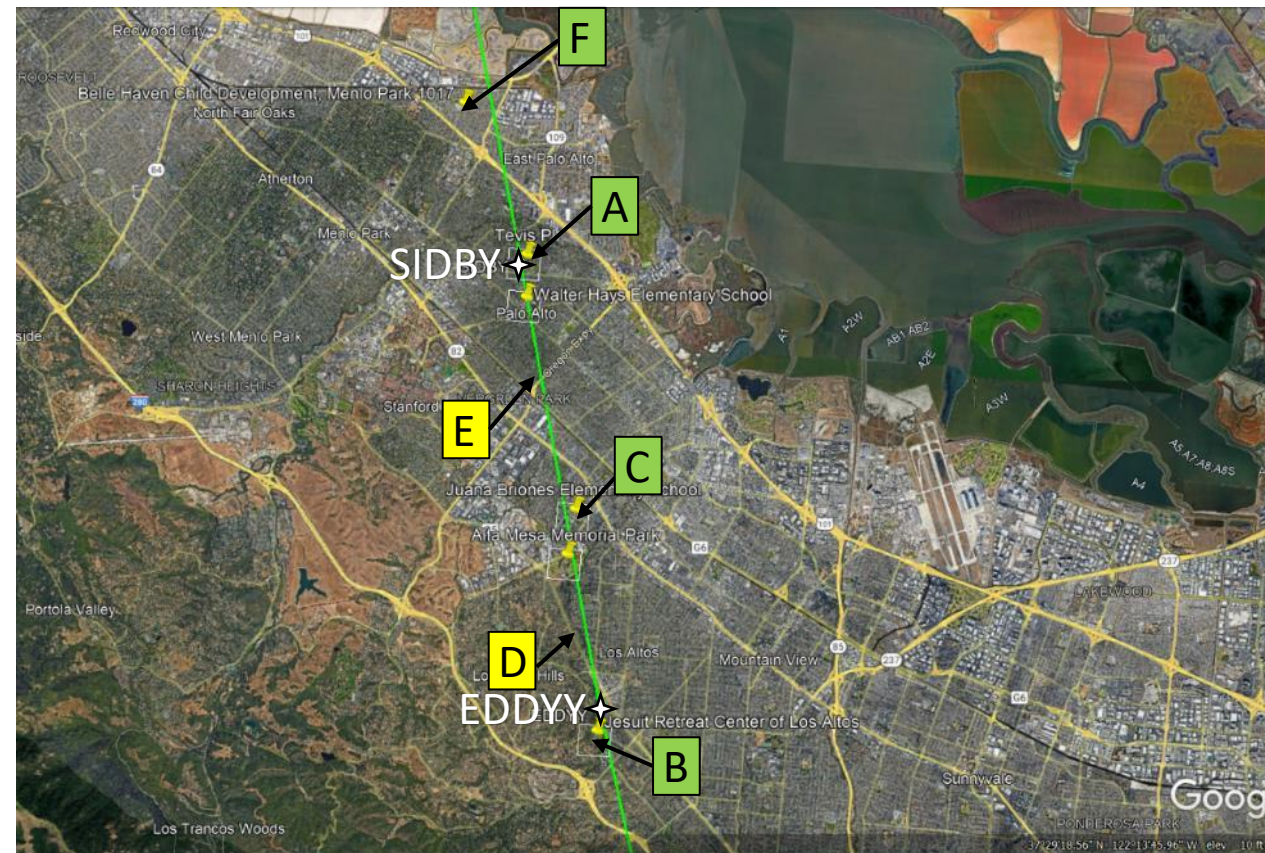
***SFO GBAS Project team may not be able to modify the BADA 4 models to take advantage of detected noise results due to differences in aircraft weight, pilot technique, ambient conditions and data samples per procedure*

Planned Noise Monitoring Locations for UAL Flight Evaluation (Update Prior to TWG)

Locations

- A** Location on Tevis Pl, Palo Alto (near SIDBY)
- B** Jesuit Retreat Center of Los Altos (Prior to EDDYY)
- C** Private Residence near Arastradero Rd & Donald Dr
- D** TBD
- E** TBD
- F** Belle Haven Child Development Center in Menlo Park

Confirmed Locations Need to Select Two Locations From These Three



SFO GBAS Website Q&A Section

- All questions received from the public
 - Verbally during SFO TWG Roundtable, Full SFO Roundtable and/or During Palo Alto Workshop
 - Electronically in advance, during or immediately following SFO TWG RT, SFO RT and/or Palo Alto Workshop
 - Via email: SFO.GBAS@flysfo.com
- Questions are compiled by category and include additional information about the date when the question was first posed and from which
- Where a response is yet to be provided, the estimated time until an answer will be posted is provided



Compiled GBAS Requests and Questions

- Legend**
- ✔ Answered
 - 🕒 Estimate 1 Week Until Answered
 - 🕒 Estimate 2 Weeks Until Answered
 - 🕒 Estimate 3 Weeks Until Answered
 - 🕒 Estimate 1-2 Months Until Answered

Category	Date	Question or Request	Status	Answer or Action Plan
GBAS Schedule & Timeline	Palo Alto Workshop - 10/02/2018	1 Can we get a more detailed GBAS roadmap with milestones and deadlines? In addition, how do we keep up with updates (changes in tasks or calendar, response times)?	✔	The GBAS roadmap has been presented at the SFO Roundtable, the SFO Roundtable Technical Working Group Meetings, and on the SFO GBAS webpage. These three outlets are where the public can obtain information regarding timeline and deadline changes, should they occur.
GBAS Schedule & Timeline	Palo Alto Workshop - 10/02/2018	2 How will SFO provide current schedule, roadmap, and decision information to the community?	✔	The GBAS roadmap has been presented at the SFO Roundtable, the SFO Roundtable Technical Working Group Meetings, and on the SFO GBAS webpage. These three outlets are where the public can obtain information regarding timeline and deadline changes, should they occur.
GBAS Schedule & Timeline	Palo Alto Workshop - 10/02/2018	3 What is the rush to implement GBAS knowing that the FAA currently will not change the flight paths? Why is SFO rushing to implement GBAS before the serious problems of traffic concentration and congestion at Menlo vicinity are resolved (including low and loud night flights)?	✔	GBAS are one of only a few types of navigational technology that can effectively support new, Innovative Approach procedure operations to SFO's closely spaced parallel runways. Because the technology is still relatively new in the United States, and new to the Bay Area/NCT, the sooner GBAS technology is implemented, and stakeholders enabled to gain experience on the system, the sooner more innovative approach options can be implemented that have the potential to decrease noise.
GBAS Schedule & Timeline	Palo Alto Workshop - 10/02/2018	4 How do the recent Class B changes affect GBAS planning?	✔	The Class B Airspace changes have been in effect for some time now. All overlay approaches and Innovative Approach GBAS procedure concepts currently being evaluated are inside of the new Class B Airspace.
GBAS Schedule & Timeline	Regular Roundtable Meeting 12/02/2020	5 How is the Roundtable addressing the SFO environmental review process [of GBAS and SERFR 5]? I want to understand the environmental review process and to have all the rules straight and to understand which CATEXs are being used and what it means.	✔	Because the FAA retains sole authority over airspace procedures, the FAA alone determines what level of environmental review to conduct. The FAA will also conduct its own review of any innovative GBAS procedures submitted by SFO.
GBAS Schedule & Timeline	Roundtable TWG Meeting 1/21/2021	6 Is the CATEX for testing GBAS or is it for using GBAS?	🕒	
GBAS Schedule & Timeline	Roundtable TWG Meeting 1/21/2021	7 Who will provide environmental information to us, is it SFO or the FAA?	✔	Because the FAA retains sole authority over airspace procedures, the FAA alone determines what level of environmental review to conduct. The FAA will also conduct its own review of any innovative GBAS procedures submitted by SFO.
GBAS Schedule & Timeline	Regular Roundtable Meeting 2/03/2021	8 Will SFO delay its original schedule, which was to submit the GBAS approaches in February or March?	✔	The new target date for Airport submission of Group 1 Procedures supported by the public is the end of December 2021. If some procedures warrant additional review and discussion, they can be submitted at a later date.
GBAS Innovative Approach Procedures	Roundtable TWG Meeting 11/19/2020	9 You use 3% GPA glide path angle for example, is this relative to a constant horizon or is this from the runway? This makes a difference for distances further out like Palo Alto.	✔	The GBAS glide path angle is relative to the horizon from the touch down point on the runway. The GPA only affects a horizontal distance of approximately 5.5 nautical miles (6.3 statute miles) from the touch down point of Runways 28L and 28R.

<https://noise.flysfo.com/2021/05/17/presentations-and-answers-to-public-questions-regarding-gbas/>

Group 1 Innovative Approach Completed and Planning for Group 2

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
 - 14 CFPPs (1 for each Innovative GLS Approach and Starting Point)
 - Includes 2 New CFPPs for Tipp Toe
 - 4 Aircraft Types
- The CFPPs will continue to be updated based on flight evaluation results, potential changes to the procedures or additional supporting information

SFO GBAS Project Team is beginning evaluation of Group 2 Procedures for discussion at the next TWG

For Community Evaluation Only - Not Intended for Navigation

GLS-TT RWY 28L (EDDYY)	Revision 1
	Changes: New

Google Earth

<p>GLS Instrument approach to runway 28L originating southeast of the airport, starting at EDDYY.</p> <p>This approach is an identical overlay of the existing Tipp Toe Charted Visual Flight Procedure (CVFP) approach, in use today, under VFR conditions. The GLS version of the approach converts optional CVFP published altitudes into required minimum IFR altitudes.</p>	<p>Project Goals</p> <ul style="list-style-type: none"> ✓ Noise reduction ✓ ILS Redundancy ✓ Efficiency ✓ Reduce Delays
--	--

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

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

New CFPPs: GLS-TT Rwy 28L and 28R

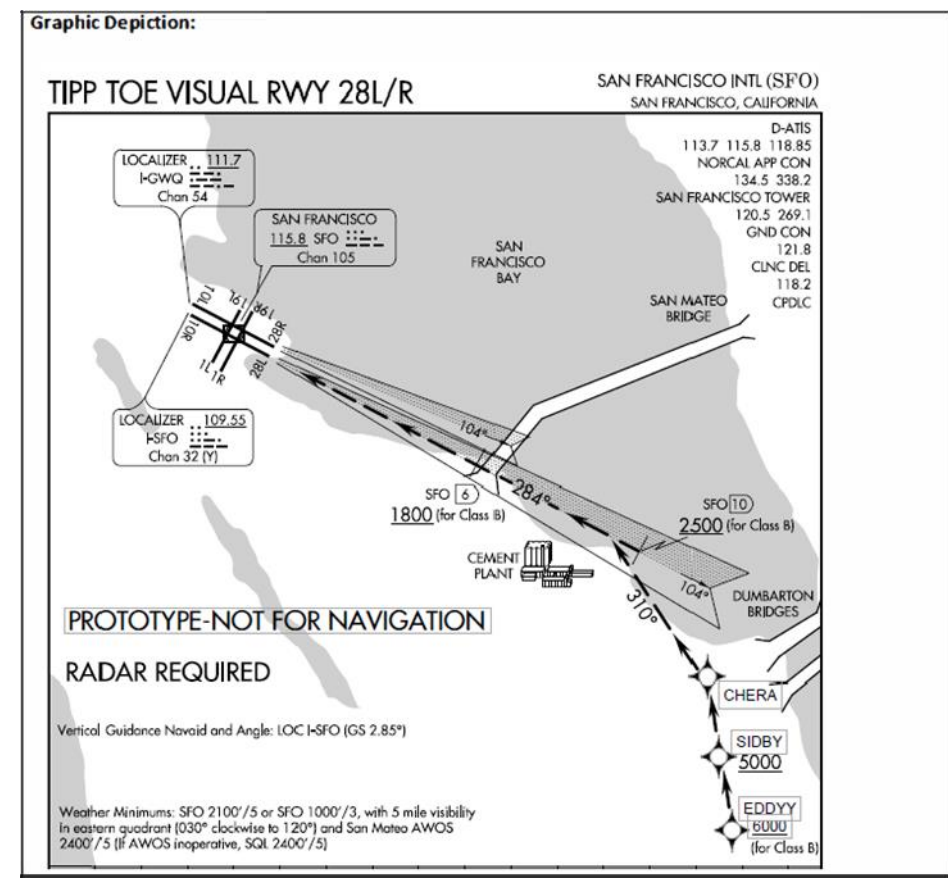
Conversion of Tipp Toe Visual Rwy 28L/R

Community feedback from SFO Roundtable TWG indicated a desire to explore additional innovative GLS approach options to runway 28L

- Achieve noise reduction through higher GPA and altitudes over residential areas
- Increase likelihood of aircraft and ATC usage under VFR conditions
- Provide opportunities in the future to enable some level of path dispersion

SFO GBAS Flight Procedures Subcommittee evaluated the existing, and soon to be updated, CVFP and identified a conversion to GLS for 28L and 28R

Procedure is part of Group 1 Innovative approach options for consideration by residents of the Bay Area in 2021



Questions



<https://noise.flysfo.com>

Backup Material

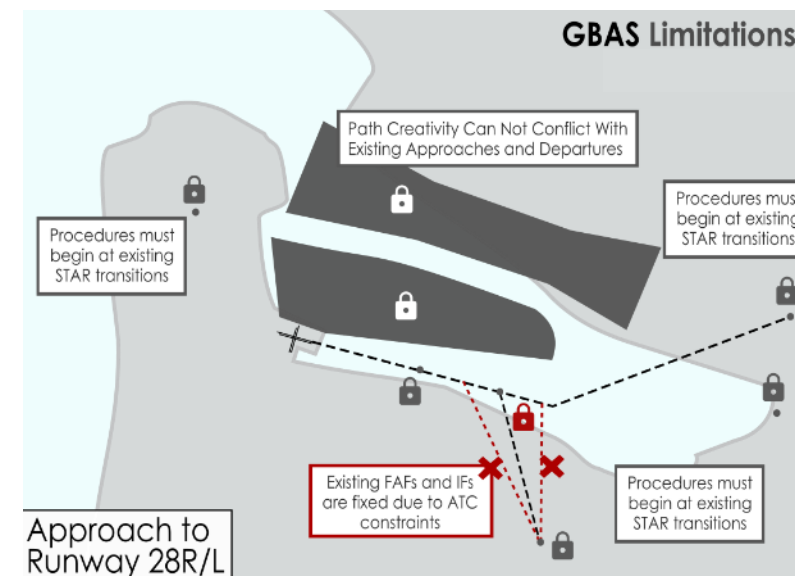
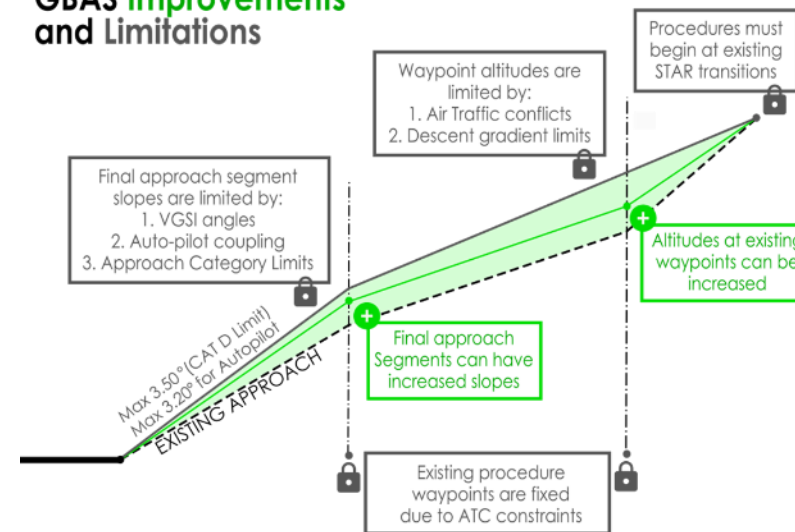


GBAS Innovative Approach Evaluation Status

SFO GBAS Project Team Has 8 Innovative GLS Concepts For Evaluation

- Developed through a flight procedures subcommittee to identify criteria, ATC and flyability challenges
- 23 initial concepts were reduced to 8
- 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 – 5 Concepts
 - 28L – 2 Concepts
 - 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





Press Releases

September 24, 2021

FOR IMMEDIATE RELEASE:

CONTACT: Doug Yakel
Public Information Officer
External Affairs Office
San Francisco International Airport
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Doug.Yakel@flysfo.com
SF-21-50

Bamboo Airways and SFO Sign Agreement to Launch First Nonstop Flights Between Vietnam and the United States

Memorandum of understanding signed following test flight from Hanoi

SAN FRANCISCO - September 24, 2021 – Bamboo Airways (BAV) and the San Francisco International Airport (SFO) today announced the signing of a Memorandum of Understanding (MOU) to launch the first regularly scheduled nonstop flights between Vietnam and the United States. The agreement was signed following a test flight from Noi Bai International Airport (HAN) to SFO using the airline’s Boeing 787 Dreamliner aircraft.

The MOU between BAV and SFO aims to promote the connection of the two aviation markets as well as two countries, Vietnam and the US, through nonstop commercial flights. These two countries are diverse in cultural and historical heritage, natural landscapes, traditional and human values. Based on the MOU, BAV and SFO will consolidate and promote the built-in conditions to deploy regular nonstop flights from Tan Son Nhat International Airport, Ho Chi Minh City, Vietnam to SFO.

“Jointly promoted by SFO and BAV, these are the first regular nonstop flights connecting Vietnam and the US of BAV in particular and Vietnam aviation in general,” said Mr. Dang Tat Thang, CEO of BAV. “The active cooperation between BAV and SFO in promoting first regular nonstop flights between Vietnam and the United States marks a turning point in the airline's history, proving a successful partnership between the two sides. We expect this movement will bring direct benefits to the aviation markets in two countries, making a substantial contribution to the development of bilateral and multilateral trade, tourism, and economy, especially in the post-epidemic period.”

“We are truly proud to be the first airport in the United States to offer nonstop flights to Vietnam,” said SFO Airport Director Ivar C. Satero. “This decision reinforces SFO as the premier U.S. gateway of choice, offering a world-class airport experience with seamless access through the San Francisco Bay Area. We thank BAV for choosing San

Francisco for their U.S. expansion, and we are committed to making this new service a success for both BAV and the customers they serve.”

BAV has initially planned 4 flights per week of non-stop services between Ho Chi Minh City and San Francisco using 787-900 Dreamliners with a build-up to daily frequencies based on market demand and is subject to US government approvals.

Passengers will be provided with international 5-star oriented services, with excellent quality and diversity of meals and beverages. Diverse amenities and entertainment included will allow passengers to relax, enjoy books and music, etc., during the flight.

Reality has shown the great potential of the US - Vietnam aviation market, with over 800,000 passengers traveling each year that tends to increase. The nonstop flights connecting Vietnam and the US will help reduce the travel time from about 20 hours to 15-16 hours compared to transit flights.

About Bamboo Airways

BAV is the first airline in Vietnam aiming to provide 5-star oriented services, with the core value of hospitality and professionalism. BAV currently operates over 60 domestic and international routes, the largest scale in the Vietnam aviation industry.

Its service quality has been recognized by consumers and the media all over the country and the world with customer satisfaction rates reaching 4.5 out of 5. It has led the entire Vietnam aviation industry in terms of on-time performance for three consecutive years from 2019 to 2021. BAV was voted as the airline with the best service in Vietnam, the favorite carrier of golfers in Vietnam, the Asia’s leading regional airline. Follow us on bamboairways.com and facebook.com/BambooAirwaysFanpage/

About San Francisco International Airport

SFO is excited to welcome travelers back to the skies with an airport experience featuring seamless access, thoughtful amenities, sustainable design and inspiring artwork and exhibits. SFO reminds travelers that face masks are still required by federal mandate for air travel.

For up-to-the-minute departure and arrival information, airport maps and details on shopping, dining, cultural exhibitions, ground transportation, masks and COVID related protocols and more, visit www.flysfo.com. Follow us on twitter.com/flysfo and facebook.com/flysfo.

55

Shares

From: [Landis, Marina \(FAA\)](#)
To: [Angela Montes](#)
Cc: [Michele Rodriguez](#); [Garcia, Faviola \(FAA\)](#)
Subject: RE: Appropriate Title - ml
Date: Wednesday, August 11, 2021 6:07:48 AM
Attachments: [image001.png](#)

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

Hello Angela,

Thank you for your message. Please note as of Friday, August 13, 2021, my detail acting in the position of the Community Engagement Officer will end. I will be re-engaging with the FAA Air Traffic Organization Operations Support Group environmental team and going back to my job, and title, as an Environmental Protection Specialist. I think either title is appropriate.

I will be sending an introduction email for the new Community Engagement Officer when they are on board.

Thanks,
Marina

Marina Landis

Environmental Protection Specialist
Mission Support Services | Air Traffic Organization
Western Service Center | Operations Support Group

Federal Aviation Administration

Office: 206-231-2238

Email: marina.landis@faa.gov

Web: www.faa.gov/go/missionsupport



This communication may contain information that is part of the agency deliberative process; as such this communication is not subject to disclosure outside the FAA or to the public.

From: Angela Montes <amontescardenas@smcgov.org>
Sent: Tuesday, August 10, 2021 2:27 PM
To: Landis, Marina (FAA) <Marina.Landis@faa.gov>
Cc: Michele Rodriguez <mrodriguez2@smcgov.org>
Subject: Appropriate Title

Hello Marina,

We will be cc'ing you in our letter to the FAA and would like to know what title to address you by?

Please advise.

Kindly,
-AM

Angela Montes Cardenas
Administrative Secretary II
County of San Mateo
455 County Center, 2nd Floor
Redwood City, CA 94063
(650) 363-4220 T
(650) 363-4849 F

www.sanmateolafco.org
www.sforoundtable.org

As of 9/25/21

City/Agency	FY21-22	Date Paid
SFO Airport		
County of San Mateo		
C/CAG	\$ 1,500	7/16/2021
Atherton	\$ 1,500	7/15/2021
Belmont	\$ 1,500	7/9/2021
Brisbane	\$ 1,500	7/10/2021
Burlingame	\$ 1,500	7/10/2021
Daly City	\$ 1,500	7/15/2021
Foster City	\$ 1,500	9/15/2021
Half Moon Bay	\$ 1,500	7/1/2021
Hillsborough	\$ 1,500	7/8/2021
Menlo Park	\$ 1,500	8/30/2021
Millbrae	\$ 1,500	9/2/2021
Pacifica	\$ 1,500	7/21/2021
Portola Valley	\$ 1,500	7/14/2021
Redwood City	\$ 1,500	7/31/2021
San Bruno	\$ 1,500	9/7/2021
San Carlos	\$ 1,500	7/23/2021
San Mateo	\$ 1,500	8/18/2021
South San Francisco	\$ 1,500	7/10/2021
Woodside	\$ 1,500	7/10/2021

Total Revenue \$ 28,500

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)

In This Issue...

FAA Noise Policy Review ...

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

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 33, Number 27

August 20, 2021

Legislation

SENATE PASSES INFRASTRUCTURE BILL THAT PROVIDES \$25 BILLION FOR AIRPORTS

On Aug. 10, the U.S. Senate passed the historic, \$1.2 trillion bi-partisan Infrastructure Investment and Jobs Act, which includes \$25 billion for airports, some of which could be used to fund airport noise mitigation projects.

According to a summary by Sen. Kyrsten Sinema (D-AZ), one of the bill's sponsors, the legislation (H.R. 3684) provides funding for:

- **Airport Airside and Landside Priorities:** The Act invests \$15 billion in priority projects at every airport in the United States. Such upgrades would include: runways and taxiways, safety upgrades, terminal development projects, noise mitigation, and multimodal transportation. This funding program provides flexibility for airports to address their specific needs, and is formula-driven, so the funds will go directly to the airports.

- **Airport Terminal Program:** The Act provides \$5 billion in competitive grants for terminal development and other landside projects. These resources en-
(Continued on p. 109)

East Hampton Airport

'RE-ENVISIONING' PROCESS WILL DETERMINE WHETHER EAST HAMPTON AIRPORT CLOSURES

In September, 20-year-long federal grant assurances that require the Town of East Hampton, NY, to keep its airport open will expire, moving control of the airport to the Town and opening the possibility it could opt to close the airfield where its efforts to restrict operations to reduce noise impact were stuck down by a federal appeals court in 2016.

Since May, the East Hampton Town Board has been actively engaged with airport stakeholders and the community in analysis and discussion about the airport's impacts and its future through a "re-envisioning" process.

On Aug. 17, the Board held the fourth work session in that process, which will continue into September. Presentations include reports by consultants in environmental resources, economic analyses, land use and zoning, and airport planning and operations, including diversion of flights.

"Consensus will be built on a common set of facts, areas where further study is needed will be identified, and public comment will be recorded, summarized by the consulting team and considered by the Town Board," Town Supervisor Peter Van Scoyoc explained in announcing the Aug. 17 work session.

(Continued on p. 110)

In This Issue...

Legislation ... The historic Infrastructure bill passed by the Senate last week includes \$25 billion for airports, some of which could fund noise mitigation efforts - p. 108

East Hampton Airport ... With FAA grant assurances expiring in Sept., the Town Board's 're-envisioning' process will determine if airport closes - p. 108

NASA ... Agency tests one-megawatt electric motor that could help propel future, more environmentally friendly and economically sustainable aircraft - p. 109

Legislation ... NY Congresswoman Grace Meng reintroduces bill that would revive EPA's Office of Noise Abatement and Control, authorize \$21 million in funding for each of fiscal years 2022 through 2026 - p. 110

News Briefs ... UC Davis Aviation Noise & Emissions Symposium will be held as a hybrid event on May 1-3, 2022 - p. 111

Legislation, from p. 108

sure terminal projects at all types of airports, including small hub airports, non-hub, and nonprimary airports will receive funding – guaranteeing that communities of all sizes benefit.

- **Air Traffic Control Infrastructure:** The Act invests an additional \$5 billion in grants for strengthening Air Traffic Control towers and infrastructure – much of which is decades-old and requires upgrades to house new equipment to better keep American travelers safe.

Sinema partnered with Republican Senator Rob Portman of Ohio to co-lead Senate negotiations with eight other Senators – four from each party – and the White House to craft the infrastructure bill.

It now goes to the House where Speaker Nancy Pelosi (D-CA) insists she will not introduce the infrastructure package for a vote until she receives assurances that all 50 Senate Democrats are on board with the rest of the Democratic party’s agenda regarding social, immigration, and climate policies.

NASA

NASA TESTS MACHINE TO POWER THE FUTURE OF AVIATION PROPULSION

[Following is an Aug. 11 NASA news release.]

A one-megawatt electric motor that could help propel future, more environmentally friendly and economically sustainable aircraft was tested during April and May by NASA and its industry and academic partners.

The center of attention is an electric machine that can work either as an electric motor to turn propellers or large engine fans, or a generator to produce one million watts of power – enough to power 760 average U.S. households.

NASA’s collaborators in this research include the University of Illinois at Urbana-Champaign (UIUC) and Collins Aerospace.

“NASA is committed to reducing the world’s dependence on fossil fuels for transportation through the air,” said Andrew Provenza, an aerospace research engineer at NASA’s Glenn Research Center in Cleveland.

“The technologies we are developing in electrified aircraft propulsion will reduce jet fuel burn and associated emissions,” Provenza said.

Studies by NASA and The Boeing, Co., have shown that machines that functioned as both motors and generators could reduce fuel burn for a wide range of aircraft sizes. To do so they must be lightweight, highly efficient, and able to pro-

duce one to two megawatts of power.

Two of these machines could fully power a six-passenger aircraft or assist jet engines on aircraft carrying at least 150 passengers – all while reducing fuel burn, noise, and emissions.

In 2014, NASA’s Environmentally Responsible Aviation Project funded UIUC to develop electric machine concepts that would function within electrified propulsion systems for large transport aircraft. Under a multi-year contract, UIUC built and tested individual machine components and then full prototypes.

Collins Aerospace was exploring related work under a NASA Research Announcement, so UIUC teamed up to use a Collins facility in Rockford, Illinois to test the new machine.

After significant rotor manufacturing issues that resulted in two rebuilds and lengthy delays, the machine was tested as a generator in April, running at partial speed with higher-than-rated power output for that speed.

Producing enough power is not the only metric the machine must meet. It must be able to produce enough power for its weight to be worth including on the aircraft. This is called power density.

Studies showed that this type of machine would need to be at least 96% energy efficient and produce at least 12 kilowatts (enough for about nine houses) for every kilogram it weighed.

UIUC’s machine exceeded both the efficiency and power density goals, producing 15 kilowatts per kilogram at over 96% efficiency.

“This motor is operating at a power level with a power density and efficiency better than any motor that we are aware of, even when considering those that are superconducting or cryogenically cooled,” said Provenza. “This is a major achievement and a significant step towards the realization of hybrid electric propulsion for large transport aircraft.”

Although a mechanical issue damaged the UIUC machine during testing before reaching full power and speed, the team demonstrated their approach for megawatt-scale machines could provide the high performance needed for transport-class aircraft.

The issue had been identified as a risk, and a newer design has already incorporated the solution.

NASA and The Ohio State University (OSU) have also worked on similar machines under a separate agreement.

It’s all part of the development of megawatt-class machines.

The UIUC and OSU machine programs have launched future work, and NASA plans to continue maturing new designs that are ready for flight vehicles. NASA is working hard to develop other technologies needed for electrified aircraft propulsion, including power electronics and fault management devices.

When the components are ready, it will be time for these systems to take to the sky.

Legislation

MENG REINTRODUCE BILL TO REESTABLISH EPA NOISE OFFICE

On July 30, Rep. Grace Meng (D-NY) reintroduced legislation that would reestablish the Environmental Protection Agency's Office of Noise Abatement and Control (ONAC) and require it to study aircraft noise.

The congresswoman introduced similar legislation in 2015, 2017, and 2019. None of those bills – nor other bills seeking to refund ONAC since it was defunded in 1983 in the Reagan administration – ever moved beyond the committees to which they were referred.

Meng's latest attempt to revive ONAC, the Quiet Communities Act of 2021 (H.R. 4892), would authorize ONAC to be funded at a level of \$21 million for each of fiscal years 2022 through 2026.

H.R. 4892 has 22 co-sponsors and would require the EPA Administrator "to conduct a study of aircraft noise and the effects of that noise on surrounding communities." The study must examine:

- The selection of noise measurement methodologies by the FAA;
- The threshold of aircraft noise at which health impacts are felt; and
- The effectiveness of aircraft noise abatement programs at airport around the United States.

EPA would be required to submit its noise study to Congress within two years with specific recommendations on new measures that can be implemented to mitigate the impact of aircraft noise on surrounding communities.

East Hampton, from p. 108

These sessions, and the upcoming slate of workshops, he said, "are designed to allow ample opportunities for all stakeholders to be heard before the Town Board makes any decisions about the future of the airport. The board is seeking to identify key issues of concern and to gather input from the public as to the range of opinions, ie, whether the status quo is acceptable; whether a modified or closed airport would be preferable; or if some modification is desired, what would need to change."

Board members hope to make a decision on the airport's future by the end of the year.

"East Hampton looks forward to regaining local control of our airport to best reflect the needs of our community," Van Scoyoc said at the Aug. 17 work session.

Some 400 residents of East Hampton and surrounding communities attended the Aug. 27 work session to complain about aircraft noise and increases in traffic at East Hampton Airport.

Some suggested closing the airport entirely, stating the board should "shut it up or shut it down," but Town Board

Member Kathee Burke-Gonzalez said the town can't just "simply close the airport," The Southampton Press reported.

"Ms. Burke-Gonzalez said the board would take into consideration all of the comments made throughout the meeting, adding that there was no deadline for the board to make a decision on whether or not to accept FAA grants.

"We're not going to make one for the sake of making a decision," she said. "We'll be working with other airports, the federal government, and affected homeowners to find workable solution."

Court Ruling Against Town

In a major victory for aviation interests and a clarification of the Airport Noise and Capacity Act, a federal appeals court on Nov. 4, 2016, issued a ruling barring the Town of East Hampton from enforcing all three use restrictions it adopted in 2015 to address excessive noise at East Hampton Airport during the busy summer tourist season (28 ANR 151).

A three-judge panel of the U.S. Court of Appeals for the Second Circuit upheld a District Court ruling preliminarily enjoining imposition of one of the airport use restrictions: a one-trip-per-week limit on operations of noisy aircraft during the summer season.

But the appeals court went further than the lower court and also struck the two remaining use restrictions: a nighttime curfew from 11 p.m. to 7 a.m. and an extended night curfew on noise aircraft from 8 p.m. to 9 a.m.

The Town enacted the restrictions without complying with the procedural requirements of ANCA [to conduct a Part 161 cost/benefit study], "which apply to public airport operators regardless of their federal funding status," the Second Circuit held.

The Town had argued that it was not subject to ANCA requirements because it was willing to forego future federal Airport Improvement Program (AIP) grant funding for the airport and because the FAA had stated in an unsigned legal opinion that the Town was not required to engage in lengthy ANCA review and approval process to adopt reasonable noise restrictions.

But the court rejected those arguments.

"ANCA's procedural requirements for local restrictions on airport access apply to all public airport proprietors regardless of their federal funding status," the ruling stated.

Part 161 Won't Bring Meaningful Relief

In a May 11 presentation opening the airport re-envisioning process, Attorney William O'Connor of the Cooley law firm, who is helping guide the airport re-envisioning process, told participants that a Part 161 study is unlikely to result in meaningful relief beyond limited curfews. The process is too uncertain, lengthy, and costly, he concluded. He also saw little value in pursuing legislative efforts with a new Congress and administration, explaining that the timing and success of federal legislation is uncertain.

He noted that Town officials had two "positive" meetings with FAA in 2020 to discuss what options the Town had after

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the grant assurances expire. He said further discussions were contemplated with Biden administration political appointees.

The airport “Visioning” process, he said, will evaluate alternative uses for airport land and align alternative uses of the airport with Town objectives and residents’ interests.

According to Cooley:

- East Hampton Airport may legally close after the FAA grants assurances expire in September 2021;
- ANCA should not apply if the Town closes the airport and decides to reopen it in the future with restricted access as a public or private use airport.
- An FAA letter dated Nov. 6, 2020, defined the Town’s options for the airport’s future:

Negotiation of an agreement for mandatory restrictions on aircraft operators per Part 161; closure of the airport after the grant assurances expire and the reopening of the airport; complete closure of the airport after the grant assurances expire; or continue to operate the airport as a public use airport (status quo).

In Brief...

FAA Says Community Engagement Is ‘Robust’

In a story in last week’s issue (33 ANR 104), ANR asked FAA why it does not include communities upfront in the design process of airspace revisions rather than putting the burden on them to propose ways to mitigate noise impact after the agency has implemented new flight paths, which is what happened in the FAA’s Northern California Metroplex project.

FAA’s initial response did not directly address that question. The agency has sent the following additional comment:

“Over the years, the FAA has refined its community engagement process. Today, we follow a robust engagement strategy that integrates input from communities, airports, and local elected officials.”

Date Set for 2022 U.C. Davis Symposium

The 2022 U.C. Davis Aviation Noise & Emissions (ANE) Symposium will be held on May 1-3, 2022, as a hybrid event: both at the U.C. Davis campus in northern California and as a virtual event.

The symposium Planning Committee is starting to develop the sessions and agenda for 2022 and is seeking new ideas for topics or presentations next year. Please send them by the end of August to Symposium Manager Sandra Hall; email: sehall@ucdavis.edu.

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
Eugene M. Reindel, Director

Date: 8/24/2021

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 13 updates during this cycle. The next publication is expected on September 9, 2021.

Important Terms and Items:

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

Updates:

- ILS OR LOC RWY 28R at SFO
 - Status change to Pending
 - Scheduled publication date January 27, 2021
- ILS RWY 28R at SFO
 - Status change to Pending
 - Scheduled publication date January 27, 2021

- MOLEN NINE DEPARTURE at SFO
 - Status Change to Under Development
- TIPP TOE VISUAL RWY 28L/R, AMDT3
 - Status change to Under Development
- STAR RAZRR (RNAV) FIVE at SJC
 - Status change to Under Development
- STAR SILCN (RNAV) FOUR at SJC
 - Status change to Under Development
- SID SPTNS (RNAV) ONE at SJC
 - Status change to Under Development
- SID TECKY (RNAV) FOUR at SJC
 - Status change to Under Development

- SAHEY FOUR (RNAV) at SFO
 - Status change to Published
- SSTIK FIVE (RNAV) at SFO
 - Status change to Published
- WESLA FIVE (RNAV) at SFO
 - Status change to Published
- CNDEL FIVE (RNAV) at OAK
 - Status change to Published
- KATFH THREE (RNAV) at OAK
 - Status change to Published

Open Comment Periods:

- None

Next Publication:

We expect no updates in the September 9, 2021 publication.

MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Sarah C. Yenson, Senior Consultant
Eugene M. Reindel, Director

Date: 9/17/2021

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 six updates at SJC and one update at SFO during this cycle. Comment periods for five procedures at SJC are currently open. The next publication is expected on October 7, 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)
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- FAA Status Definitions
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 - IAP: Instrument Approach procedure
 - STAR: Standard Terminal Arrival Route
 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- MOLEN NINE DEPARTURE at SFO
 - Status change to Awaiting Publication

- RNAV (GPS) Y RWY 30L, AMDT 4 at SJC
 - Status change to At Flight Check
- RNAV (GPS) Y RWY 30R, AMDT 4 at SJC
 - Status change to At Flight Check
- RNAV (RNP) Z RWY 30L, AMDT 4 at SJC
 - Status change to At Flight Check
- RNAV (RNP) Z RWY 30R, AMDT 3 at SJC
 - Status change to At Flight Check
- RNAV (RNP) Z RWY 12L, AMDT 2B at SJC
 - Scheduled publication date change to December 30, 2021
- RNAV (RNP) Z RWY 12R, AMDT 3B at SJC
 - Scheduled publication date change to December 30, 2021

Open Comment Periods:

- MOLEN NINE DEPARTURE at SFO
 - Comment period ends October 11, 2021
 - Changed route description to remove 5,000 ft reference for Rwy 10 L/R, Rwy 19 L/R
 - Changed route description to “climbing right turn” for Rwy 28 L/R
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20MOLEN%20NINE%20DEPARTURE&procedureName=MOLEN%20NINE%20DEPARTUR&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20MOLEN%20NINE%20DEPARTURE&procedureName=MOLEN%20NINE%20DEPARTUR&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

- RNAV (GPS) Y RWY 30L AMDT 4 at SJC
 - Comment period ends September 29, 2021
 - Changes:
 - Added ZULUP to procedure
 - Changed missed approach fix to MUSSK from ARTAQ
 - Updated note for Procedure NA to include arrivals on T333 northbound
 - Updated visibility for LNAV/VNAV decision altitude to 6,000 ft
 - Chart note updates
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(GPS\)%20Y%20RWY%2030L%20AMDT%204&procedureName=RNAV%20\(GPS\)%20Y%20RWY%2030L%20AMDT%204&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(GPS)%20Y%20RWY%2030L%20AMDT%204&procedureName=RNAV%20(GPS)%20Y%20RWY%2030L%20AMDT%204&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

- RNAV (GPS) Y RWY 30R AMDT 4 at SJC
 - Comment period ends September 29, 2021
 - Added ZULUP to terminal routes
 - Changed missed approach fix to MUSSK from ROSTE
 - Reduced circling Minimum Decision Altitudes for approach categories A, B, C
 - Updated note for Procedure NA to include arrivals on T333 northbound
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(GPS\)%20Y%20RWY%2030R%20AMDT%204&procedureName=RNAV%20\(GPS\)%20Y%20RWY%2030R%20AMDT%204&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(GPS)%20Y%20RWY%2030R%20AMDT%204&procedureName=RNAV%20(GPS)%20Y%20RWY%2030R%20AMDT%204&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

- RNAV (RNP) Z RWY 30L AMDT 4 at SJC
 - Comment period ends September 29, 2021
 - Updated KLIDE as an Initial Approach Fix
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(RNP\)%20Z%20RWY%2030L%20AMDT%204&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2030L%20AMDT%204&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(RNP)%20Z%20RWY%2030L%20AMDT%204&procedureName=RNAV%20(RNP)%20Z%20RWY%2030L%20AMDT%204&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

- RNAV (RNP) Z RWY 30R AMDT 3 at SJC
 - Comment period ends September 29, 2021
 - Updated KLIDE as an Initial Approach Fix
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20\(RNP\)%20Z%20RWY%2030R%20AMDT%203&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2030R%20AMDT%203&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20RNAV%20(RNP)%20Z%20RWY%2030R%20AMDT%203&procedureName=RNAV%20(RNP)%20Z%20RWY%2030R%20AMDT%203&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

Next Publication:

We expect no updates in the October 7, 2021 publication.

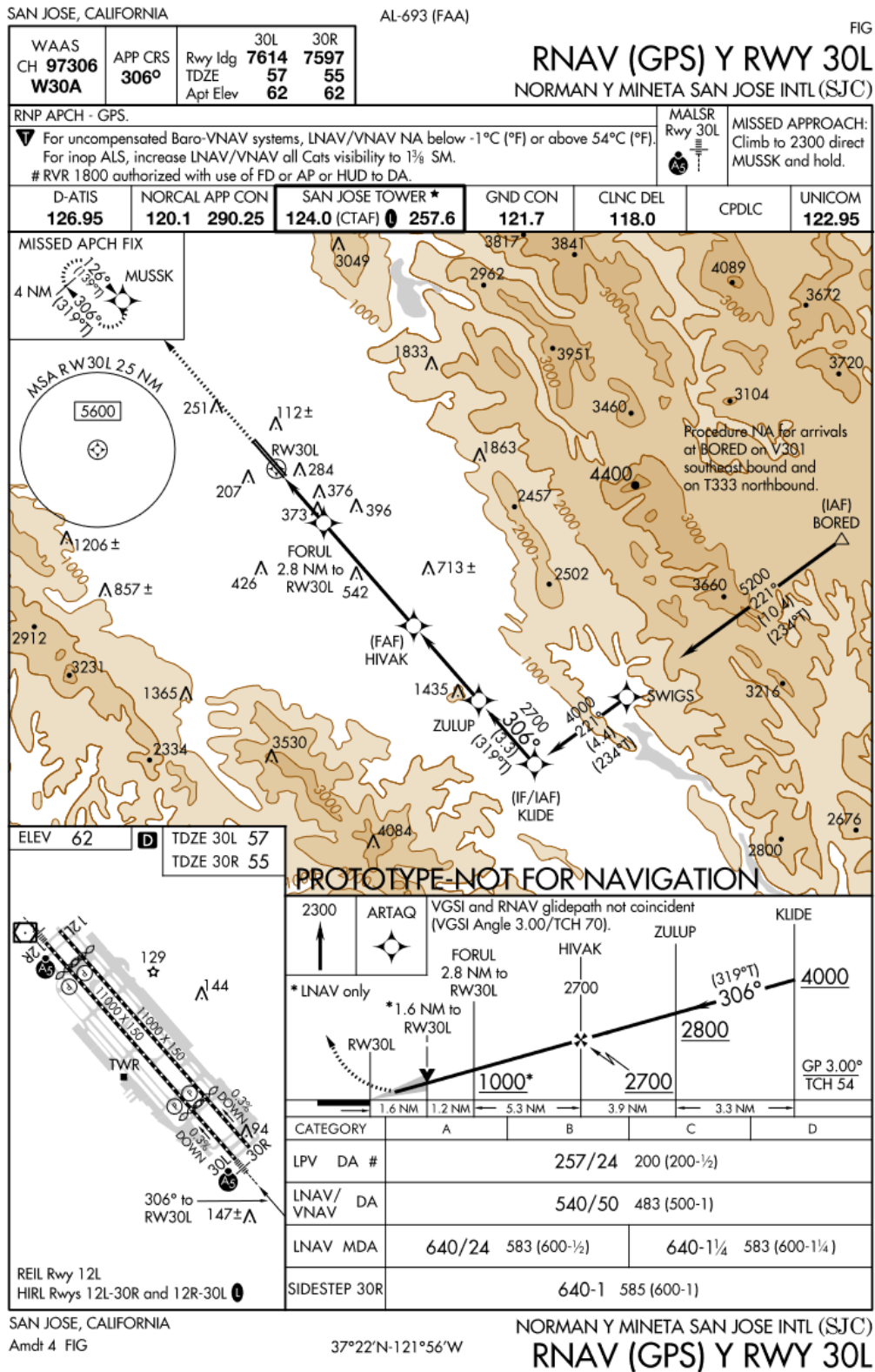


Figure 1: RNAV (GPS) Y Rwy 30L at SJC

Source: https://www.faa.gov/aero_docs/acifp/2CC335A9249242378F3E955A0CE4A49E-SJC/CA_KSJC_RNAV%20GPS%20Y%20RWY%2030L_A4_S_UPDATED.pdf

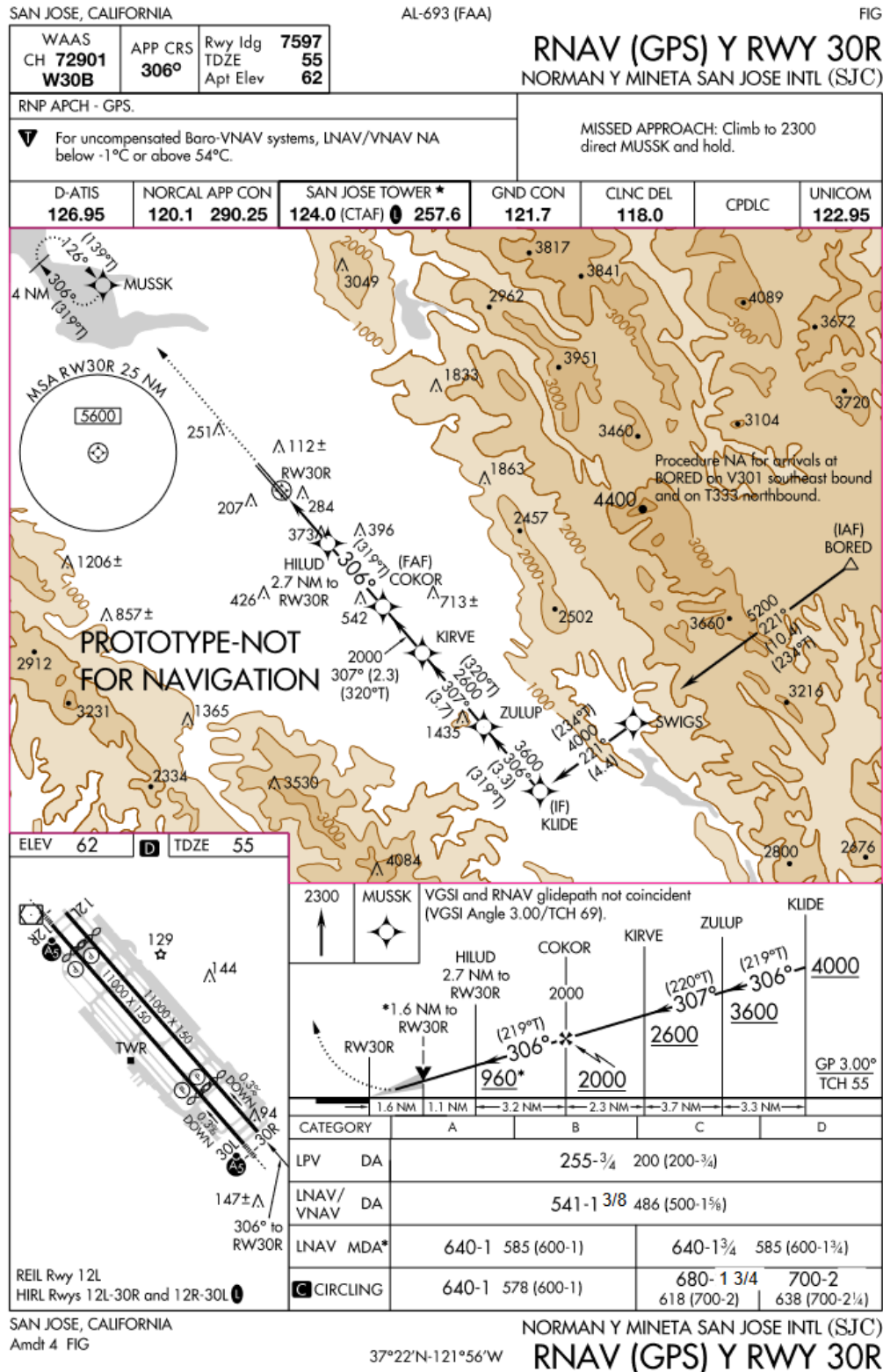


Figure 2: RNAV (GPS) Y Rwy 30R at SJC

Source: https://www.faa.gov/aero_docs/acifp/FE4B02CAC03548ECAEC78FB31B3AD861-SJC/CA_KSJC_RNAV%20GPS%20Y%20RWY%2030R_A4_S_UPDATED.pdf

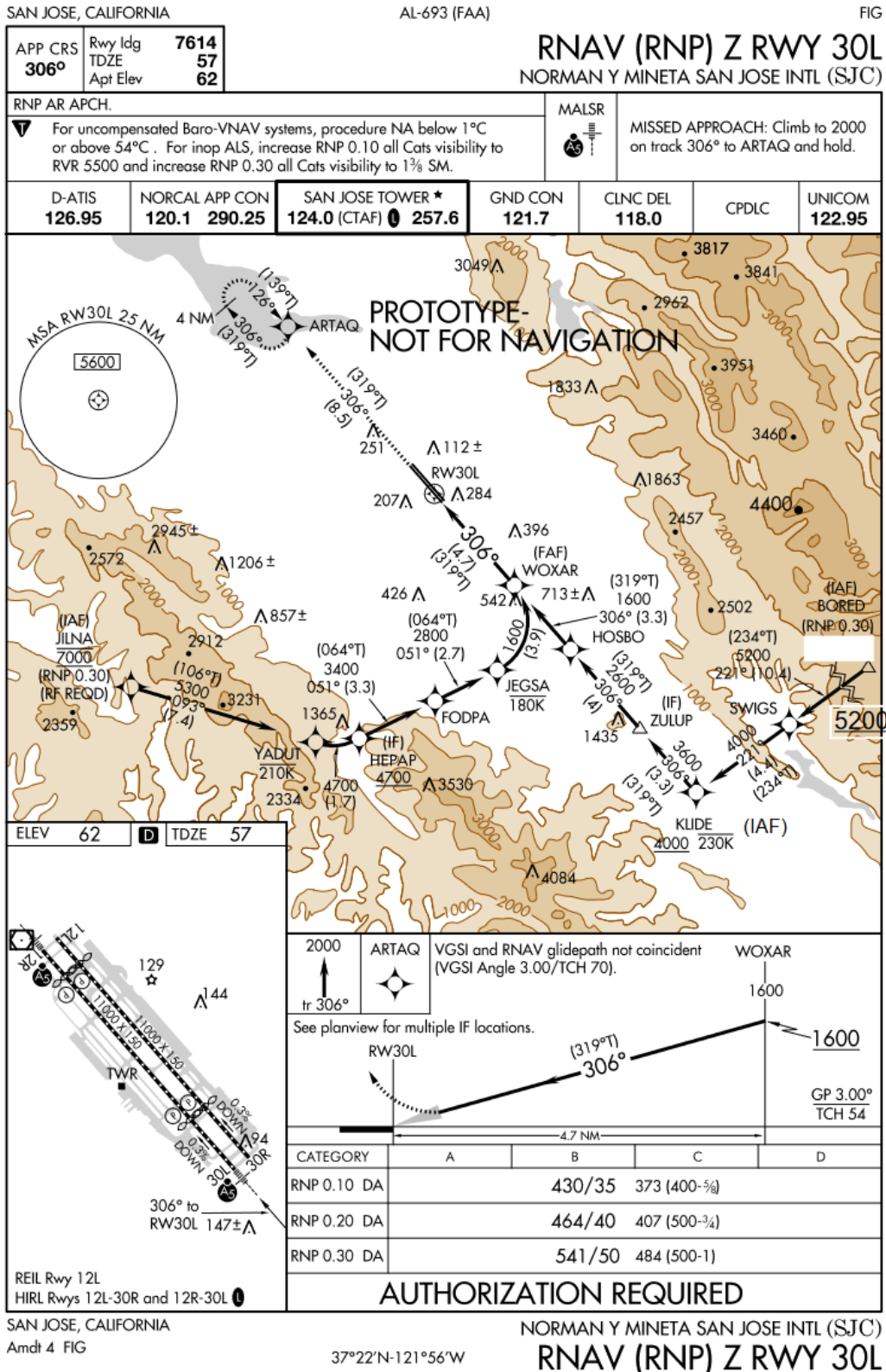


Figure 3: RNAV (RNP) Z Rwy 30L at SJC

Source: https://www.faa.gov/aero_docs/acifp/7A09402C79964468BE7468C64B1086FD-SJC/CA_KSJC_RNAV%20RNP%20Z%20RWY%2030L_A4_S_UPDATED.pdf

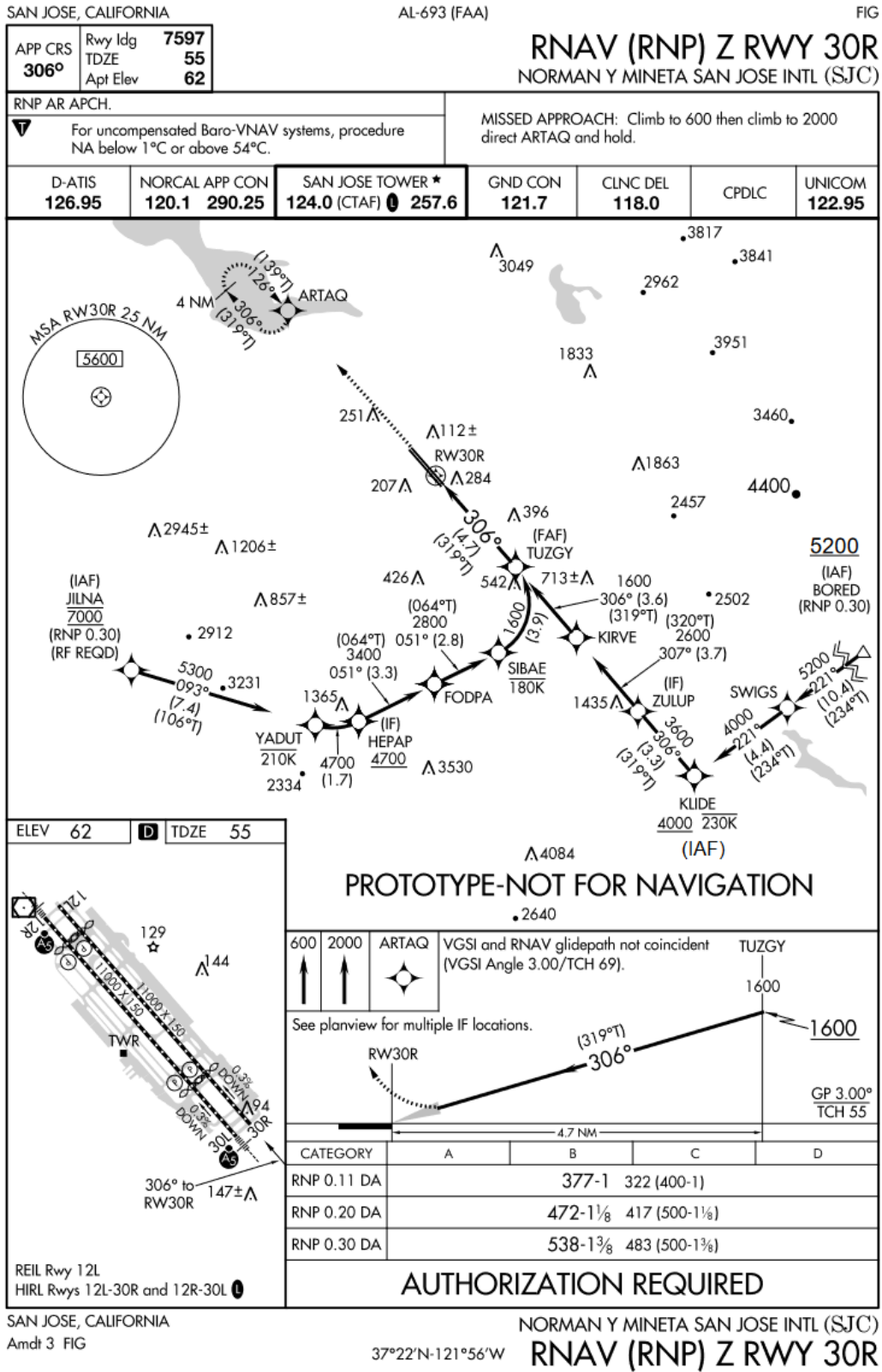


Figure 4: RNAV (RNP) Z Rwy 30R at SJC

Source: https://www.faa.gov/aero_docs/acifp/62CEB4F0DOCE4A30B7513333D6270E2E-SJC/CA_KSJC_RNAV%20RNP%20Z%20RWY%2030R_A3_S_UPDATED.pdf

From: [Wentworth, Kathleen](#)
To: [Wentworth, Kathleen](#)
Subject: NEW: GAO Study on FAA's New Flight Procedures and Community Outreach
Date: Tuesday, September 28, 2021 11:08:42 AM
Attachments: [image001.png](#)
[image002.png](#)

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To obtain the full GAO report: <https://www.gao.gov/products/GAO-21-103933>

Hello SFO Roundtable Members:

Today, the U.S. Government Accounting Office (GAO) released a study of FAA outreach efforts and support for communities in dealing with airplane noise. They made the following three recommendations – with which, they indicated – the Department of Transportation has concurred.

Recommendations for Executive Action

Agency Affected	Recommendation	Status
Federal Aviation Administration	The Administrator of the Federal Aviation Administration should identify appropriate supplemental noise metrics, such as the "number above" metric, and circumstances for their use to aid in FAA's internal assessments of noise impacts related to proposed PBN flight path changes. (Recommendation 1)	Open When we confirm what actions the agency has taken in response to this recommendation, we will provide updated information.
Federal Aviation Administration	The Administrator of the Federal Aviation Administration should update guidance to incorporate additional communication tools that more clearly convey expected impacts, such as other noise metrics and visualization tools related to proposed PBN implementation. (Recommendation 2)	Open When we confirm what actions the agency has taken in response to this recommendation, we will provide updated information.
Federal Aviation Administration	The Administrator of the Federal Aviation Administration should, related to post-implementation outreach, provide clearer information to airports and communities on what communities can expect from FAA, including the technical assistance FAA can provide. (Recommendation 3)	Open When we confirm what actions the agency has taken in response to this recommendation, we will provide updated information.

REPORT HIGHLIGHTS

Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities

GAO-21-103933 Published: Sep 28, 2021. Publicly Released: Sep 28, 2021.

Fast Facts

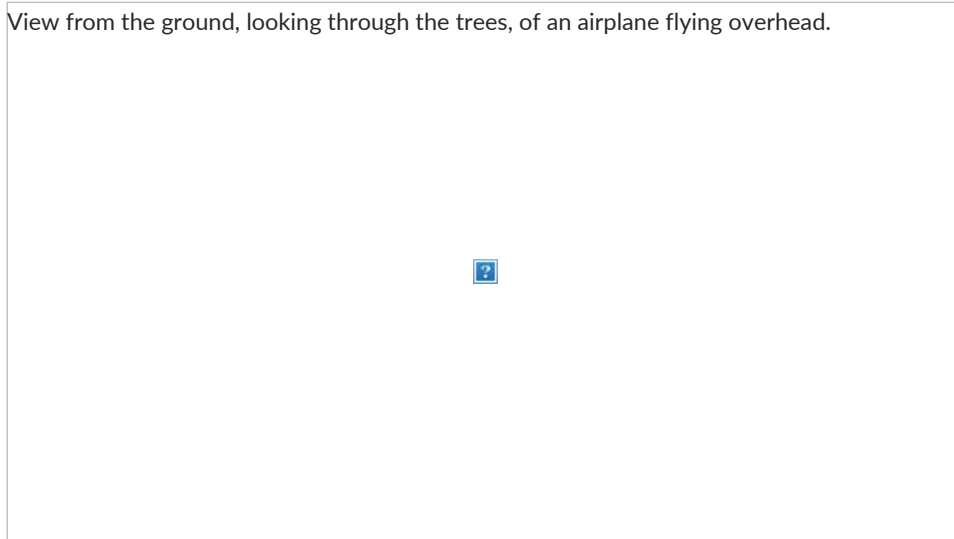
Performance-Based Navigation allows for more precise flight paths that reduce flying time, fuel use, and emissions. But for communities under a new path, this may also mean more frequent noise.

FAA combines the intensity and duration of noise and the number of flights overhead on an average day to quantify the noise at locations under a new flight path. We found this approach doesn't provide a clear view of what

communities may experience. For example, one loud flight has the same predicted effect as 100 quieter flights.

We [recommended](#) FAA supplement its analysis and provide more information to the public about potential flight noise.

View from the ground, looking through the trees, of an airplane flying overhead.



Highlights

What GAO Found

The Federal Aviation Administration (FAA) uses established policies to assess potential noise effects of implementing performance-based navigation (PBN) at airports. FAA has been implementing PBN to allow aircraft to fly more precise flight paths intended to reduce flying time, fuel use, and emissions, and PBN may reduce aircraft noise for some communities. FAA uses the Day-Night Average Sound Level (DNL) metric to meet legal requirements in assessing how these more precise flight paths—which can concentrate noise over a smaller area—might affect noise levels at various locations surrounding airports. DNL accounts for the noise intensity, duration, frequency, and time of occurrence for flights above a particular location over an average day.

GAO's analysis showed that because DNL combines the effects of several components of noise into a single metric, it does not provide a clear picture of the flight activity or associated noise levels at a given location. For example, 100 flights per day can yield the same DNL as one flight per day at a higher decibel level, due to the averaging effect of FAA's metric (see figure). GAO's analysis and other research demonstrate the limitations of FAA relying solely on DNL to identify potential noise problems. Also, community concerns about increased noise after PBN implementation, among other factors, have led to legal challenges and delays, reducing the realized benefits of PBN. Since no single metric can convey different noise effects, using additional metrics—such as changes in number of flights overhead—in designing proposed flight paths could help FAA identify and address potential noise concerns.

Examples of Different Flight-Frequency and Sound Exposure Levels Resulting in a Day-Night Average Sound Level (DNL) of 65 decibels (dB)



Over time, FAA has increased its community outreach efforts throughout the PBN implementation process. However, most community stakeholders GAO spoke with said information on potential noise impacts was not clear enough to understand the planned changes. For instance, because FAA's description of the impacts is grounded in DNL, communities may not have the information needed to understand how the number of flights over each location is

expected to change. Similar to the use of supplemental metrics in designing a flight path, using them in public outreach may help communities better understand expected noise changes. Furthermore, after implementing PBN, FAA primarily conducts outreach through community forums established to address noise concerns. However, members of some forums GAO spoke with were frustrated and unclear on how to productively engage with FAA to address noise concerns. FAA has some guidance on this process, but it is unclear about the extent to which communities can expect assistance from FAA in proposing changes to flight paths that cause noise concerns. Clearly communicating FAA's expected role in this outreach to the public may help alleviate community frustration.

Why GAO Did This Study

As part of its effort to modernize the National Airspace System, FAA has been implementing new flight paths using satellite-based navigation, called PBN, at airports across the country. GAO reviewed FAA's implementation of PBN with regard to noise and FAA's related public outreach activities.

This report discusses: (1) how FAA assesses potential noise impacts for proposed PBN changes; (2) the extent to which FAA's noise impact analysis conveys expected changes; and (3) FAA's community outreach related to PBN and actions to improve this outreach. GAO reviewed FAA documents and guidance related to PBN implementation and to community outreach and mathematically analyzed how DNL levels reflect changes in noise caused by aircraft overhead. GAO conducted case studies at 13 airports selected to achieve a range of perspectives based on annual operations, the timing of PBN implementation, and geographic location, among other factors. GAO interviewed FAA and local airport officials, industry stakeholders, and community representatives in the selected locations.

To obtain the full report: <https://www.gao.gov/products/GAO-21-103933>

All the best,

Kathleen Wentworth
SENIOR ADVISOR
DISTRICT OFFICE OF CONGRESSWOMAN JACKIE SPEIER • CA-14

- My employment is part time, so I may not be available to immediately respond.
- If you have an urgent problem, please call the District Office 650.342.0300 and ask to speak with a staff member.
- For background information, resources and the latest updates on **airport noise issues**, please visit Congresswoman Speier's Airport Noise Web page: <https://speier.house.gov/airplane-noise>

155 Boveet Road, #780 | San Mateo, CA 94402
650.342.0300 | Fax: 650.375.8270

A video of the October 23, 2018 **Airplane Noise Town Hall** is available for viewing on Congresswoman Speier's facebook page: <https://www.facebook.com/JackieSpeier/videos/489552978219642/>

July 12, 2021

TO: Steve Dickson, FAA Administrator
Bradley Mims, FAA Deputy Administrator and NAC Designated Federal Officer
Russell Childs, NAC Chair, and President & CEO, SkyWest, Inc.
Brad Pierce, President, NOISE - Aurora City Council

CC: Members of the House Committee on Transportation and Infrastructure, Members of the Congressional Quiet Skies Caucus

Dear Mr. Dickson, Mr. Mims, Mr. Childs, and Mr. Pierce,

Our groups represent air travelers, families, organizations, communities and businesses negatively impacted by aviation noise and pollution nationwide (see list below of supporting organizations). We are following up regarding Mr. Pierce's suggestion at the June 21, 2021 meeting of the NextGen Advisory Committee (NAC) that two or three meetings be held with aviation industry stakeholders between now and the next NAC meeting in October to improve community engagement on aviation noise.

In the spirit of community engagement and to encourage a meaningful dialogue and useful outcomes, we urge the NAC and Mr. Pierce to include in their meetings enough representatives from communities to ensure the NAC hears from a broad range of perspectives. The meetings should incorporate representatives who are a mix of resident/community advocates and elected officials from communities that are directly impacted by aviation operations across the country, including but not limited to Metroplexes and single sites.

We welcome your reply to info@AviationImpactedCommunities.org.

Thank you for considering our request on behalf of aviation-impacted communities.

Signatories:

National Organizations

aiREFORM
Aviation-Impacted Communities Alliance (AICA)
Citizens for Quiet Skies
National Quiet Skies Coalition
NextGenRelief.Org
NextGenNoise.Org
Quiet American Skies-Quiet Community LLC
Sky Justice National Network

State/Local Organizations

Advocates for Viable Airport Solutions, CA
Airport Community Roundtable of Charlotte, NC

Airport Impact Relief, Incorporated (AIR, Inc.), MA
Bay Area Jet Noise, CA
BOS Fair Skies, MA
Bucks Residents for Responsible Airport Management (BRRAM), PA
Citizens Against Gillespie Expansion and Low Flying Aircraft (C.A.G.E.L.F.A), CA
Citizens Against Runway Expansion (C.A.R.E.), IL
Citizens for a Friendly Airport (C4FA), CA
Citizens for Quiet Skies-Arapahoe County, CO
Citizens for Quiet Skies-Gold Canyon, AZ
Concerned Residents Against Airport Pollution (C.R.A.A.P.), CA
Concerned Residents of Brisbane, CA
Concerned Residents of Palo Alto, CA
FAiR Chicago, IL
GrotonAyerBuzz of Ayer, MA
GRRift (Gilpin Residents Refuse Increased Flight Traffic), CO
HICoP (Hawaii Island Coalition Malama Pono), HI
Hull Neighbors for Quiet Skies, MA
Logan Aircraft Noise Working Group, MA
Lower Makefield Township Trenton-Mercer Airport Review Panel, PA
Montgomery County Quiet Skies Coalition, MD
Montgomery-Gibbs Environmental Coalition, CA
Mountain-News, Lake Arrowhead, CA
Oregon Aviation Watch, OR
Plane Sense 4LI, NY
Quiet Skies, AL
Quiet Skies Boulder County, CO
Quiet Skies Coalition, WA
Quiet Skies Lake Arrowhead, CA
Quiet Skies Maui, HI
Quiet Skies Northeast Miami-Dade County, FL
Quiet Skies Puget Sound, WA
Quiet Skies San Diego, CA
Quiet Skies Santa Monica Mountains, CA
San Francisco's Concerned Residents Experiencing Annoying Aircraft Maneuvers (S.C.R.E.A.A.M.), CA
Santa Clarita for Quiet Skies, CA
Save Our Skies East Bay (S.O.S.E.B.), CA
Save Our Skies LA, CA
SCANA (Scottsdale Coalition for Airplane Noise Abatement), AZ
Sherman Oaks & Encino for Quiet Skies, CA
Sierra Club, Hawai'i Island Group, HI
Sky Justice Miami, FL
Sky Posse Los Altos, CA

South Metro Airport Action Council, MN
Southern Maryland Fair Skies Coalition, MD
Springfield Civic Association, MD
STOP Jet Noise NOW! SFOAK North S.F. Bay Area, CA
Studio City for Quiet Skies, CA
The 02152 Initiative, MA
Trenton Threatened Skies, NJ
UproarLA, CA
Vashon Island Fair Skies, WA
West Adams for Quiet Skies, CA

From: [Emily Tranter](#)
To: [Michele Rodriguez](#); [Angela Montes](#)
Subject: Write up on NAC Activities for Packet
Date: Wednesday, September 29, 2021 8:34:20 AM

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

The N.O.I.S.E. organization, through its President Brad Pierce, is a longtime member of the NextGen Advisory Committee.

NAC is beginning to explore ideas on how other NAC members and their respective organizations, particularly industry, might support the FAA's existing community engagement. The focus is to develop a series of initiatives to bolster the existing community engagements efforts. As you likely know, the NAC is focused on the many technical aspects of NextGen implementation. The impetus for this conversation is to explore potential ideas within the NAC to see if there are options for NAC member organizations to enhance the existing structure. We are working with NAC to begin this process and will have next steps in October. We would like to coordinate with N.O.I.S.E. members to provide direct input from our organization's perspective as we move forward. N.O.I.S.E. leadership and staff will work with Roundtable staff to coordinate efforts once the process is clear and provide an update at future meetings.

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