



Meeting Agenda

Regular Meeting

Meeting No. 335
Wednesday, February 2, 2022 - 7:00 p.m.
BY VIDEO CONFERENCE ONLY
Please click the link below to join the webinar:
<https://smcgov.zoom.us/j/99504028352>
Or Dial in:
US: +1(669)900-6833 Webinar ID: 995 0402 8352

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

PUBLIC PARTICIPATION:

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

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

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

Ricardo Ortiz, Roundtable Chairperson

Public Comment on Items NOT on the Agenda

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

Action to set Agenda and to Approve Consent Items

Ricardo Ortiz, Roundtable Chairperson

CONSENT AGENDA

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

1. Airport Director's Reports pg. 8
November – December 2021
2. Minutes from the December 1, 2021, Regular Meeting pg. 18
3. Approval of Resolution 22-01: Findings Allowing Continued Remote Meetings Under Brown Act pg. 24

REGULAR AGENDA

Public Comment received on Regular Agenda items prior to action.

- 4. Elections of Roundtable Chairperson for Calendar Year 2022
Ricardo Ortiz, Roundtable Chairperson
- 5. Elections of Roundtable Vice-Chairperson for Calendar Year 2022
Roundtable Chairperson
- 6. Approval of Resolution 22-02: Designating Regular Roundtable Meeting Dates, Time and Place for Calendar Year 2022 pg. 29
Roundtable Chairperson
- 7. Subcommittee Assignments/Meeting Frequency pg. 32
Roundtable Chairperson
Attachment: Subcommittee Descriptions/2022 Potential Meeting Dates
 - a. Ground-Based Noise
 - c. Legislative
 - d. Technical Working Group
 - e. Work Program

PRESENTATIONS

- 8. HMMH Contract Amendment for Roundtable Coordinator pg. 37
Lisa Aozasa, County of San Mateo Deputy Director of Community Development
Attachment: Memorandum
- 9. FPPC Determination Update pg. 50
Lauren Carroll, County of San Mateo Deputy County Counsel
Attachment: Memorandum
- 10. Chairman's Update
Roundtable Chairperson
- 11. Subcommittee Updates
 - a. Technical Working Group pg. 52
Ricardo Ortiz, Subcommittee Chairperson
Attachments: Agenda of 1/18/21
 - c. Ground-Based Noise Subcommittee pg. 54
Ann Schneider, Subcommittee Chairperson
Attachments: Agenda of 1/13/21
- 12. SFO Airport Director Update
Ivar Satero, Airport Director
- 13. Report from HMMH on Title 21 2019 – Current pg. 57
Eugene Reindel, Roundtable Technical Consultant
Attachment: Presentation

14. Member Communications / Announcements
Roundtable Members and Staff

MEETING CLOSURE

15. Adjourn
Roundtable Chairperson

Information Only

- i. HMMH Noise News – December 2021 pg. 62
- ii. HMMH FAA IFP Information Gateway Review – December 2021 & January 2022 pg. 67
- iii. Roundtable Budget FY21-22 – Q2 Actuals pg. 76

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

1. The February 2, 2022 SFO Roundtable regular meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/99504028352>. The meeting ID: 995 0402 8352. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 995 0402 8352, 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.

Regular Meeting Agenda

February 2, 2022 / Meeting No. 335

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



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 STAFF
Doreen Stockdale, Interim Roundtable Coordinator
Linda Wolin, Senior Legislative Assistant
Angela Montes, Roundtable Administrative Assistant
Eugene Reindel, Technical Consultant (HMMH)
Sarah Yenson, Technical Consultant (HMMH)
Timothy Middleton, Technical Consultant (HMMH)

SFO AIRPORT NOISE OFFICE STAFF
Nupur Sinha, Director of Planning and Environmental Affairs
Bert Ganoung, Noise Manager
Anthony Carpeneti, 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 Administrator at least two (2) working days before the meeting at the email listed above. 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 2022, the Roundtable is scheduled to meet on the first Wednesday of the following months: February, April, June, August, October and December. Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at **the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California** unless noted. **Beginning March 2020 all meetings will be held virtually via Zoom due to COVID-19.** Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations.

POLICY STATEMENT

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

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

(Source: Roundtable Resolution No. 93-01)

FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS

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

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

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



Airport Director's Report

Presented at the February 2, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
November 2021

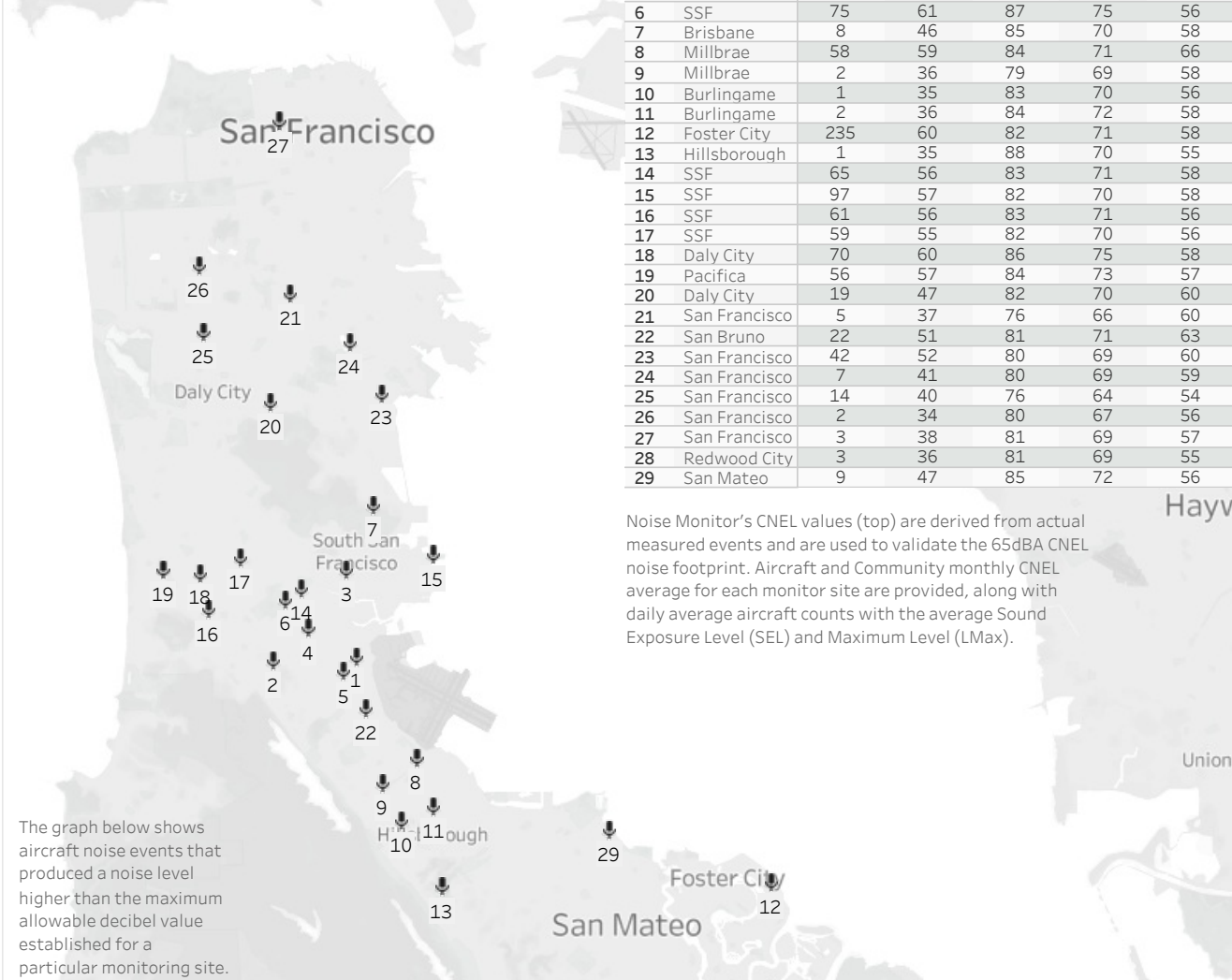


San Francisco
International
Airport

Aircraft Noise Levels

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

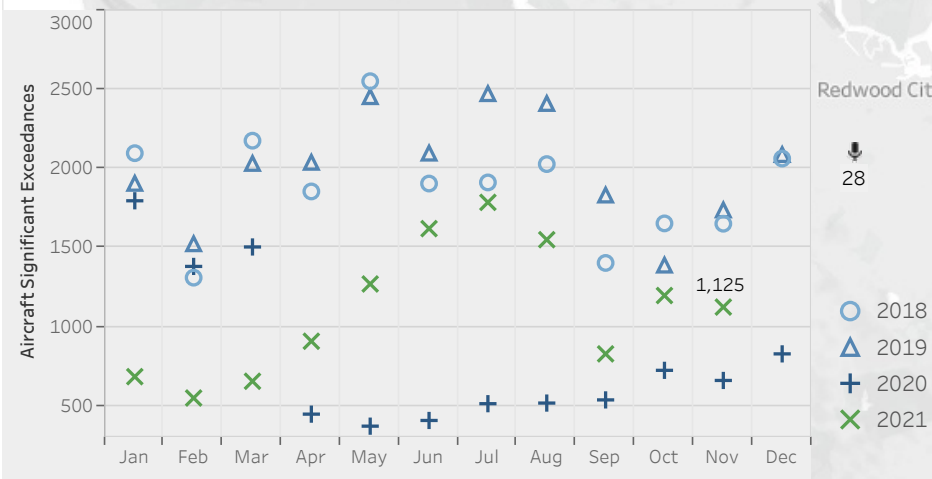
Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	91	69	93	83	67
2	San Bruno	26	50	81	70	64
3	SSF	16	48	82	70	62
4	SSF	82	64	89	78	59
5	San Bruno	80	63	88	77	62
6	SSF	75	61	87	75	56
7	Brisbane	8	46	85	70	58
8	Millbrae	58	59	84	71	66
9	Millbrae	2	36	79	69	58
10	Burlingame	1	35	83	70	56
11	Burlingame	2	36	84	72	58
12	Foster City	235	60	82	71	58
13	Hillsborough	1	35	88	70	55
14	SSF	65	56	83	71	58
15	SSF	97	57	82	70	58
16	SSF	61	56	83	71	56
17	SSF	59	55	82	70	56
18	Daly City	70	60	86	75	58
19	Pacifica	56	57	84	73	57
20	Daly City	19	47	82	70	60
21	San Francisco	5	37	76	66	60
22	San Bruno	22	51	81	71	63
23	San Francisco	42	52	80	69	60
24	San Francisco	7	41	80	69	59
25	San Francisco	14	40	76	64	54
26	San Francisco	2	34	80	67	56
27	San Francisco	3	38	81	69	57
28	Redwood City	3	36	81	69	55
29	San Mateo	9	47	85	72	56



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

November 2021

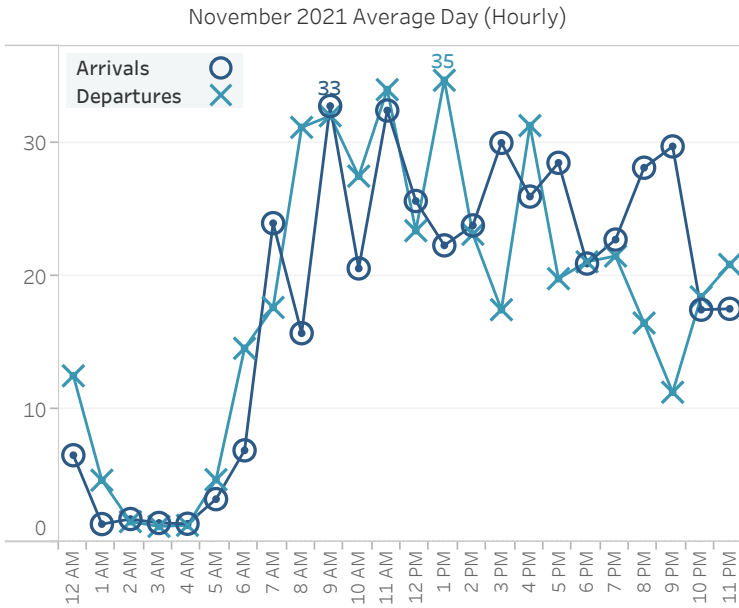
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
26,370	879	20,960	35%

Major Arrival and Departure Routes (West Flow)



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

West Flow
96%



Arrival Route

1. BDEGA	26%
2. DYAMD	36%
3. SERFR	31%
4. PIRAT	7%

Departure Route

A. GAP	19%
B. SSTIK	32%
C. NIITE	10%
D. TRUKN RWY 01	39%
D. TRUKN RWY 28	1%

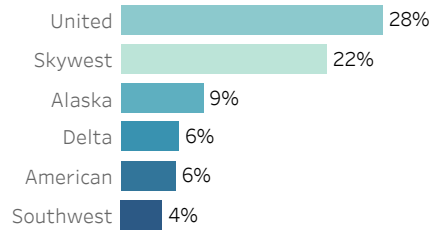
Top Destinations

Los Angeles	7%
Seattle	4%
New York	4%

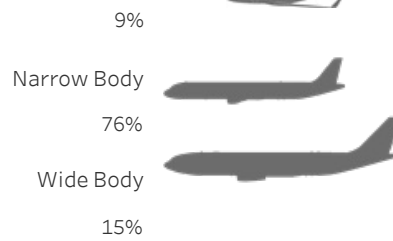
Down the Bay vs Peninsula

1.1 Down the Bay Visual	27%
1.2 BDEGA Arrival	73%

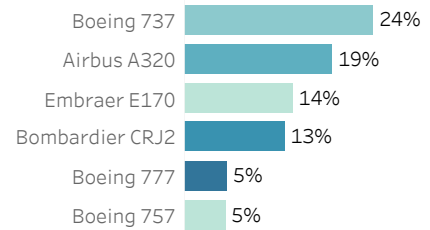
Airlines with the Most Operations



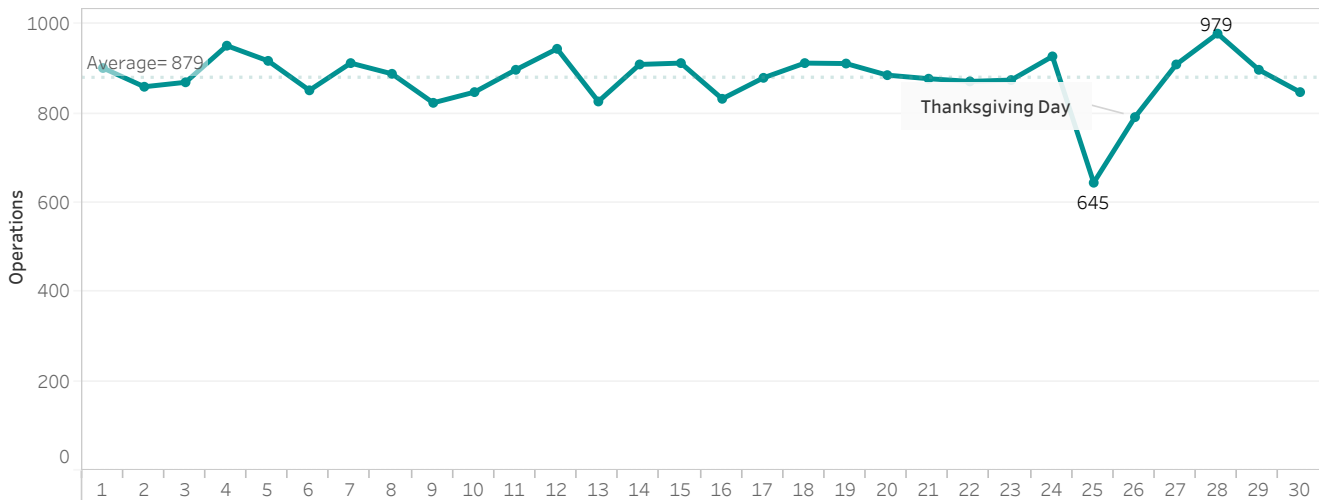
Non Airline



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	0%	1	80%	9,614
10 L/R	0%	1	4%	452
19 L/R	4%	440		
28 L/R	96%	11,619	16%	1,927

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

	Departures	
10 L/R	7%	22
01 L/R	65%	214
28 L/R	28%	94

Runway Utilization

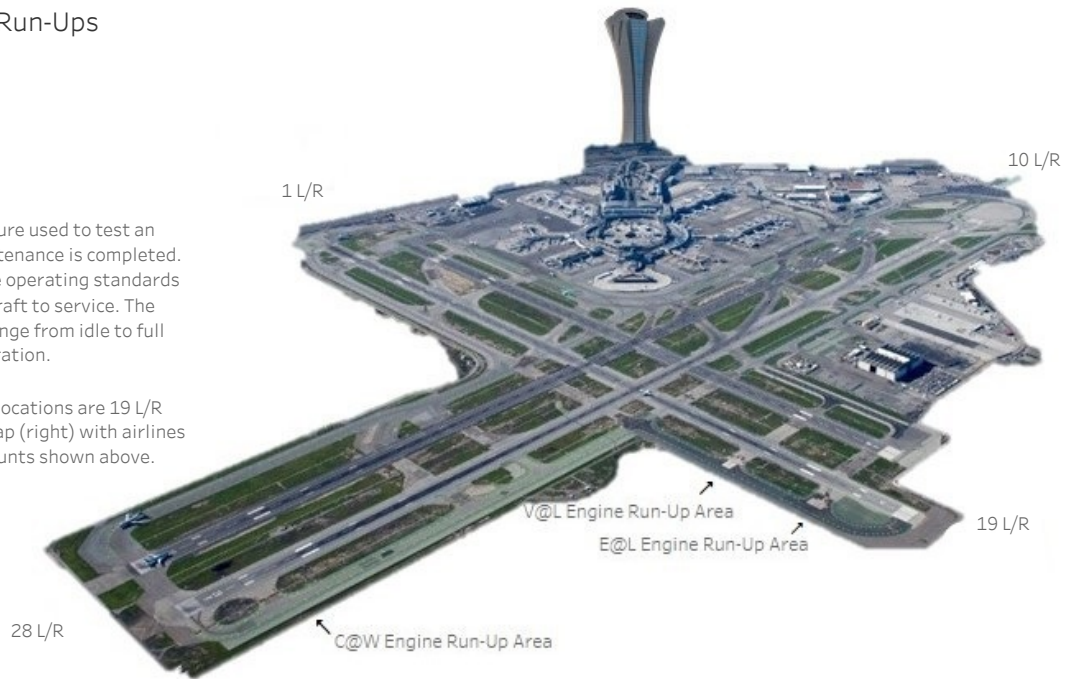
	Arrivals	
	28L	28R
	47%	53%
Night (10pm-7am)		
	36%	64%

Nighttime Power Run-Ups 10pm-7am

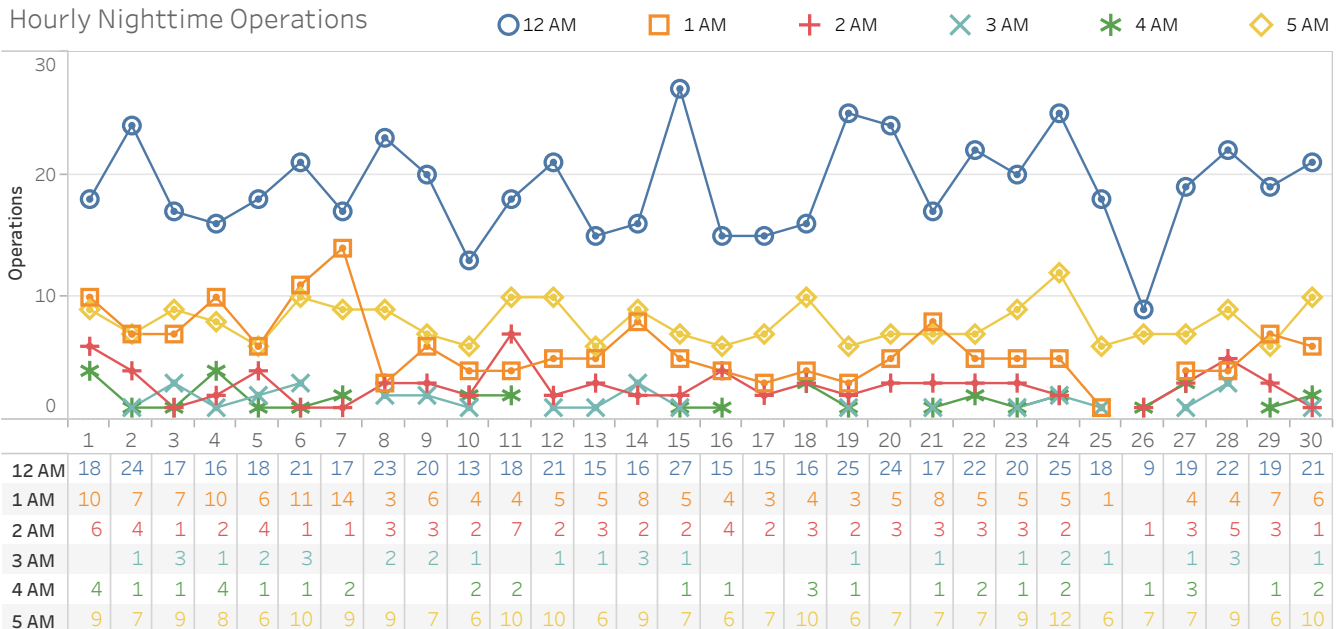
Alaska Airlines	6
American Airlines	2
United Airlines	11

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



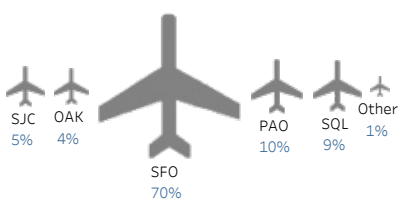
Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	6	631
Belmont	4	30
Brisbane	11	188
Burlingame	4	6
Daly City	7	1,837
El Granada	1	495
Foster City	7	28
Half Moon Bay	1	3
Hillsborough	1	21
Menlo Park	16	2,045
Millbrae	9	44
Montara	1	224
Pacifica	14	1,012
Portola Valley	20	17,448
Redwood City	8	1,538
San Bruno	10	1,674
San Carlos	1	60
San Francisco	24	3,286
San Mateo	14	431
South San Francisco	7	35
Woodside	7	1,533
Alameda	4	58
Aptos	2	22
Ben Lomond	2	6
Berkeley	1	263
Boulder Creek	2	56
Capitola	8	222
Carmel Valley	1	5
Castro Valley	1	18
Cupertino	1	565
East Palo Alto	1	30
Emerald Hills	6	827
Felton	4	47
Fremont	1	210
Lafayette	4	9
Los Altos	62	12,263
Los Altos Hills	13	1,445
Los Gatos	45	7,121
Moraga	5	356
Mountain View	22	2,552
Oakland	15	3,751
Orinda	1	24
Palo Alto	118	23,616
Richmond	2	434
San Ramon	1	2
Santa Cruz	62	13,672
Scotts Valley	37	6,007
Soquel	40	4,907
Stanford	5	446
Sunnyvale	2	51
Watsonville	1	91
Grand Total	642	111,645

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.

Reporters Annual AVG

673

Reports Annual AVG

107,786

New Reporters

22

New Reporters Top City

Santa Cruz

Furthest Report

85 miles

Reports per SFO Operation

4

Top Aircraft Types

A320
B737
E75L

Top Flight Numbers

JBU636
KAL214
ASA1273

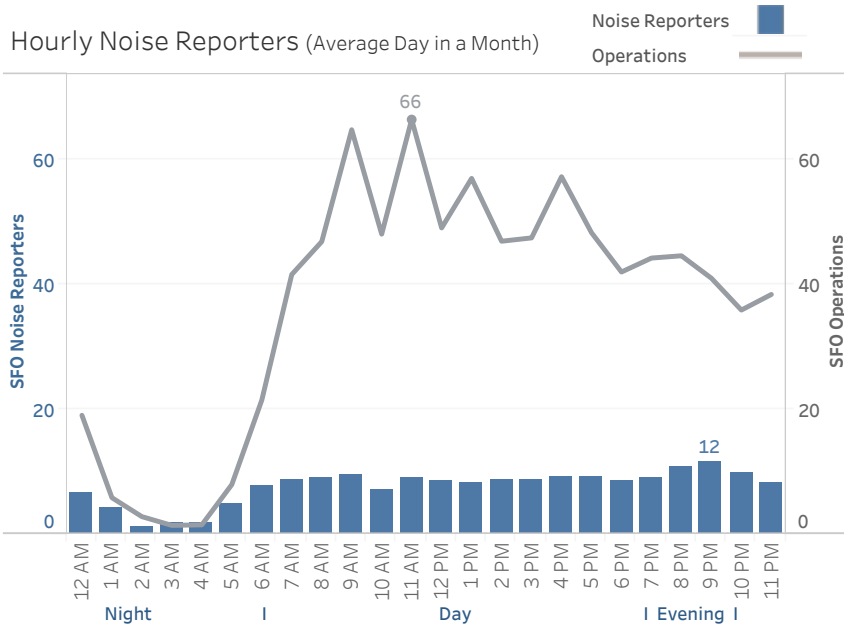
Noise Reporters Location Map

November 2021



© 2021 Mapbox © OpenStreetMap

Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System



Airport Director's Report

Presented at the February 2, 2022
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Aircraft Noise Office
December 2021



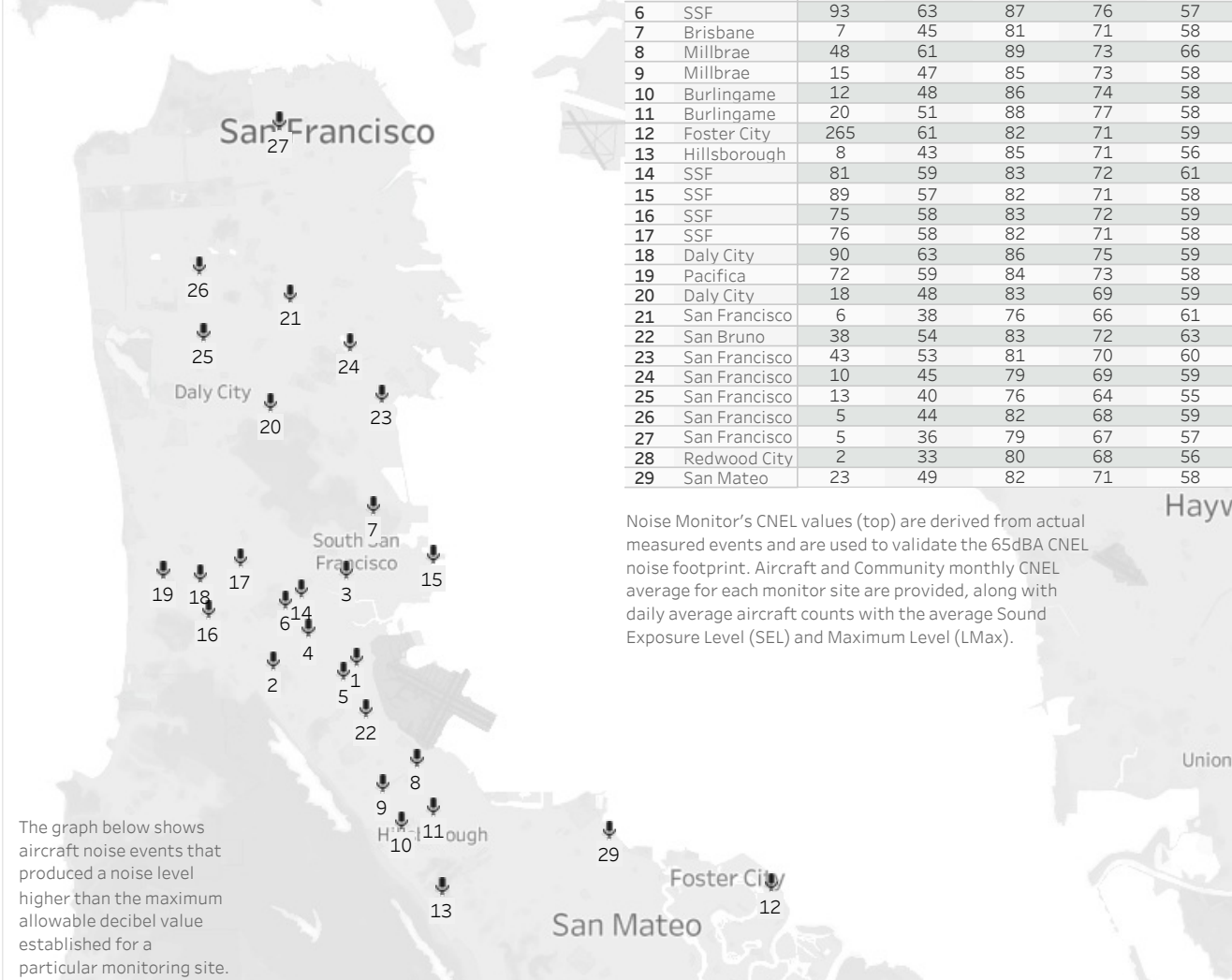
San Francisco
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Aircraft Noise Levels

December 2021

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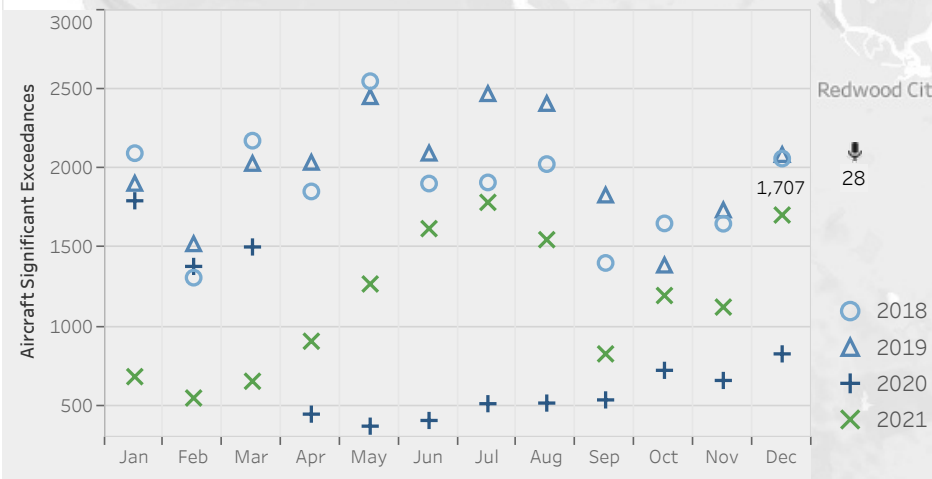
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29	San Mateo	23	49	82	71	58



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

Significant Exceedances



Operations

December 2021

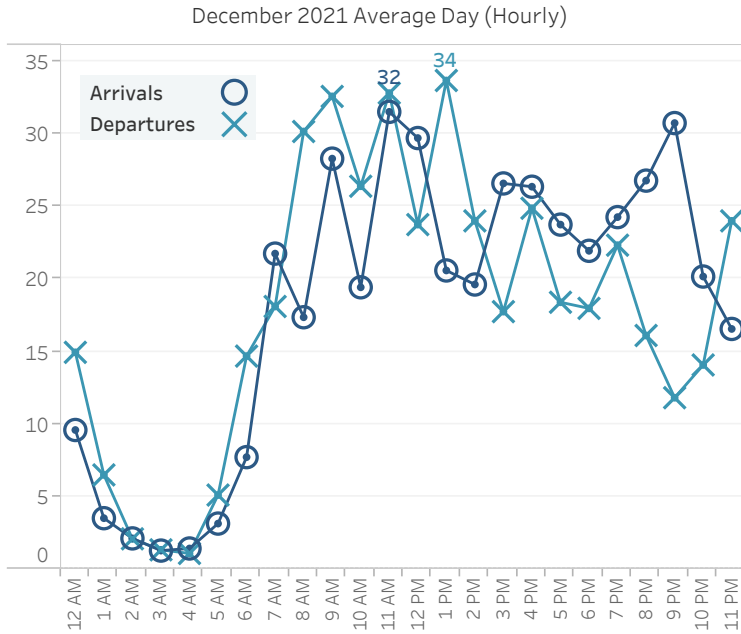
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
26,823	865	21,770	36%

Major Arrival and Departure Routes (West Flow)



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

West Flow
88%



Arrival Route

1. BDEGA	31%
2. DYAMD	34%
3. SERFR	29%
4. PIRAT	6%

Departure Route

A. GAP	24%
B. SSTIK	28%
C. NIITE	9%
D. TRUKN RWY 01	35%
D. TRUKN RWY 28	4%

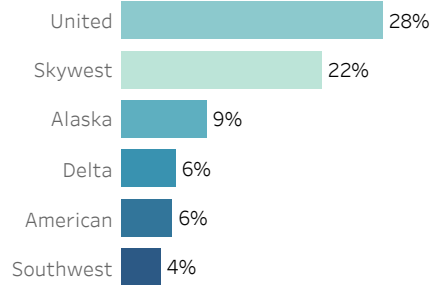
Top Destinations

Los Angeles	7%
JFK	4%
Seattle	4%

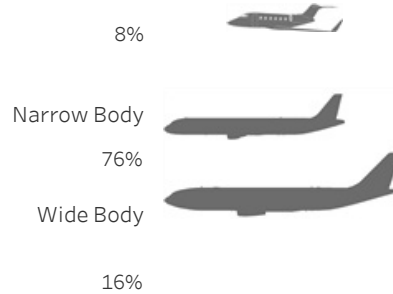
Down the Bay vs Peninsula

1.1 Down the Bay Visual	24%
1.2 BDEGA Arrival	76%

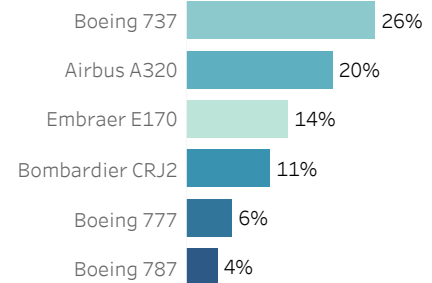
Airlines with the Most Operations



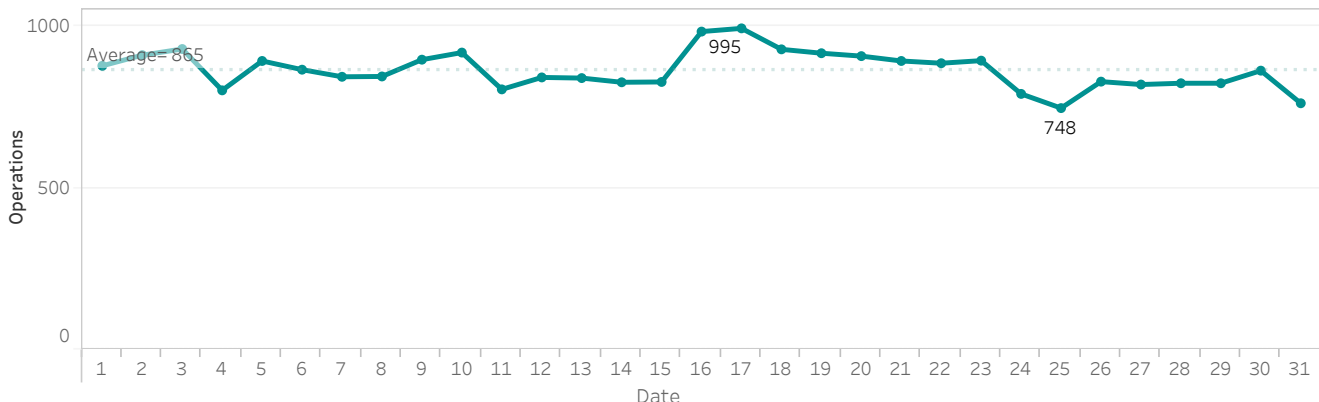
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Most Utilized Aircraft Types



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		65% 7,997
10 L/R	2% 189	10% 1,270
19 L/R	11% 1,366	2% 226
28 L/R	87% 10,867	23% 2,865

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

	Departures
10 L/R	13% 56
01 L/R	46% 198
28 L/R	41% 177

Runway Utilization

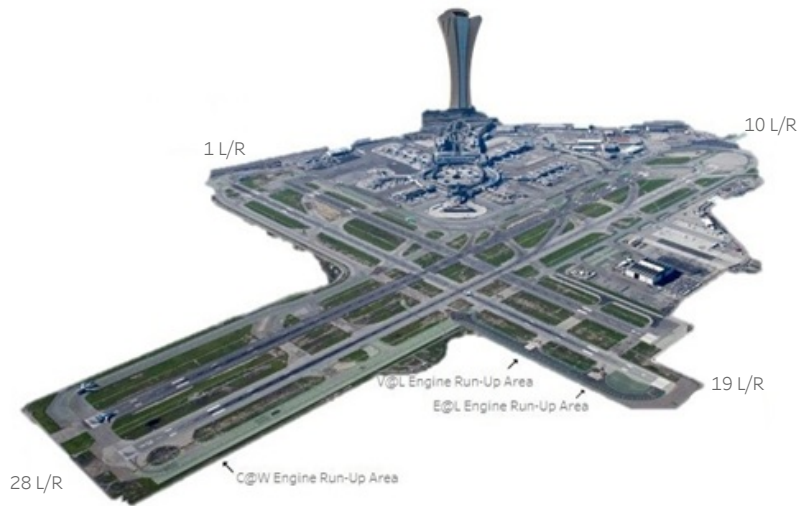
	Arrivals	Departures
	28L	28R
	45%	55%
Night (10pm-7am)		
	29%	71%

Nighttime Power Run-Ups 10pm-7am

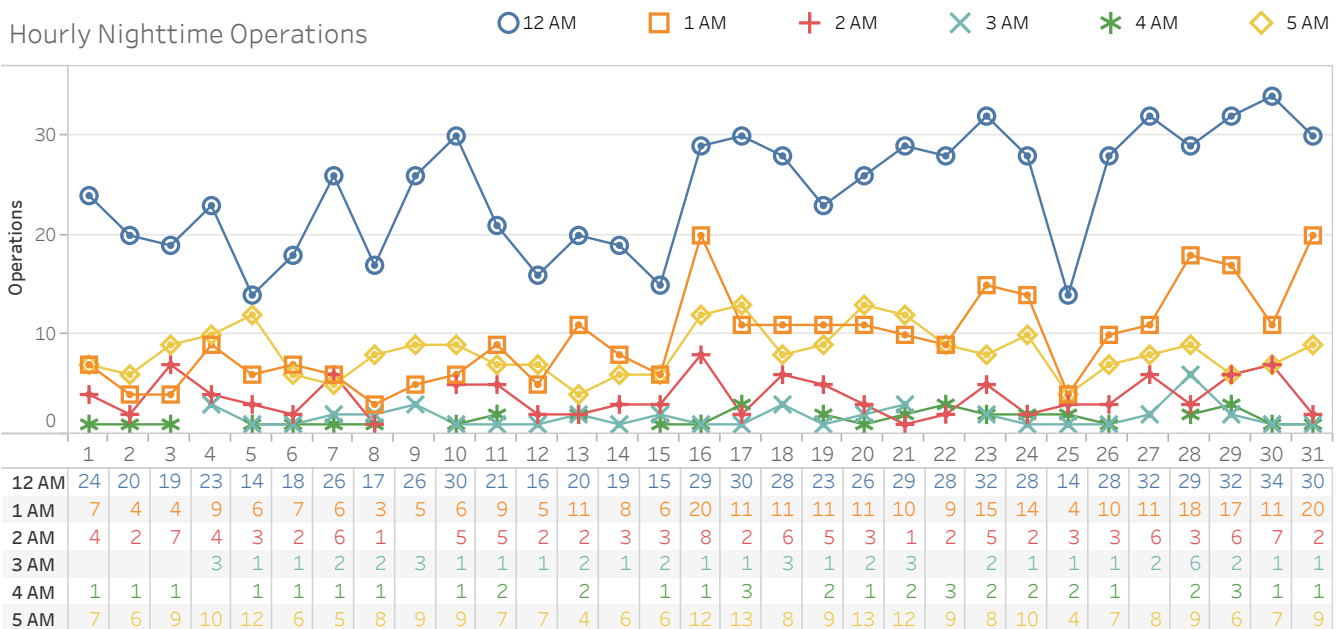
American Airlines 6
United Airlines 6

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

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



Hourly Nighttime Operations

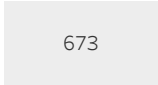


Noise Reports

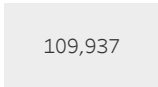
December 2021

	Noise Reporters	Noise Reports
Roundtable		
Atherton	5	20
Belmont	2	11
Brisbane	10	115
Burlingame	3	3
Daly City	9	2,473
El Granada	1	885
Foster City	5	11
Hillsborough	1	2
Menlo Park	11	1,502
Millbrae	8	17
Montara	1	354
Pacifica	21	1,307
Portola Valley	17	18,287
Redwood City	7	1,861
San Bruno	6	1,676
San Carlos	2	116
San Francisco	21	3,304
San Mateo	10	1,035
South San Francisco	13	393
Woodside	7	1,723
Other		
Alameda	4	150
Aptos	2	18
Ben Lomond	1	1
Berkeley	2	470
Boulder Creek	2	39
Campbell	1	7
Capitola	6	150
Carmel Valley	1	16
Castro Valley	2	32
Cupertino	1	1,286
East Palo Alto	1	46
Emerald Hills	5	857
Felton	4	72
Fremont	1	249
Lafayette	1	22
Los Altos	58	12,076
Los Altos Hills	13	1,416
Los Gatos	44	6,522
Moraga	5	482
Mountain View	25	4,203
Oakland	14	3,895
Orinda	1	66
Palo Alto	115	22,871
Penngrove	1	1
Richmond	2	717
San Jose	1	7
San Ramon	1	4
Santa Cruz	61	10,798
Scotts Valley	35	5,620
Soquel	38	4,227
Stanford	4	772
Sunnyvale	4	285
Watsonville	1	118
Grand Total	617	112,590

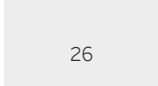
Reporters Annual AVG



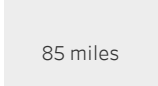
Reports Annual AVG



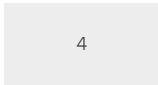
New Reporters



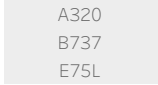
Furthest Report



Reports per SFO Operation



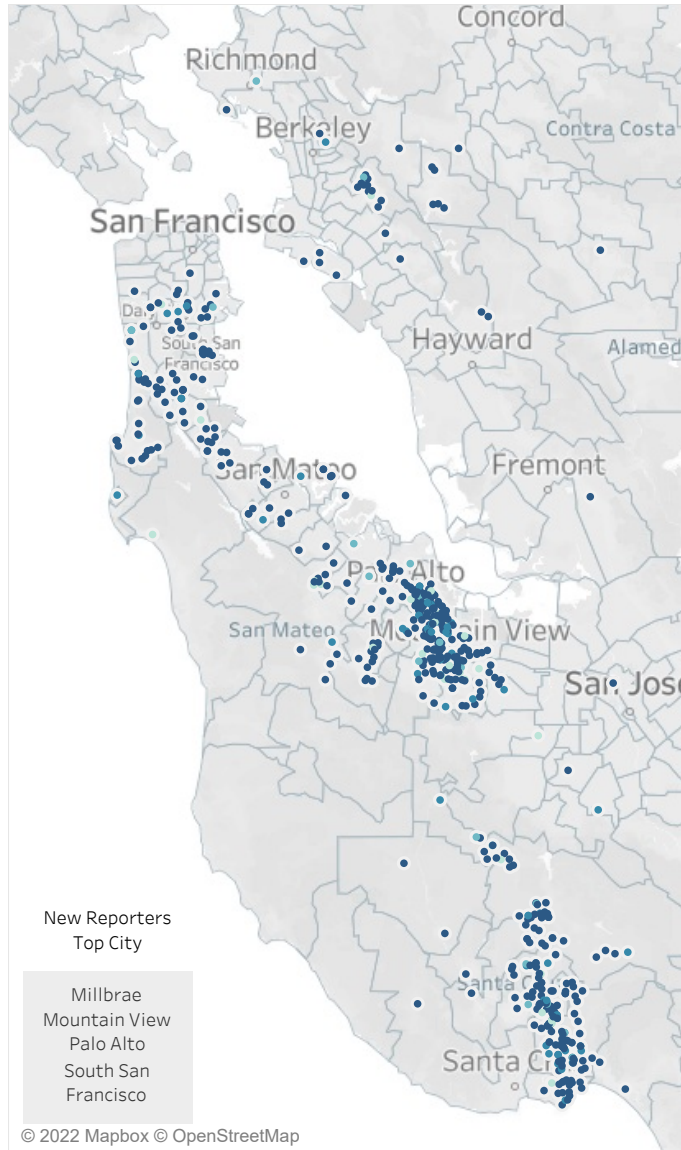
Top Aircraft Types



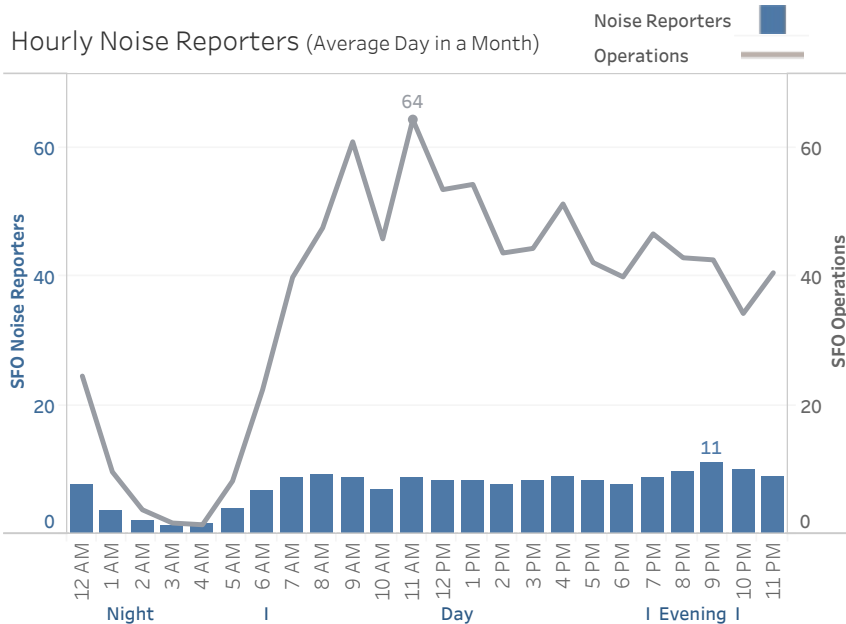
Top Flight Numbers



Noise Reporters Location Map

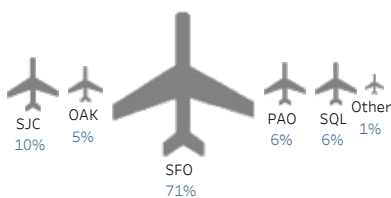


Hourly Noise Reporters (Average Day in a Month)



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

Noise Reports by Airport



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

Source: SFO Intl Airport Noise Monitoring System

SFO Airport/Community Roundtable

Meeting No. 334 Minutes

Wednesday, December 1, 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

Ivar Satero – City and County of San Francisco Airport Commission
Bill Widmer – Town of Atherton
Tom McCune – City of Belmont
Terry O’Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
Pamela DiGiovanni – City of Daly City
Sam Hindi – City of Foster City
Deborah Ruddock – City of Half Moon Bay (*joined after roll call*)
Al Royse – Town of Hillsborough
Ann Schneider – City of Millbrae (*joined after roll call*)
Mike O’Neill – City of Pacifica
Jeff Aalfs – Town of Portola Valley
Jeff Gee – City of Redwood City
Tom Hamilton – City of San Bruno
John Dugan – City of San Carlos
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
County of San Mateo Board of Supervisors
C/CAG Airport Land Use Committee (ALUC)
City of Menlo Park
City of San Mateo

ROUNDTABLE STAFF

Michele Rodriguez – Roundtable Coordinator
Eugene Reindel – Roundtable Technical Consultant (HMMH)
Angela Montes Cardenas – Roundtable Administrative Secretary
Janneth Lujan – County of San Mateo, Planning and Building Executive Secretary

ADDITIONAL STAFF PRESENT

Linda Wolin – Senior Legislative Aide to Supervisor Dave Pine
Lauren Chung, Legislative Aide to Supervisor Ahsha Safai

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager

FAA STAFF

Faviola Garcia – Supervisory Senior Advisor

Joseph Bert – Operations Support Group

Public Comments for Items NOT on the Agenda

Chairman Ortiz opened public comments. Ms. Montes noted that 7 written public comments had been received for items not on the agenda and are posted to the website and were circulated to the membership.

Chairman Ortiz closed public comment.

Action to set Agenda and to Approve Consent Items 1-4

ACTION: Member Widmer **MOVED** to set agenda and to approve consent items 1-4. The motion was seconded by member O'Connell and **CARRIED**, roll call vote passed. Member Schneider voted NO on consent item 1 Airport Director's Reports.

Ms. Rodriguez noted that with approval of consent agenda the Roundtable accepts and welcomes the Town of Colma as a Member. She noted that staff sent a new member packet.

5. Action to Approve Membership Expansion Ad-Hoc Subcommittee Recommendation (00:07:40)

Ms. Rodriguez gave an overview of the work of the Ad-Hoc Subcommittee, including its composition. She summarized each of the three Subcommittee meetings that were not open to the public. She began with subcommittee meeting #1 on August 25, 2021. She summarized the member and non-member feedback that had been received and considered. She noted the service review points that the subcommittee discussed and shared what members concluded at meeting #1. She stated that members noted that there is a need for regional airplane noise impact discussions and solutions.

She went on to summarize meeting #2 on September 29, 2021. She noted that during this meeting members discussed flight paths and member equity. Regarding flight paths, the Subcommittee reviewed and compared 10 maps, 5 from 2013 and 5 from 2019. She summarized the findings of the review. She continued to summarize what the members discussed around membership equity and non-member equity. Ms. Rodriguez finalized summarizing meeting #2 to the membership by noting what subcommittee members concluded on flight path and equity. She noted the letters received in opposition and support of membership expansion.

She moved on to summarize subcommittee meeting #3 on October 27, 2021. She noted that subcommittee members discussed recommendation to membership on expansion, reviewed findings for denial, staffing and resource needs to meet existing operations, the need for a regional airspace entity and gave direction to staff on next steps. She summarized the recommendation of the subcommittee members.

Finally, she summarized subcommittee meeting #4, which was held in public on November 17, 2021. A recording of this meeting may be [found here](#). She stated the final recommendation from the subcommittee is no amendment to the MOU, continue focus on existing communities, encourage formation of regional entity, address in next Work Plan & Budget, and encourage SCSC RT to continue to flourish to address Southbay communities.

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December 1, 2021

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Member Schneider posed a question regarding the flight maps. Mr. Reindel clarified the data used by HMMH to generate the maps.

Chair Ortiz opened public comment.

Mark Shull from Palo Alto

Liz Lopez from San Francisco

Darlene Yaplee from Palo Alto

Rebecca Ward from Palo Alto

Marie-Jo Fremont from Palo Alto

Chair Ortiz closed public comment and opened up Member discussion.

Member Widmer thanked the Subcommittee members for their hard work but shared his disappointment on the decision of the subcommittee.

In response to Member Hamilton comments and questions, Chair Ortiz clarified the distinction in accepting members within determined membership boundaries and members outside boundaries. He continued to clarify that the discussion was not adding one city over another but whether to expand membership boundaries.

Member Aalfs stated that he was the original member who made the motion to form the Subcommittee to establish criteria for expansion and to discuss mechanisms for funding ongoing activities. He expressed concern that the Subcommittee did not address either of those elements. He asked if the Subcommittee looked at funding resources. He stated his views on Palo Alto being a member.

Member Schneider stated that during tighter budgets, cities left the Roundtable. She shared that Colma and East Palo Alto are communities of concern.

Vice Chair Hindi thanked the members of the public and members for their comments. He said he understands the frustration. He noted that this issue was given serious consideration. He noted that the Subcommittee evaluated the impact on current Roundtable members and what would happen if the Roundtable opens the door for expansion beyond the current MOU. He said the biggest challenge was the criteria on whether Palo Alto should be included. He said no doubt communities like Palo Alto are impacted but so are other communities such as Santa Cruz. He said it would be a challenge for the Roundtable to operate if the criteria is simply which communities are impacted by SFO. He finalized by saying that the biggest issue to him is how big can the Roundtable be; if just based on noise there would be many communities.

Member Royse thanked staff for their work on this topic. He thanked both supporting and opposing members for their feedback. He said that he agrees with Mr. Hindi. He said that Congresswoman Speier feels strongly about her decision to oppose expansion. He said he is still concerned about funding and that fees are nominal and should be increased. He added that a concern the Subcommittee had is where do they draw the boundaries. He said the members want to be able to manage the Roundtable.

Member Addiego said that the departure side of equation has been quiet for long time. He recognized that he has been neglecting his community by differing to ground-based noise and arrivals.

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December 1, 2021

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Member O'Connell said that the legal and financial process of amending MOU would divert resources for at least one year and she said time should not be wasted. She said that departures noise is more intrusive and louder than arrivals. She noted that members within the boundaries will not drain resources. She added that the Roundtable has been more than willing to place portable noise monitors in Palo Alto to get more data on how SFO can address those noise impacts. She added that the Roundtable should look into why the SCSC was not successful as that might be enlightening.

Member DiGiovanni thanked the subcommittee for their work. She said being connected to Colma and sharing departure airspace she must advocate for departures.

Member Widmer noted that the noise complaint reports do not list Colma.

Member Hamilton thanked member O'Connell for her comments. He said that the report presented in the packet and in the presentation does not state all the work it would take to amend the MOU, he said this is a powerful argument and he wanted to point out that it was not included in written report.

In response to Member Schneider comment on noise complaints, Mr. Ganoung clarified that all noise reports received are reported whether they correlate to an aircraft or not.

Member O'Connell added that something to bring up at next strategic planning session is funding enhancements as the Roundtable is underfunded.

ACTION: Terry O'Connell **MOVED** to approve subcommittee recommendation. The motion was seconded by Mark Addiego and **CARRIED**, roll call vote passed 11 AYE - 4 NAY - 2 ABSTAIN.

AYE – City of Brisbane
AYE – City of Burlingame
AYE – City of Daly City
AYE – City of Foster City
AYE – City of Half Moon Bay
AYE – Town of Hillsborough
AYE – City of Millbrae
AYE – City of Pacifica
AYE – City of Redwood City
AYE – City of San Carlos
AYE – City of South San Francisco
NAY – City and County of San Francisco Airport Commission
NAY – Town of Atherton
NAY – Town of Portola Valley
NAY – City of San Bruno
ABSTAIN – City of Belmont
ABSTAIN – Town of Woodside

After a voting issue was resolved Member Carvell maintained his vote to abstain.

6. Chairman's Update (Minute 01:26:06)

Chairman Ortiz gave a verbal update to the Membership. He reminded members that when sending communication to airport officials to be clear on who you are representing. He noted that the Roundtable is celebrating its 40th anniversary. He said that with current health restrictions the

celebration has been delayed and hopes to be able to bring the members together to celebrate this accomplishment in 2022. He said that County of San Mateo legal counsel has appealed the FPPC determination that the Roundtable is a public agency. He said that even though all members already file form 700, this could mean an additional filing.

Chair Ortiz gave an update on the Technical Working Group. He summarized what was discussed during the meeting. A recording of the TWG meeting may be [found here](#).

Member Widmer said that presentations and maps shown were excellent and it was a very productive meeting.

Vice Chairman Hindi added that the TWG wants to ensure that no matter what procedures is being developed the Roundtable wants to ensure that noise does not shift from one community to another.

7. San Francisco Airport Commission Update (01:32:48)

Airport Director, Ivar Satero, gave a verbal update to the Membership. He gave an update on airport travel traffic. He updated the Membership on international traffic recovery. He noted that Vietnam Airlines announced first nonstop direct flight out of SFO. He continued to summarize airlines with departure and designations. He said the Airport continues to closely monitor Covid-19 and its variants. He stated the programs that the airport continues to participate in such as testing and vaccinations.

Mr. Satero reaffirmed the Airport's commitment to innovative procedures program and no noise shifting. He noted that the Airport is still concerned over the Tanforan home development. He said he looks forward to the 40th anniversary celebration in-person. He added that there are efforts to continue to drive sustainable aviation fuel and that SFO has taken leadership in the position for the past four years.

In response to member Widmer, Mr. Satero stated that regardless of vaccination status, all international travelers will be required to have a test. He clarified that contact tracing is done by the Department of Public Health.

Member O'Connell suggested that, since SFO is introducing the Aircraft Noise Event Extraction Methodology (ANEEM) on some monitors, it would be helpful for SFO to do outreach for members and for the public on what new process will mean for communities.

Mr. Ganoung gave an update to the Membership on the noise insulation program (NIP). He shared a visual that outlined the timeline for the Second Chance and Replacement initiatives. He gave the membership an update on GBAS and on the noise app. He shared a direct link to the SFO noise portal. He gave an update on SFO implementing ANEEM. He noted that the new methodology will change the process of matching noise events to flights. He said that starting January 2022, SFO will start using the ANEEM methodology at 17 permanent monitoring sites and for all portable monitoring sites.

In response to member Schneider, Mr. Ganoung clarified duration is not reported unless it's a specific event. He added that they are in the process of fine tuning the ground running system to report on that.

Chair Ortiz opened public comment.

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December 1, 2021

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Marie-Jo Fremont from Palo Alto
Liz Lopez from San Francisco

Chair Ortiz closed public comment.

8. Member Communications/Announcement (02:04:43)

None

9. Adjourn (02:05:05)

Chairman Ortiz adjourned the meeting at approximately 9:05 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.



January 26, 2022

TO: Roundtable membership and interested parties

FROM: Doreen Stockdale, Interim 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 declared by Governor Newsom, meeting in-person 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 relating to teleconferences/remote meetings. The Executive Order waived, among other things, the provisions of the Brown Act that otherwise required the physical presence of members of a local agency or other personnel in a particular location as a condition of participation or as a quorum for a public meeting. These waivers set forth in the Executive Order were to expire on October 1, 2021.

On September 16, 2021, the Governor signed Assembly Bill (AB) 361, a bill that codifies certain 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.

In order to continue to hold video and teleconference meetings, the membership will need to review and make findings every 30 days or thereafter that the state of emergency continues to directly impact the ability of the members to meet safely in person and that state or local officials continue to impose or recommend measures to promote social distancing. If the membership does continue to hold video and teleconference meetings, to meet the requirements of AB 361, the membership will need to adopt a resolution at every meeting.

The San Mateo County Board of Supervisors has adopted a resolution to continue remote meetings and encouraged other local agencies to make similar findings.

The membership previously found, and it remains the case, that public meetings pose high risks for COVID-19 spread for several reasons. These meetings may bring together people from throughout a geographic region, increasing the opportunity for COVID-19 transmission. Further, the open nature of public meetings makes it difficult to enforce compliance with vaccination, physical distancing, masking, cough and sneeze etiquette, or other safety measures. Moreover, some of the safety measures used by private businesses to control these risks may be less effective for public agencies.

These factors continue to combine and directly impact the ability of members of the Roundtable to meet safely in person and to make in-person public meetings imminently risky to health and safety.

As noted above, under AB 361, local agency bodies were required to return to in-person meetings on October 1, 2021, unless they chose to continue with fully teleconferenced meetings and made the prescribed findings related to the existing state of emergency. At its meeting of December 1, 2021, the membership adopted a resolution wherein the membership found, among other things, that as a result of the continuing COVID-19 state of emergency, meeting in-person would present imminent risks to the health or safety of attendees.

The December 1, 2021 resolution also directed staff to bring an item to the membership prior to its next meeting to consider making the findings required by AB 361 in order to continue meeting under its provisions.

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 your Board or Commission 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 each 30 days with the opportunity to renew such findings, is attached hereto.

FISCAL IMPACT:

None

RESOLUTION NO. 22-01

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

RESOLVED, by the San Francisco Airport Community Roundtable that

WHEREAS, on March 4, 2020, the Governor proclaimed pursuant to his authority under the California Emergency Services Act, California Government Code section 8625, that a state of emergency exists with regard to a novel coronavirus (a disease now known as COVID-19); and

WHEREAS, on June 4, 2021, the Governor clarified that the “reopening” of California on June 15, 2021 did not include any change to the proclaimed state of emergency or the powers exercised thereunder, and as of the date of this Resolution, neither the Governor nor the Legislature have exercised their respective powers pursuant to California Government Code section 8629 to lift the state of emergency either by proclamation or by concurrent resolution in the state Legislature; and

WHEREAS, on March 17, 2020, Governor Newsom issued Executive Order N-29-20 that suspended the teleconferencing rules set forth in the California Open Meeting law, Government Code section 54950 et seq. (the “Brown Act”), provided certain requirements were met and followed; and

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that provides that a legislative body subject to the Brown Act may continue to meet without

fully complying with the teleconferencing rules in the Brown Act provided the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and further requires that certain findings be made by the legislative body every thirty (30) days or when meeting next; and,

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

WHEREAS, at its meeting December 1, 2021, the San Francisco Airport/Community Roundtable adopted, by unanimous vote, a resolution wherein the membership found, *inter alia*, that as a result of the continuing COVID-19 state of emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, The San Francisco Airport/Community Roundtable has not met since its regular meeting in December 1, 2021; and

WHEREAS, the membership has reconsidered the circumstances of the state of emergency and finds that the state of emergency continues to impact the ability of members of the Roundtable to meet in person because there is a continuing threat of COVID-19 to the community, and because membership meetings have characteristics that give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing people together from across the community); and

WHEREAS, in the interest of public health and safety, as affected by the emergency caused by the spread of COVID-19, the membership deems it necessary to

find that meeting in-person would present imminent risks to the health an 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 Roundtable finds that meeting in person would present imminent risks to the health or safety of attendees.
3. Staff is directed to return no later than thirty (30) days after the adoption of this resolution or at their next regular meeting with an item for the Technical Working Group of the 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.

* * * * *

Adopted at the Regular meeting of _____.

Chairperson

Date



January 26, 2022

TO: Roundtable Representatives, Alternatives, and Interested Persons

FROM: Doreen Stockdale, Interim Roundtable Coordinator

SUBJECT: Review/Approval of Resolution 22-02: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2022

RECOMMENDATION:

Adopt the attached Roundtable Resolution No. 22-02 that specifies the date, time, and place for holding Regular Meetings of the SFO Airport/Community Roundtable, as required by the Brown Act and the Roundtable Bylaws for calendar year 2022.

BACKGROUND:

California Government Code Section 54950 et seq., commonly known as the Ralph M. Brown Act (Open Meeting Law for local government bodies) and the adopted Roundtable Bylaws, as amended, require the Roundtable to establish the date, time, and place for holding its Regular Meetings. The amended Roundtable Bylaws state the following:

“The Roundtable membership shall establish, by adopted resolution, the date, time and place for Regular Roundtable Meetings. Such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter each year.” (Roundtable Bylaws Article VI, Paragraph 1).

Special meetings, workshops, and other Roundtable related activities may be held as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws.

DISCUSSION:

The proposed dates are reflective of maintaining six meetings per fiscal year as practiced since 2016. Regular Meetings for calendar year 2022 are to be held at 7:00pm on the first Wednesday of the following months: February, April, June, August, October and December, and therefore with adoption of Roundtable Resolution 22-02, the Regular Meetings would be scheduled as follows:

- **February 2, 2022**
- **April 6, 2022**
- **June 1, 2022**
- **August 3, 2022**
- **October 5, 2022**
- **December 7, 2022**

Attachment: Resolution 22-02

RESOLUTION NO. 22-02

A RESOLUTION PROVIDING FOR THE DAY, TIME, AND PLACE FOR HOLDING REGULAR MEETINGS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE FOR CALENDAR YEAR 2022

RESOLVED, by the San Francisco Airport Community Roundtable that

WHEREAS, the San Francisco International Airport/Community Roundtable (Roundtable) was established in 1981, via a Memorandum of Understanding (MOU), to serve as a public forum to address community noise issues related to aircraft operations at San Francisco International Airport, and

WHEREAS, Article VI, Paragraph I of the adopted Roundtable Bylaws, as amended, requires the Roundtable to establish, by resolution, the date, time, and place for Regular Roundtable Meetings and that such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter, and

WHEREAS, the Regular Meetings of the Roundtable are held in accordance with the relevant provisions of the Ralph M. Brown Act, which requires the Roundtable to establish a regular day, time, and place for holding its Regular Meetings (California Government Code Section 54950 et seq.).

NOW, THEREFORE BE IT RESOLVED, that the Regular Meetings of the Roundtable shall be scheduled as follows: the first Wednesday of February, April, June, August, October, and December 2022, at 7:00 p.m. virtually or in the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California,. Special Meetings and workshops may be scheduled and held, as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws.

* * * * *

Adopted at the Regular meeting of _____.

Chairperson

Date

SFO Airport/Community Roundtable Standing and Ad Hoc Subcommittees
Updated to Include Work Plan 2021-2022 Tasks

STANDING SUBCOMMITTEES

Name	Role	Active/ Not Active	Members	Meetings	Work Program July 2021- June 2022
Work Program	To establish an annual work program that details the Roundtable focus during the coming fiscal year. Must be aligned with Strategic Plan.	NA	5-7	Meets April – May	Upcoming Work Program effective July 1, 2022 - June 30, 2023
Operations and Efficiency	Review meetings and business operations; streamline procedures and governing documents; develop recommendations for any proposed changes to the bylaws.	NA	5-7	As-needed	
Legislative	Research, analyze, and advise the Roundtable of any existing and/or pending <u>Federal</u> legislative actions. Advocate for adoption, modification, or denial thru congressional offices, and FAA/	A	<i>Alvin Royse</i> Ann Schneider Pam DiGiovanni	Meets quarterly between Membership meetings	-Receive regular reports from N.O.I.S.E., Airport Noise Report, HMMH Noise News, and Congressional Representative, regarding federal legislation. -Actively monitor activities from the congressional Quiet Skies Caucus. -Lobby/advocate as needed. -Work with Congressional delegation to help develop and support noise-related legislation.
Technical Working Group	Technical discussions on specific issues outlined in the Roundtable’s Work Plan.	A	<i>Ricardo Ortiz</i> Sam Hindi Ann Schneider Terry O’Connell Jeff Aalfs	Meets quarterly between Membership meetings	-Evaluate FAA NIITE and HUSSH Departures modified proposal for nighttime noise abatement regarding location, level of flight paths, night time hours, and environmental review process. The Committee will recommend next steps to the full Roundtable. -Working with the Technical Consultant the RT will evaluate options for nighttime arrivals on Runways 28R and 28L. -Actively work with SFO on its proposed Ground Based Augmentation System (GBAS) to provide feedback on the GLS approach, the associated noise evaluation, and the Community Flight Procedure Package and plan for community evaluation of innovative GLS approaches.

			Bill Widmer		
Ground Based Noise	The mission of the Ground-based Noise Subcommittee ¹ is to investigate the sources of ground-based noise impacts from San Francisco International Airport and research mitigation.	A	Ann Schneider, Terry O'Connell, Dave Pine, Alvin Royse Tom Hamilton	Nov 2018 – Current	-Complete the Ground Based Noise Study (Complete) -Create a chart that shows the pros, cons and recommendations from the Study, and make a recommendation to the Membership on next steps. (Recommend a Work Plan 2022-2023.)

¹ Formed October 3, 2018.

AD HOC SUBCOMMITTEE

Name	Role	Active / Not Active	Members	Meetings	Work Program December 2020- June 2021
Portable Noise Monitor Placement Subcommittee	The mission of the Portable Noise Monitor Placement Subcommittee is to recommend to SFO placement of portable noise monitors.	NA	<i>Terry O'Connell</i> Mike O'Neill Cecilia Taylor	As Needed	Recommend to Airport how to prioritize community placement of portable noise monitors: locations, process, and methodology for placement. Meet as needed when applications have been submitted for placement. Recommend locations for under-measured areas.
Strategic Plan	Complete a Membership and community survey. Develop a 5-year Strategic Plan to inform annual Work Plans.	NA	<i>Ricardo Ortiz,</i> Dave Pine, Cecilia Taylor, Ann Schneider, Mike O'Neill, Terry O'Connell.	Oct – Nov 2020	Recommend to Membership a 2020-2024 Strategic Plan. (Work complete through 2024)

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

Bylaw Subcommittee Procedures

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

SFO Airport/Community Roundtable 2022 Meeting Schedule

	Meeting Date	Agenda Review	Materials Due	Final Revisions	Publish
GBN	12-Jan		3-Jan	4-Jan	5-Jan
TWG	18-Jan		9-Jan	10-Jan	11-Jan
REG	2-Feb	3-Jan	21-Jan	25-Jan	26-Jan
	1-Mar		18-Feb	21-Feb	22-Feb
	15-Mar		4-Mar	8-Mar	9-Mar
REG	6-Apr	7-Mar	25-Mar	29-Mar	30-Mar
	3-May		22-Apr	25-Apr	26-Apr
	17-May		6-May	9-May	10-May
REG	1-Jun	2-May	18-May	19-May	20-May
	7-Jul		28-Jun	30-Jun	1-Jul
	19-Jul		15-Jul	11-Jul	12-Jul
REG	3-Aug	5-Jul	22-Jul	26-Jul	27-Jul
	6-Sep		26-Aug	29-Aug	30-Aug
	20-Sep		9-Sep	12-Sep	13-Sep
REG	5-Oct	6-Sep	23-Sep	27-Sep	28-Sep
	1-Nov		21-Oct	24-Oct	25-Oct
	15-Nov		4-Nov	7-Nov	8-Nov
REG	7-Dec	8-Nov	28-Nov	29-Nov	30-Nov

KEY:

Regular
LEG
TWG
GBN

NOTES:

Staff can accommodate 2 Subcommittee meetings in between meeting month
 Actual date for subcommittees will be confirmed with Chairpersons after they are cor
 Subcommittee meeting dates are subject to change



January 26, 2022

TO: Roundtable Representatives, Alternatives, and Interested Persons

FROM: Lisa Aozasa, Deputy Director Planning and Building, County of San Mateo

SUBJECT: HMMH Contract Amendment

EXECUTIVE SUMMARY:

Informing SFORT members of San Mateo County Board of Supervisors action on January 25, 2022, to approve an amendment to HMMH Consulting contract to temporarily fill Roundtable Coordinator position thru June 30, 2022.

RECOMMENDATION:

Accept update. Discuss conditions of contract amendment.

BACKGROUND:

The County of San Mateo provides professional staff to the Roundtable, employing one 50% Planner III as the Roundtable Coordinator and one 50% Administrative Secretary II. The Roundtable Coordinator manages the ongoing work of the Roundtable including Member meetings, Subcommittee meetings, community training and outreach, and contract supervision of a technical aviation consultant to provide technical expertise to the Roundtable. As of January 1, 2022, the Roundtable Coordinator position is vacant.

On May 4, 2021, the Board of Supervisors authorized an agreement entered into as of July 1, 2021 between the County and HMMH (Contractor) to provide technical support for the Roundtable for the term of July 1, 2021-June 30, 2024, for the amount not to exceed \$90,000 for each fiscal year during the term of the Agreement, or \$270,000 for the term of the Agreement.

The Board of Supervisors approved at its January 25, 2022, an amendment to this agreement to increase the amount by \$40,000 so that HMMH can also provide Roundtable Coordinator services for the term of Jan 1, 2022 through June 30, 2022. This created a new not-to-exceed amount of \$310,000 with no change to the term of the Agreement. HMMH will continue to provide technical aviation expertise services, and has designated a senior staff member with roundtable expertise in the Bay Area to provide interim Roundtable Coordinator services.

DISCUSSION:

The County of San Mateo has reviewed and updated the Roundtable Coordinator job description, and posted the notice. The estimated timeline for replacement staffing is 6 months. During this transition time, HMMH will provide coordinator responsibilities, including all regular agenda setting for member meetings, and subcommittee meetings, as well as ongoing coordination of agenda content and meeting attendance. The updated contract provides for part-time coordinator staffing up to 40-hours per month.

ATTACHMENTS:

- Memo to Board of Supervisors dated January 25, 2022, Resolution & Amendment.

Special Notice/Hearing: None
Vote Required: Majority

To: Honorable Board of Supervisors
From: Steve Monowitz, Community Development Director
Subject: Amendment to Agreement with Harris Miller Miller & Hanson Inc. (HMMH) for Roundtable Coordinator Services for the San Francisco International Airport/Community Roundtable

RECOMMENDATION:

Adopt a resolution authorizing an amendment to the agreement with Harris Miller Miller & Hanson (HMMH) for Roundtable Coordinator services for the San Francisco International Airport/Community Roundtable, increasing the amount by \$40,000, for the term of Jan 1, 2022 through June 30, 2022, in an amount not-to-exceed \$130,000 for the 2021-2022 fiscal year, and \$310,000 for the contract term.

BACKGROUND:

San Mateo County provides staffing services for the San Francisco International Airport/Community Roundtable (Roundtable), established in 1981. The Roundtable's role is to address community noise impacts from aircraft operations at San Francisco International Airport (SFO). The County provides professional staff to the Roundtable, employing one 50% Planner III as the Roundtable Coordinator and one 50% Administrative Secretary II. Among other things, the County coordinates the ongoing work of the Roundtable by managing member meetings, subcommittee meetings, community training and outreach, and a technical aviation consultant (Harris Miller Miller & Hanson (HMMH) or Contractor) to provide support to the Roundtable.

On May 4, 2021, the Board of Supervisors authorized an agreement between the County and HMMH to provide technical support for the Roundtable for the term of July 1, 2021-June 30, 2024, for an amount not to exceed \$90,000 for each fiscal year or a total of \$270,000 for the full three-year term of the agreement. The parties now seek to amend the agreement to include interim Roundtable Coordinator services.

DISCUSSION:

HMMH will continue to provide technical aviation expertise services, and, for an interim period, will also provide interim Roundtable Coordinator services. HMMH will provide such Roundtable Coordinator services from January 1, 2022 - June 30, 2022, or until the County has hired a new Roundtable Coordinator. HMMH has designated a senior staff member to provide interim Roundtable Coordinator services who has roundtable expertise in the Bay Area, and over 19 years of experience working with airports in Contra Costa and Napa counties. These additional services will increase the 2021-2022 fiscal year budget by \$40,000, resulting in a total not-to-exceed amount of \$310,000.

County Counsel has reviewed and approved the amendment and resolution as to form and content.

FISCAL IMPACT:

The agreement will result in no impact to net County cost. The Roundtable operates from a separate Trust Fund paid by Member due, and Airport contribution. The County provides fiscal services and Trust oversight. The addition of \$40,000 to the contract is equal to the cost savings from the Coordinator position and there will be no net decrease in the Trust Fund.

RESOLUTION NO. _____

BOARD OF SUPERVISORS, COUNTY OF SAN MATEO, STATE OF CALIFORNIA

* * * * *

RESOLUTION AUTHORIZING AN AMENDMENT TO AGREEMENT WITH HARRIS MILLER MILLER & HANSON (HMMH) FOR ROUNDTABLE COORDINATOR SERVICES FOR THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE INCREASING THE AMOUNT BY \$40,000, FOR A NEW NOT-TO-EXCEED AMOUNT OF \$310,000 WITH NO CHANGE TO THE TERM OF THE AGREEMENT

RESOLVED, by the Board of Supervisors of the County of San Mateo, State of California, that

WHEREAS, pursuant to approval of the Board of Supervisors on May 4, 2021, the County entered an agreement with Harris Miller Miller & Hanson (HMMH) for technical aviation services in support of the San Francisco International Airport/Community Roundtable (Roundtable) for the period of July 1, 2021 through June 30, 2021 for an amount not-to-exceed \$90,000 annually, or \$270,000 for the three-year term: and

WHEREAS the parties now seek to amend the agreement to revise its scope to include interim Roundtable Coordinator services and to include authority to expend additional funding to pay for such Roundtable Coordinator services.

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that the President of the Board of Supervisors be, and is hereby, authorized and directed to execute said amendment to the agreement with HMMH, increasing funding by \$40,000 for a total amount not-to-exceed \$310,000 for and on behalf of the County of San Mateo, and the Clerk of the Board shall attest the President's signature thereto.

BE IT FURTHER RESOLVED that the Community Development Director or designee is authorized to execute contract amendments which modify the County's maximum fiscal obligations by no more than \$25,000 (in aggregate) and/or modify the contract term and/or services so long the modified term or services is/are within the current or revised fiscal provisions.

* * * * *

RESOLUTION NUMBER: .

Regularly passed and adopted this DAY of MONTH, YEAR

AYES and in favor of said resolution:

Supervisors:

NOES and against said resolution:

Supervisors:

Absent Supervisors:

*President, Board of Supervisors
County of San Mateo
State of California*

Certificate of Delivery

certify that a copy of the original resolution filed in the Office of the Clerk of the Board of Supervisors of San Mateo County has been delivered to the President of the Board of Supervisors.

Deputy Clerk of the Board of Supervisors

**AMENDMENT TO AGREEMENT
BETWEEN THE COUNTY OF SAN MATEO AND
HARRIS MILLER, MILLER & HANSON INC. (HMMH)**

THIS AMENDMENT TO THE AGREEMENT, entered into this 25th day of JANUARY 2022, by and between the COUNTY OF SAN MATEO, hereinafter called "County," and Harris Miller Miller & Hanson Inc, hereinafter called "Contractor";

W I T N E S S E T H:

WHEREAS, pursuant to Government Code, Section 31000, County may contract with independent contractors for the furnishing of such services to or for County or any Department thereof;

WHEREAS, at its meeting of May 4, 2021, the Board of Supervisors authorized an agreement entered into as of July 1, 2021 between the County and Contractor pursuant to which Contractor provides technical support for the San Francisco International Airport/Community Roundtable for the term of July 1, 2021 through June 30, 2024, for an amount not to exceed \$90,000 for each fiscal year or \$270,000 for the term of the Agreement; and

WHEREAS, the parties now seek to amend the Agreement to revise its scope to include interim Roundtable Coordinator services and to include authority to expend additional funding to pay for such interim Roundtable Coordinator services.

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES HERETO AS FOLLOWS:

1. Section 3 (Payments) of the Agreement is hereby amended in its entirety to read as follows:

In consideration of the services to be provided by Contractor in accordance with all terms, conditions, and specifications set forth in this Agreement and in Exhibit A, County shall make payment to Contractor based on the rates and in the manner specified in Exhibit A. County reserves the right to withhold payment if County determines that the quantity or quality of the work performed is unacceptable. In no event shall County's total fiscal obligation under this Agreement exceed three hundred and ten thousand dollars (\$310,000). For the period of July 1, 2021 through June 30, 2022 the maximum amount that may be expended under this Agreement shall not exceed one hundred and thirty thousand dollars (\$130,000). For the subsequent one-year periods during the term of this Agreement (i.e., July 1, 2022 through June 30, 2023 and July 1, 2023 through June 30, 2024), the maximum amount that may be expended during each such one-year period shall not exceed ninety thousand dollars (\$90,000).

2. Exhibit A (Services) is hereby replaced with Exhibit A (Rev. January 25, 2022) and Exhibit B (Payments) is hereby replaced in its entirety by Exhibit B (Rev. January 25, 2022).
3. All other terms and conditions of the Agreement dated May 4, 2021 between the County and Contractor shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto, by their duly authorized representatives, have affixed their hands.

COUNTY OF SAN MATEO

By: _____
President, Board of Supervisors
San Mateo County

Date: _____

ATTEST:

By: _____
Clerk of Said Board

Harris Miller Miller & Hanson Inc.



Contractor's Signature

Mary Ellen Eagan, President and CEO

Contractor's Name (Please Print)

Date: December 30, 2021

Exhibit A (Rev. January 25, 2022)

In consideration of the payments set forth in Exhibit B (Rev. January 25, 2022), Contractor shall provide the following services:

1. Under the supervision of the Community Development Director or their designee, provide technical support to the Roundtable. These responsibilities include, but are not limited to, the following:
 - Research, investigate, analyze and summarize past and current aviation noise impacts to be presented to the Roundtable members for discussion.
 - Strategize, develop and advise on potential plausible solutions and means to reduce noise impacts using technical tools (such as Aviation Environmental Design Tool (AEDT), Geographical Informational Systems (GIS), Terminal Area Route Generation, Evaluation and Traffic Simulation (TARGETS), and/or other tools to assist in developing solutions).
 - Prepare technical staff reports, memos, letters, emails, and other written material and graphics to communicate research findings, analyses, and recommendations related to Roundtable Work Program items and other relevant topics/issues the Roundtable is currently focused on (such as the Roundtable's 2016 response to the *FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties*). Materials will be utilized for Roundtable regular meetings, special meetings, workshops, and subcommittee meetings; follow-up, as needed, on requests for information about Roundtable activities as requested by the Community Development Director or the designee.
 - Attend and be prepared to present any findings, analyses and/or recommendations at all Roundtable regular meetings, special meetings, subcommittee meetings, and workshops.
 - Assist staff in the development of the Roundtable's annual Work Program or four-year Strategic Plan.
2. As requested by the Community Development Director or designee, represent the Roundtable in meetings and interactions with (1) Caltrans Division of Aeronautics staff, (2) FAA staff, (3) staff at San Francisco International Airport, (4) elected officials, (5) the public, (6) Board of Supervisors, (7) San Mateo County staff, and (8) all other interested persons or agencies.
3. Develop and maintain an effective working relationship with (1) local elected officials, (2) FAA staff, (3) Caltrans Division of Aeronautics staff, (4) San Francisco International Airport staff, (5) local city planning staff, and

- (6) others, regarding noise issues related to aircraft operations at San Francisco International Airport.
4. Coordinate Roundtable technical issues with FAA staff, San Francisco International Airport staff, Caltrans Division of Aeronautics staff, the Roundtable Program Coordinator, and others, as necessary.
 5. For the period of January 25, 2022 until the County hires a new Roundtable Coordinator, though no later than June 30, 2022, perform interim Roundtable Coordinator duties such as develop agendas, prepare presentations, review presentations, develop staff memos, resolutions, or other documentation, review meeting minutes, ensure work is aligned with the Work Plan and Strategic Plan. Perform various program management duties such as development of annual budgets, budget projections, ensure expenditures are aligned with budget, lead Subcommittee and Ad-Hoc Subcommittees.
 6. Complete additional relevant assignments/activities, as directed by the Community Development Director or designee.

Exhibit B (Rev. January 25, 2022)

In consideration of the services provided by Contractor described in Exhibit A and subject to the terms of the Agreement, County shall pay Contractor based on the following fee schedule and terms:

County will pay Contractor within thirty (30) calendar days of receipt of a monthly invoice from Contractor itemizing the work done and using the billing rates indicated in this Exhibit B. Contractor shall submit an invoice each month; the invoice shall indicate in detail the work performed, including hours and rates for work completed, and services and deliverables provided. In the event that County staff determines that the invoice is inadequate or fails to provide enough information for County staff to assess Contractor's compliance with the terms and timing of services under this Agreement, the County will return the invoice to Contractor with an explanation and request for missing information. The County shall not be obligated to pay Contractor until Contractor submits a corrected invoice, demonstrating satisfactory compliance with the terms of this Agreement. In no case shall the total amount payable under this Agreement for the work indicated in attached Exhibit A exceed \$90,000 annually (annually to be defined as between July 1 and June 30 of the subject Agreement year), except for the 2021-2022 year, during which the 2021-2022 annual cost shall not exceed \$130,000, or a total of \$310,000 in the three-year term of this Agreement, without prior written consent of County in the form of an amendment to this Agreement.

Contractor will provide services on a time and materials basis. The following hourly billable rates will apply for the duration of this Agreement.

Labor Category	Hourly Rate
Executive Consultant	\$295
Supervisory Consultant	\$280
Principal Consultant I	\$275
Principal Consultant II	\$210
Senior Consultant I	\$165
Senior Consultant II	\$160
Senior Consultant III	\$145
Consultant I	\$130
Consultant II	\$125
Consultant III	\$115
Sr. Project Support	\$190
Project Support I	\$135
Project Support II	\$100
Programmer/Software Support	\$190

The services described in Exhibit A will require at least one staff member to travel to the Roundtable meetings or other meetings that are requested by the Community

Development Director or designee. All travel expenses will be subject to prior written approval of the Community Development Director or designee. Travel will be billed on a time and materials basis. Prior to travel and as early as possible, Contractor will submit a travel cost estimate to the Community Development Director or designee for approval/authorization.

Reimbursements for lodging, meals and incidental expenses will be based on the current GSA rates for the location of the work being done. Airline and car rental travel expenses will be limited to reasonable rates obtained through cost-competitive travel services. Other expenses such as taxi fares, parking costs, train or subway costs will be reimbursed on an actual cost basis.



January 26, 2022

TO: Members of the San Francisco Airport/Community Roundtable

FROM: Lauren F. Carroll, Deputy County Counsel for San Mateo County

SUBJECT: Findings of the Fair Political Practices Commission

SUMMARY:

The Fair Political Practices Commission has advised that the Roundtable and its members are subject to the Political Reform Act. To comply with the Political Reform Act, the Roundtable must adopt a conflict of interest code. Additionally, members and designated employees must file Statements of Economic Interests and disqualify themselves from decisions that affect their personal economic interests.

DISCUSSION:

A. The Fair Political Practices Commission has advised that the Roundtable is subject to the Political Reform Act.

The Political Reform Act regulates campaign finance and government ethics in California. It requires government officials and employees to publicly disclose their personal assets and income. They must also disqualify themselves from participating in decisions that may affect their personal economic interests. The Fair Political Practices Commission (“FPPC”) administers and enforces the Political Reform Act.

In February 2021, Roundtable staff sought informal advice from the FPPC about whether the Roundtable is subject to the regulations in the Political Reform Act. In January 2022, after several rounds of correspondence, the FPPC issued an advice letter concluding that the Roundtable is subject to these regulations and is required to adopt a conflict of interest code, and its members must file Statements of Economic Interest (known as “Form 700”).

The question before the FPPC was whether the Roundtable is a decision-making body. The conflict of interest provisions in the Political Reform Act apply to “public officials.” (Gov. Code § 87100.) A “public official” is “every member, officer, employee, or consultant” of a “local government agency,” such as the Roundtable. (Gov. Code § 82048.) But it does not include members of boards that do not have “decision-making authority.” (2 CCR § 18799(c)(2).)

Although the Roundtable does not make decisions that bind other relevant government bodies – chiefly, San Francisco International Airport, the Federal Aviation Administration, and local member jurisdictions – it does make decisions about its own operations, like adopting the

annual budget. For this reason, the FPPC concluded that the Roundtable has decision-making authority, and its members must comply with the Political Reform Act.

B. Complying with the Political Reform Act involves adopting a conflict of interest code and filing Form 700s.

While the FPPC's advice letter is not binding (2 C.C.R. § 18329(a)), staff recommend that the Roundtable take steps to comply with the Political Reform Act.

To do so, the Roundtable must adopt a conflict of interest code. A conflict of interest code sets forth the rules for disclosure of income and assets as required by the Political Reform Act. In part, the code must identify all "designated employees," meaning those who make or participate in making decisions for the Roundtable. (Gov. Code § 87302.) These designated employees are required to file Form 700s. For the Roundtable, the list of Form 700 filers likely includes:

- All Roundtable Members
- The Roundtable Coordinator

The Roundtable may enact its conflict of interest code via resolution, after a 45-day public comment period. Then, the FPPC must review and approve it. (Gov. Code §§ 87303, 82011(a).) Once the FPPC approves the code, it is deemed adopted. The Roundtable will be required to review the code every other year.

Although most Roundtable members already file Form 700s with their home agencies, going forward, members must also file additional Form 700s with the Roundtable. Initial Form 700s will be due within 30 days of the code's adoption. (2 C.C.R. § 18730(b)(5)(a).) Disclosure will be limited to those financial interests that could be materially affected by Roundtable decisions.

If certain conditions are met, members may be able to prepare a single "Expanded Statement of Economic Interests" to file with both agencies, instead of two separate and distinct Form 700s. (2 C.C.R. § 18723.1.) Please consult with your home agency counsel to determine if this applies to you or if you have other questions about your personal reporting obligations.

In addition to the disclosure requirement, designated employees will be disqualified from making, participating in, or attempting to influence any Roundtable decision that may materially affect their personal financial interests. (2 C.C.R. § 18730(b)(9).)

Staff expect to bring a resolution to adopt a conflict of interest code to the Roundtable for a vote at its June meeting.



Meeting Announcement

Technical Working Group

Tuesday, January 18, 2022
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/99948184888>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 999 4918 4888

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

CONSENT AGENDA

1. Action to Set Agenda and Approve Consent Agenda

2. Brown Act Remote Meetings Resolution (5-min)

Attachments: Memo and Resolution of Approval

REGULAR AGENDA

3. GBAS Project Update (60-min)

- a. HMMH Innovative Approach Evaluation Review
- b. SFO Update on CFPP
- c. SFO Update on Noise Measurements

4. SFO NIITE/HUSSH Implementation Update (20-min)

FUTURE ITEMS FOR DISCUSSION

- Fly Quiet Awards Update

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

Technical Working Group

January 18, 2022

Page 2 of 2

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

Written Comments:

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

1. Your written comment should be emailed to amontescardenas@smcgov.org.
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 January 18, 2022 Technical Working Group meeting may be accessed through Zoom online at: <https://smcgov.zoom.us/j/99948184888>. The meeting ID: 999 4818 4888. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 999 4818 4888, 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.



Meeting Announcement

Ground-Based Noise Committee

Thursday, January 13, 2022
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/97466010883>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 974 6601 0883

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

PUBLIC PARTICIPATION:

Written public comments can be emailed to amontescardenas@smcgov.org, and should include the specific agenda item to which you are commenting. Spoken public comments will also be accepted during the meeting through Zoom on Public Comment on Items Not on the Agenda, and after each Agenda item.

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda (5 min)

CONSENT AGENDA

- 1. Brown Act Remote Meetings Resolution** (2 min)
Attachment(s): Memo and Resolution of Approval

AGENDA ITEMS

- 2. Ground-Based Noise Report Review and Next Steps** (20 min)
Attachment(s): Ground-Based Noise Modeling Study HMMH Report, Study Comment Letter from SFO - 8/25/2021
Summary of HMMH Airport Ground-Based Noise Study Presentation
- 3. FAA Response to Aviation Environment Design Tool (AEDT) Recommendations** (15 min)
Attachment(s): SFORT letter to FAA Director – 8/11/2021
FAA Response 11/9/2021
- 4. Airport Commission Meeting Update** (15min)
Attachment(s): [Agenda Oct 19, 2021\(linked\)](#)

[Rules and Regulations SFO, Rule 11.0 Noise Abatement Regulation](#) (*linked*)

5. Noise Metrics Discussion

(30 min)

a. SFO Noise Monitors: Measurement and Reporting of Ground-Based Noise

Attachments: Map of Monitor Locations (*pending*)
Review of Remote Monitoring Terminal Thresholds – Phase 2

b. Airport Directors Report: Review and Recommend

Attachments: Airport Directors Reports Sept-Oct 2021
[GAO Report of 9/28/2021](#) (*linked*)
Reagan National (DCA) Noise Monitor Program from Public Member Peter Grace
11/24/21
SFO Presentation on Dec 2, 2021 on ANEEMS (pg 7-8).

6. Future Discussion Items

(5 min)

- a. Work Plan 2022-2023
- b. Airport Policy on use of auxiliary power unit at gates and taxi operations.
- c. Airport and other ground equipment transition from diesel to airport wide electrification.
- d. Discussion of environmental mitigation historically implemented by SFO on GBN and mitigation for current and future operations.

Information Only

BBN Report No. 8257 from Public Member Darlene Yaplee

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

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

Written Comments:

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

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

Spoken Comments:

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

Ground-Based Noise Subcommittee Meeting

January 13, 2022

Page 3 of 2

1. The January 13, 2022 Ground-Based Noise Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/97466010883>. The meeting ID: 974 6601 0883. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 974 6601 0883, 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.

Status of SFO Title 21 Quarterly Reports

February 2022

Agenda

- Title 21 Reporting Requirements
- Historical Quarterly Reports
- Future Quarterly Reports

Title 21 Reporting Requirements

- County to submit within 75 days after the end of each quarter the noise reports that contain, at a minimum:
 - A map showing the 65 CNEL contour as validated by measurement
 - The annual noise impact area and the number of dwellings and people within the noise impact area
 - The CNEL measurements for each day of the quarter
 - Form DOA 617, dated 10/89



Historical Quarterly Noise Reports

- Historical SFO quarterly noise reports can be viewed at the SFO website <https://www.flysfo.com/community/noise/reports-and-resources/title-21-reports>
- As indicated on the SFO website:
 - Quarterly reports for years 2009 through 2016 (eight years) do not exist
 - SFO had a zero impact area prior to 2009 and since 2016 according to the reports
- County has determined no need to request SFO to provide the historical quarterly noise reports for years 2009 through 2016
 - The intended use of the reports is to show compliance with Title 21 requirements
 - There is no purpose served by SFO preparing the missing reports well after the quarter has occurred

Future Quarterly Noise Reports

- County has requested SFO provide the quarterly noise reports within 45 days after the end of each quarter to give the County 30 days to review and submit to Caltrans
 - Due to the level of effort required to produce the reports, if the 45th day after the end of the quarter falls on a weekend, SFO is requested to provide the report the following Monday
- County will submit future quarterly noise reports to Caltrans within 75 days after the end of the quarter
 - HMMH, as the Roundtable Technical Consultant, verifies the information required by Title 21 is included in the quarterly noise reports prior to the County submitting to Caltrans



✦ Noise News

December 2021

Prepared for the SFO Airport/Community Roundtable

NASA prepares to start ‘Remote Psychoacoustic Test for Urban Air Mobility Vehicle Noise Human Response’ Study

NASA is preparing to lead a study on human response to the noise produced by Urban Air Mobility (UAM) vehicles. The public’s acceptance of the noise these new vehicles will produce, especially at the vertiports where they will load and unload passengers and over-noise sensitive areas, is considered key to the success of this new aviation industry. NASA estimates that the total annual burden for the 60 subjects in the study will only be 80 minutes per subject at an annual estimated study cost of \$3,200.

Goals of the study are:

- Obtain a wide range of UAM vehicle sounds for use in human response studies
- Provide insights into human response of UAM vehicle noise that will collectively be challenging for any single agency or organization to acquire
- Create an open database of human response to UAM vehicle noise to support follow-on studies

The study will be divided into two phases: A Feasibility Phase (Phase 1) and Phase 2. Phase 1 seeks to demonstrate and refine the test methodology that will be used in phase 2. Phase 2 will focus on capturing human response to UAM

What's Inside

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NASA prepares to start ‘Remote Psychoacoustic Test for Urban Air Mobility Vehicle Noise Human Response’ Study 1

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vehicle noise stimuli. While Phase 1 will use other types of aircraft noise as stimuli.

Source: Airport Noise Report, NASA.Gov

FAA Awards AIP Noise Grants

The FAA awarded a total of \$82.5 million in federal Airport Improvement Program (AIP) grants for noise mitigation in FY21.

The City of Los Angeles received a \$23.9 million AIP grant for noise mitigation measures for residences within the 65-69 DNL contour of LAX.

The City of San Diego received the highest AIP Grant totaling approximately \$25.9 million for noise mitigation measures for residences within the 65-69 DNL contour of San Diego.

Seattle-Tacoma International Airport received a \$13.3 million AIP grant noise mitigation measures for residences within the 65-69 DNL contour of SEA.

Source: Airport Noise Report, FAA.gov

H.R. 3684 Infrastructure, Investment and Jobs Act

On November 5, 2021, the U.S. House of Representatives passed H.R. 3684 Infrastructure Investment and Jobs Act. The bill provides \$550 billion of funding towards infrastructure improvements. Of the \$550 billion, \$25 billion will be designated towards airport improvements. Airport improvement grants are often utilized to fund sound insulation projects among others.

Norton said. "After several years of leadership on this issue as co-chair of the Quiet Skies Caucus, I am very pleased that the House has recognized the need to get the FAA to take aircraft noise seriously."

Source: Airport Noise Report, Congress.gov

Government Accountability Office Report on Ways FAA Can Improve Outreach

On September 22, 2021, the Government Accountability Office (GAO) released a report on ways the FAA could improve outreach through enhanced noise metrics, communication, and support to communities.

The GAO's analysis found 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. GAO's analysis demonstrate the limitations of FAA relying solely on DNL to identify potential noise problems.

The GAO recommended three ways in which the FAA could improve the public's understanding of its implementation of PBN(Performance-Based Navigation) procedures:

- 1) Identify appropriate supplemental noise metrics to aid in FAA's internal assessments of noise impacts related to proposed PBN flight path changes. Such metrics as "numbers above" could be utilized;
- 2) Update guidance to incorporate additional communication tools that more clearly convey expected impacts;
- 3) Provide clearer information to airports and communities on what communities can expect from the FAA regarding post-implementation of PBN procedures

The FAA concurred with all three of the GAO's recommendations and will provide a detailed response within 180 days of the release of the final report.

Source: Airport Noise Report, United States Government Accountability Office

New and Emerging Technology

Airbus Unveils Plans for Next-Gen City-Airbus EVTOL

On September 21, 2021, Airbus announced that it will be ushering in the next generation of its CityAirbus. It will be a 4-passenger, zero emissions, eVTOL aircraft with a “noise-friendly” design. The first flight of its prototype is planned for 2023.



Figure 1. Airbus CityAirbus eVTOL aircraft

Source: Airbus

Airbus has stressed that sound levels are a key factor for an urban mission. Airbus has said, “extensive expertise in noise-friendly designs is driving CityAirbus' sound levels below 65 dB(A) during fly-over and below 70 dB(A) during landing. It is optimized for hover and cruise efficiency, while not requiring moving surfaces or tilting parts during transition. The CityAirbus NextGen meets the highest certification standards (EASA SC-VTOL Enhanced Category). Designed with simplicity in mind, CityAirbus NextGen will offer best-in-class economic performance in operations and support.”

The CityAirbus is a fully electric vehicle equipped with fixed wings, a V-shaped tail, and eight electrically powered propellers. It is being developed to be able to fly within an 80 km range and to reach a cruise speed of 120 km/h.

Source: Airbus, Airport Noise Report

De Havilland Dash 8-400 Meets Most Stringent Standards

On October 25, 2021, De Havilland Aircraft of Canada announced that the FAA and the EASA certified the Dash 8-400 turboprop aircraft as meeting their most stringent aircraft noise standard.

The Dash 8-400 meets ICAO Chapter 14 noise certification standards as well as FAA Stage 5 noise standards.

"The Dash 8-400 noise emission approvals also offer increased opportunities for urban planners to minimize the impact of commercial aviation on communities while the industry works to develop next-generation propulsion technology such as the hybrid-electric propulsion technology being developed by Pratt & Whitney Canada in collaboration with De Havilland Canada," said Robert Mobilio, Vice President, Engineering and Quality, De Havilland Canada.

Source: De Havilland Canada, Airport Noise Report

Boeing EcoDemonstrator Assumes Growing Role

The Boeing EcoDemonstrator program began nearly a decade ago but is gaining in importance as the strategic development spotlight falls squarely on sustainability and the maturation of technologies for its next new aircrafts.

Boeing has partnered with Alaska Airlines to evaluate sets of new technology in the coming year. Boeing will utilize a 737-9 aircraft on loan from Alaska Airlines to perform the experiments.



Figure 2. Alaska Airlines EcoDemonstrator aircraft

Source: Alaska Airlines

The program will include testing new technologies such as new fire extinguishing tech to noise reduction tech. Boeing will be testing acoustic lining concepts in the aft duct fan on one of the aircraft's engines to evaluate potential noise reduction on current engines as well as inform designs for next generation models. The tests will focus on treated thrust reverser block doors as well as specifically developed acoustic gloves between the centerbody of the aft fan bifurcation duct and the inner walls of the thrust reverser.

Boeing has said flight tests validated the design concept and pave the way for savings of up to 0.6 EPNdB on retrofit packages for current engines, as well as noise reductions of up to 1.2 EPNdB or more for ultra-high-bypass engines on future aircraft slated in 2025.

Source: Boeing, Alaska Airlines

Embraer Launches Fleet of 4 New Sustainable Aircraft Designs

On November 8, 2021, Embraer unveiled four new sustainable aircraft concepts meant to enter service over a period of ten years starting in 2030. The regional air travel designs are powered by four different propulsion technologies; hybrid-electric, electric, hydrogen fuel cell, and dual fuel gas turbine.



Figure 3. Embraer Energia Aircraft Concepts

Source: Embraer

Each aircraft is being evaluated for its technical and commercial viability. The hybrid propulsion would reduce CO2 emissions by up to 90%, consist of 9 seats, and potentially be ready by 2030. The electric propulsion would have zero CO2 emissions, have 9 seats, and potentially be ready by 2035. The hydrogen fuel cell technology would have zero CO2 emissions, have 19 seats, and potentially be ready by 2035. The dual fuel gas turbine propulsion would reduce CO2 emissions by up to 100%, have 35-50 seats, and potentially be ready by 2040.

Source: Embraer

New Study to Assess Combined Exposure to Noise And Air Pollution on Risk of Dementia

The National Institutes of Health is funding a study to determine if the combined exposure to aircraft noise and road traffic air pollution increases a person's risk for Alzheimer's disease and related dementias (ADRD).

The study will be conducted by Boston University over the course of four years. While there have been few studies on combined exposure of noise and air pollution on ADRD, Jennifer Weuve, associate professor leading the study, believes "This project will further advance our understanding of air pollution, noise, and ADRD by studying the effects of both exposures on brain structure and

cerebrovascular disease that can be viewed on brain imaging,"

Source: Airport Noise Report, FAA.gov

Other Noise News

- Aerospace engineers at the University of Cincinnati are developing a new nozzle design for F-18 fighter planes that they hope will damp the noise associated with the engines. Recent tests have shown the new nozzle could reduce engine noise by 5 to 8 dB.
- On October 6, 2021, the Port of Seattle released their Fly Quiet Awards for 2020 for Seattle-Tacoma International Airport. Winning airlines include: Frontier Airlines, SkyWest Airlines, and British Airways.
- On October 26, 2021, Los Angeles World Airports released their Fly Quiet Awards for 2020 for Los Angeles International Airport. Winning airlines include: United Airlines, American Airlines, Alaska Airlines, Volaris, Spirit Airlines, jetBlue, Avianca, Nippon Cargo Airlines, and Interjet.
- The U.S. Court of Appeals for the Ninth Circuit denied a petition by the City of Los Angeles seeking review of an FAA letter allegedly showing the agency had failed to follow environmental and administrative procedures before changing departure procedures at Hollywood Burbank Airport.
- Spire Global Inc. has been included as a subcontractor in a contract between Harris Miller Miller & Hanson Inc. and NASA that supports a national campaign of community overflight tests using NASA's X 59 Quiet Supersonic Technology research aircraft.
- On October 27, 2021, Five Southern California congressional representatives sent a letter to FAA Administrator Steve Dickson over their opposition to the proposed shift in arrivals developed by the LAX Community Noise roundtable.

- San Francisco International Airport announced the start of work to replace residential noise insulation that has exceeded its useful lifespan. Under the Airport's Noise Insulation Program Replacement Initiative, SFO will fully fund work on homes that received noise insulation in the late 1980s and early 1990s.

Sources: Port of Seattle, San Francisco International Airport, Airport Noise Report, Noise Regulation Report, FAA, NASA

MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Sarah C. Yenson, Senior Consultant
Eugene M. Reindel, Director
Date: 12/10/2021
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 five updates at SJC and one update at SFO during this cycle. Comment periods for four procedures at SJC and one at SFO are currently open. The next publication is expected on December 30, 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:

- TIPP TOE VISUAL RWY 28L/R, AMDT 3 at SFO
 - Status change to At Flight Check
 - Publication Date changed to 3/24/2022

- RNAV (GPS) Y RWY 30L, AMDT 4 at SJC
 - Status change to Published
 - Publication Date of 12/2/2021
- RNAV (GPS) Y RWY 30R, AMDT 4 at SJC
 - Status change to Published
 - Publication Date of 12/2/2021
- RNAV (RNP) Z RWY 30L, AMDT 3 at SJC
 - Status change to Published
 - Publication Date of 12/2/2021
- RNAV (RNP) Z RWY 30R, AMDT 3 at SJC
 - Status change to Published
 - Publication Date of 12/2/2021
- RNAV (RNP) Z RWY 12R, AMDT 3B at SJC
 - Status change to Awaiting Publication
 - Publication Date changed to 2/24/2022

Open Comment Periods:

- TIPP TOE VISUAL RWY 28L/R AMDT 3 at SFO
 - Comment period ends December 24, 2021
 - Lowered minimum altitude at SFO 6.9 DME (southeast of the San Mateo Bridge) from 1,800 ft MSL to 1,500 ft MSL and shifted the location of the restriction 2 NM east of the prior location.
 - Lowered minimum altitude at SFO 9.2 DME (northeast of the cement plant) from 2,500 ft MSL to 2,300 ft MSL and shifted the restriction location 0.3 NM east of the prior location.
 - 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-%20TIPP%20TOE%20VISUAL%20RWY%2028L/R%20AMDT%203&procedureName=TIPP%20TOE%20VISUAL%20RWY%2028L/R%20AMDT%203&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-%20TIPP%20TOE%20VISUAL%20RWY%2028L/R%20AMDT%203&procedureName=TIPP%20TOE%20VISUAL%20RWY%2028L/R%20AMDT%203&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

- RNAV (RNP) Z RWY 12L AMDT 2B at SJC
 - Comment period ends December 29, 2021
 - 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%2012L%20AMDT%202B&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2012L%20AMDT%202B&airportCode=%20SJC&airportName=NO_RMAN%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%2012L%20AMDT%202B&procedureName=RNAV%20(RNP)%20Z%20RWY%2012L%20AMDT%202B&airportCode=%20SJC&airportName=NO_RMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

- RNAV (RNP) Z RWY 12R AMDT 3B at SJC
 - Comment period ends December 29, 2021
 - 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%2012R%20AMDT%203B&procedureName=RNAV%20\(RNP\)%20Z%20RWY%2012R%20AMDT%203B&airportCode=%20SJC&airportName=NO_RMAN%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%2012R%20AMDT%203B&procedureName=RNAV%20(RNP)%20Z%20RWY%2012R%20AMDT%203B&airportCode=%20SJC&airportName=NO_RMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

- SID TECKY (RNAV) FOUR--UPDATED at SJC
 - Comment period ends December 28, 2021
 - Removed transitions from RWY 30L/R
 - Terminated EBAYE transition at VLREE
 - Terminated LOSHN transition at JFREE
 - 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-%20SID%20TECKY%20\(RNAV\)%20FOUR%20SAN%20JOSE%20CA%20KSJC&procedureName=SID%20TECKY%20\(RNAV\)%20FOUR%20SAN%20JOSE%20CA%20KSJC&airportCode=](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-%20SID%20TECKY%20(RNAV)%20FOUR%20SAN%20JOSE%20CA%20KSJC&procedureName=SID%20TECKY%20(RNAV)%20FOUR%20SAN%20JOSE%20CA%20KSJC&airportCode=)

[%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](#)

- STAR RAZRR (RNAV) FIVE at SJC
 - Comment period ends December 30, 2021
 - Lowered top altitude of altitude restriction block at STUBL from 28,000 ft MSL to 27,000 ft MSL
 - Changed altitude restriction at SEKKO from at or above 8,000 ft MSL to the block between 8,000 and 10,000 ft MSL
 - Changed altitude restriction at SCOPR from at or above 5,000 ft MSL to the block between 5,000 and 7,000 ft MSL
 - Removed ZORSA as terminus
 - Added KLIDE and HITIR as termini
 - Change HITIR to a flyover waypoint
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20OSAN%20JOSE,%20CA%20-%20STAR%20RAZRR%20\(RNAV\)%20FIVE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20RAZRR%20\(RNAV\)%20FIVE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20OSAN%20JOSE,%20CA%20-%20STAR%20RAZRR%20(RNAV)%20FIVE%20SAN%20JOSE%20CA%20KSJC&procedureName=STAR%20RAZRR%20(RNAV)%20FIVE%20SAN%20JOSE%20CA%20KSJC&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

Next Publication:

We expect no updates in the December 30, 2021 publication.

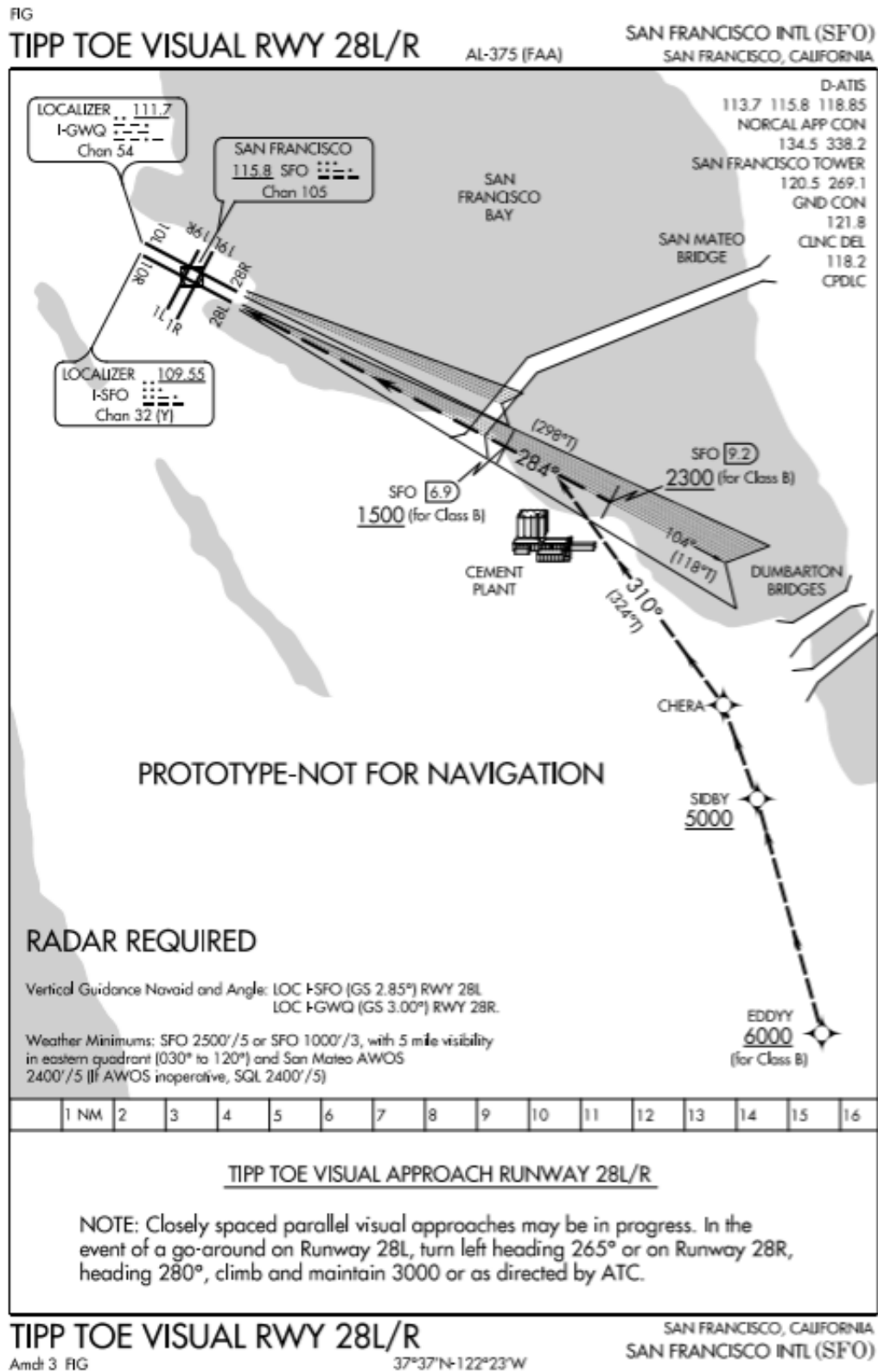


Figure 1: TIPP TOE VISUAL 28L/R at SFO

Source: https://www.faa.gov/aero_docs/acifp/F86A7EA188A44FE082859455DF81A887-SFO/CA_KSFO_TIPP%20TOE%20VISUAL%20RWYS%20%2028L-R_A3_S.pdf

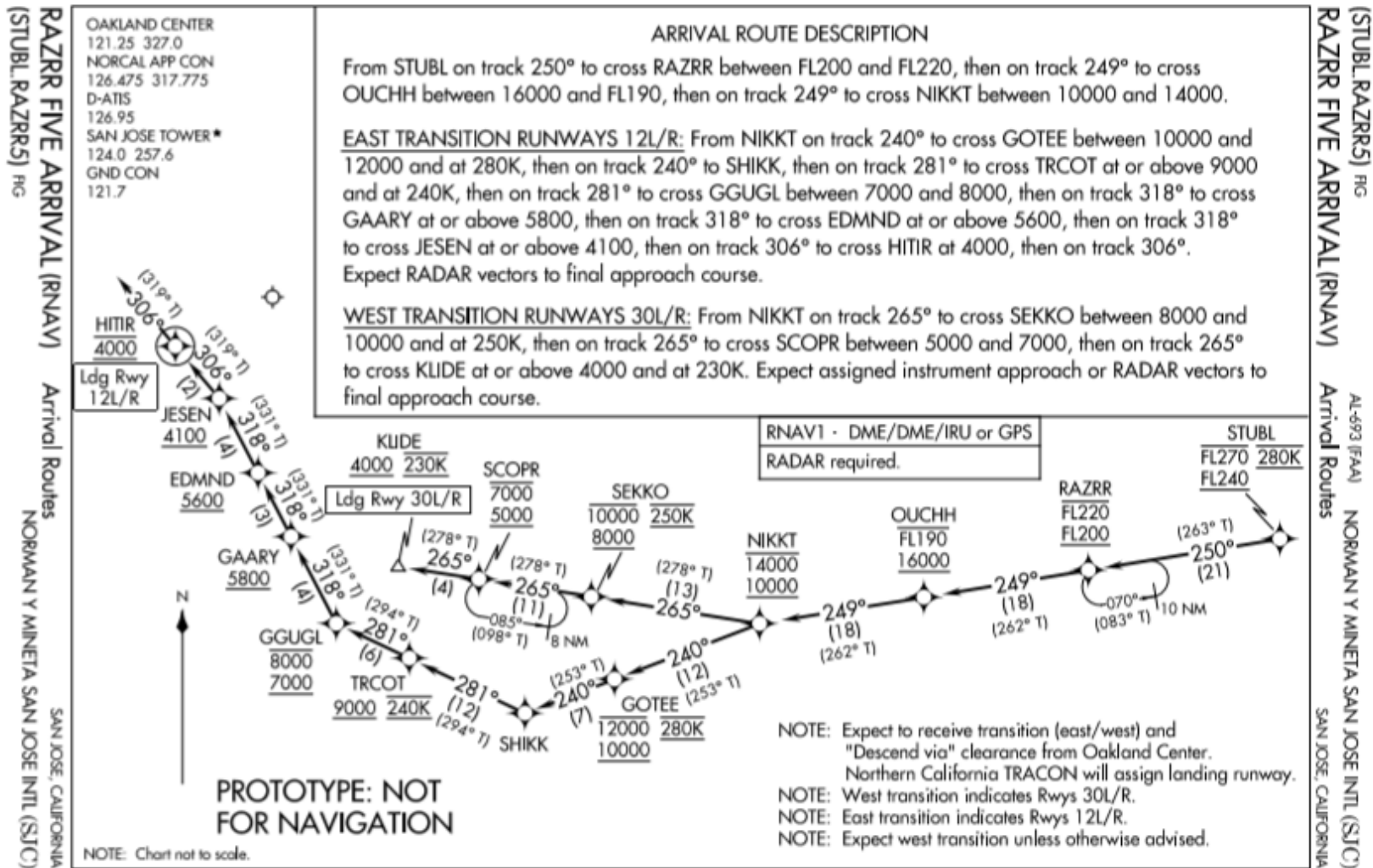


Figure 3: RAZRR FIVE ARRIVAL at SJC

Source: https://www.faa.gov/aero_docs/acifp/C7687980C9F049B8A919E15F799B0345-SJC/CA_KSJC_STAR_RAZRR%20FIVE%20RNAV_S_CORRECTED.pdf

MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: 1/10/2022

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

Reference: HMMH Project Number 312310

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published no updates during this cycle. The next publication is expected on January 27, 2022.

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 5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)
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 2. Awaiting Publication: At Arnav Products Charting for publication
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- 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:

- None

Open Comment Periods:

- None

Next Publication:

We expect the following updates in the January 27, 2022 publication:

- SJC
 - STAR RAZRR (RNAV) FIVE
 - Currently Awaiting Publication
 - Publication Date of 1/27/2022
 - STAR SILCN (RNAV) SIX
 - Currently Awaiting Publication
 - Publication Date of 1/27/2022
 - SID SPTNS (RNAV) ONE
 - Currently Awaiting Publication
 - Publication Date of 1/27/2022
 - SID TECKY (RNAV) FOUR
 - Currently Awaiting Publication
 - Publication Date of 1/27/2022
- SFO
 - MOLEN NINE DEPARTURE
 - Currently Awaiting Publication
 - Publication Date of 1/27/2022



Q2 ACTUALS FOR FY21-22

A	SOURCES	2021-2022	
		BUDGET	ACTUAL
	Revenue		
	San Francisco Airport Commission	\$220,000	\$ 110,000
	Roundtable Membership	\$40,500	\$ 40,500
	<i>In Kind Contributions from Millbrae</i>		
	Total Revenue	\$260,500	\$ 150,500
	Fund Balance	\$390,699	\$ 224,400
	Total Sources	\$651,199	\$ 374,900

B	EXPENSES	2021-2022	
		BUDGET	ACTUAL
	County of San Mateo Coordination Services	\$143,719	\$ 69,886
	Roundtable Aviation Technical Consultant	\$90,000	\$ 50,552
		\$233,719	\$ 120,438

ADMINISTRATION / OPERATIONS	BUDGET	ACTUAL
Meeting Room * In-Kind Millbrae		
Postage / Printing	\$0	
Website	\$1,800	\$ 146
Data Storage & Conference Services	\$900	
Miscellaneous Office Expenses/Equipment	\$1,500	
Video Services	\$4,000	\$ 1,605
	\$8,200	\$ 1,751

PROJECTS, PROGRAMS, & OTHER	BUDGET	ACTUAL
Noise Conferences Attendance, Coordinator	\$1,500	
Noise Conferences Attendance, Members	\$2,000	
TRACON Field Trip(s)	\$750	
Airport Noise Report subscription	\$850	\$ 850
N.O.I.S.E. Membership	\$4,300	
Fly Quiet Awards	\$300	
Special Study		
	\$9,700	\$ 850

CONTINGENCY FUND	BUDGET	ACTUAL
Reserve	\$40,000	
	\$40,000	\$ -

EXPENSES SUBTOTAL	BUDGET	ACTUAL
	\$291,619	\$ 123,039

UNCOMMITTED FUNDS / YEAR END BALANCE	PROJECTED	ACTUAL
	\$359,580	\$ 251,861