



Meeting Agenda

Regular Meeting

Meeting No. 338
Wednesday, June 1, 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
Sam Hindi, Roundtable Chairperson

Public Comment on Items NOT on the Agenda 10 min
Speakers are limited to two minutes. Roundtable members cannot discuss or take action on any matter raised under this item.

Action to set Agenda and to Approve Consent Items
Sam Hindi, Roundtable 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. 7
March - April 2022
2. Approval of Resolution 22-04: Findings Allowing Continued Remote Meetings Under Brown Act pg. 17

REGULAR AGENDA

Public Comment received on Regular Agenda items prior to action.

- 3. Approve FY 22-23 Proposed Budget 15 min pg. 22
Lisa Aozasa, County of San Mateo, Planning & Building Deputy Director
- 4. Approve Proposed Work Plan 15 min pg. 25
Sam Hindi, Roundtable Chairperson
- 5. Conflict of Interest Code & FPPC Update 10 min pg. 29
Lauren Carroll, County of San Mateo, Deputy County Attorney

PRESENTATIONS

Public Comment on Presentation items will be taken after the last item under presentations.

- 6. Chairman's Update 10 min
Sam Hindi, Roundtable Chairperson
- 7. Airport Director Update 15 min
Ivar Satero, Airport Director
- 8. Subcommittee Updates
 - a. Legislative Subcommittee 5 min
Al Royse, Subcommittee Chairperson
 - b. Ground-Based Noise Subcommittee 5 min
Ann Schneider, Subcommittee Chairperson

OTHER PRESENTATIONS

Public Comment on Other Presentation items will be taken after the last item under other presentations.

- 9. FAA Presentation: Current Status of the Amended SERFR Procedure 30 min
Alana Jaress, FAA Community Engagement Officer
Tamara Swann, Acting Western Pacific Regional Administrator

MEETING CLOSURE

- 10. Member Communications / Announcements 5 min
Roundtable Members and Staff
- 11. Adjourn
Sam Hindi, Roundtable Chairperson

Information Only

- i. Airport Noise Report pg. 36
 - Volume 34. No. 14 April 22, 2022
 - Volume 34. No. 16 May 6, 2022
 - Volume 34 No. 17 May 13, 2022
 - Volume 34 No. 19 May 27, 2022

ii. HMMH FAA IFP Information Gateway Review – April & May 2022

pg. 53

****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 June 1, 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.

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.



Welcome

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

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

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

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



About the Roundtable

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 24 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 **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)).



Member Roster

April 2022

**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: Bob Polito

CITY OF BELMONT

Tom McCune

Alternate: Davina Hurt

CITY OF BRISBANE

Terry O'Connell

Alternate: Madison Davis

CITY OF BURLINGAME

Ricardo Ortiz

Alternate: Mike Brownrigg

TOWN OF COLMA

John Goodwin

Alternate: Joanne del Rosario

CITY OF DALY CITY

Pamela DiGiovanni

Alternate: Rod Daus-Magbual

CITY OF FOSTER CITY

Sam Hindi

Alternate: Jon Froomin

CITY OF HALF MOON BAY

Harvey Rarback

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

CITY OF SAN CARLOS

John Dugan

Alternate: Adam Rak

CITY OF SAN MATEO

Amourence Lee

Alternate: Diane Papan

CITY OF SOUTH SAN FRANCISCO

Mark Addiego

Alternate: Mark Nagales

TOWN OF WOODSIDE

John Carvell

Alternate: Richard Brown

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS

Chief Pilot Lawrence Ellis, United Airlines

FEDERAL AVIATION ADMINISTRATION

Faviola Garcia, Acting Deputy Regional Administrator

Alana Jaress, Community Engagement Officer

ROUNDTABLE STAFF

Doreen Stockdale, Interim Coordinator (HMMH)

Angela Montes, Roundtable Administrative Assistant

Gene Reindel, Technical Consultant (HMMH)

Tim Middleton, Technical Consultant (HMMH)

SFO AIRPORT NOISE OFFICE STAFF

Nupur Sinha, Director of Planning & Environmental Affairs

Bert Ganoung, Noise Abatement Manager



Airport Director's Report

Presented at the June 1, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
March 2022



San Francisco
International
Airport

Aircraft Noise Levels

March 2022

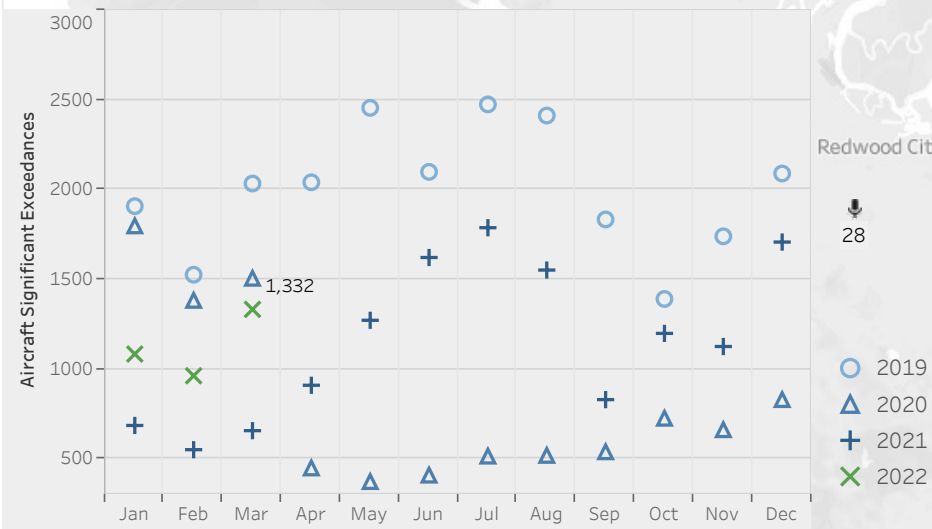
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Aircraft			Community	
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	107	70	93	81	67
2	San Bruno	22	50	82	71	63
3	SSF	20	51	82	71	60
4	SSF	89	65	89	77	59
5	San Bruno	96	64	88	76	61
6	SSF	80	62	87	75	57
7	Brisbane	8	43	80	71	59
8	Millbrae	41	56	85	71	65
9	Millbrae	5	41	85	73	57
10	Burlingame	4	40	84	73	57
11	Burlingame	5	43	86	75	57
12	Foster City	239	60	82	71	59
13	Hillsborough	3	35	84	71	56
14	SSF	68	57	83	71	59
15	SSF	93	57	82	71	59
16	SSF	64	57	82	71	59
17	SSF	60	56	82	70	58
18	Daly City	76	61	86	75	58
19	Pacifica	59	58	84	73	57
20	Daly City	17	52	88	70	61
21	San Francisco	4	37	78	67	57
22	San Bruno	31	53	82	72	62
23	San Francisco	45	52	80	69	60
24	San Francisco	9	43	80	69	60
25	San Francisco	16	41	78	65	56
26	San Francisco	3	35	80	67	57
27	San Francisco	3	38	83	69	57
28	Redwood City	2	40	86	70	55
29	San Mateo	8	45	85	72	58

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

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

Significant Exceedances



Operations

March 2022

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
28,427	917	24,363	40%

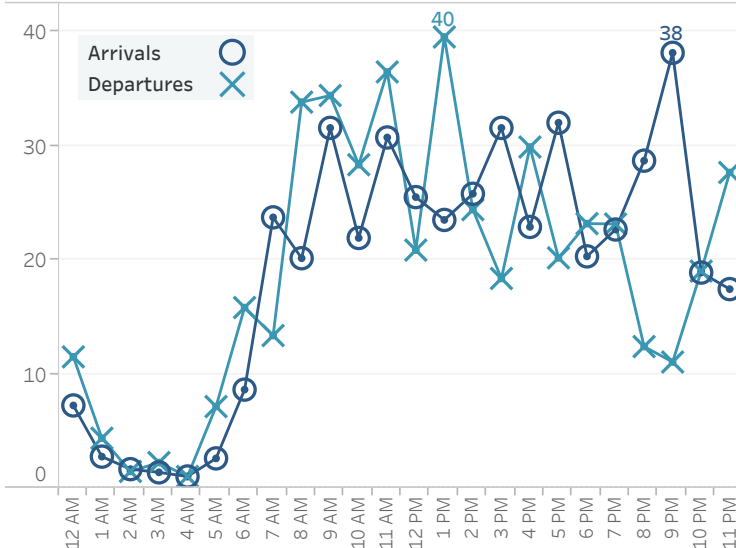
Major Arrival and Departure Routes (West Flow)



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

West Flow
98%

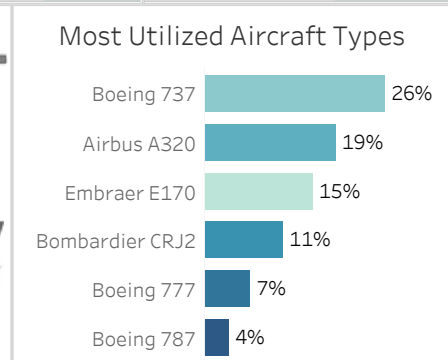
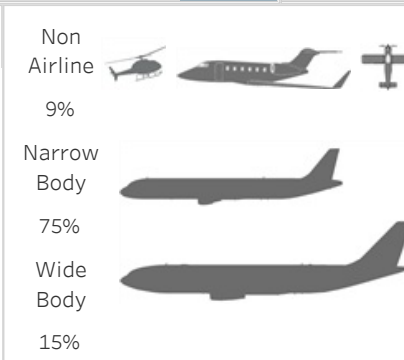
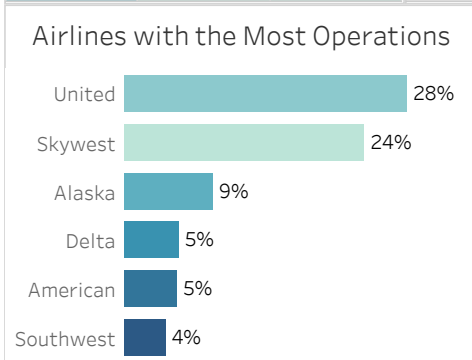
March 2022 Average Day (Hourly)



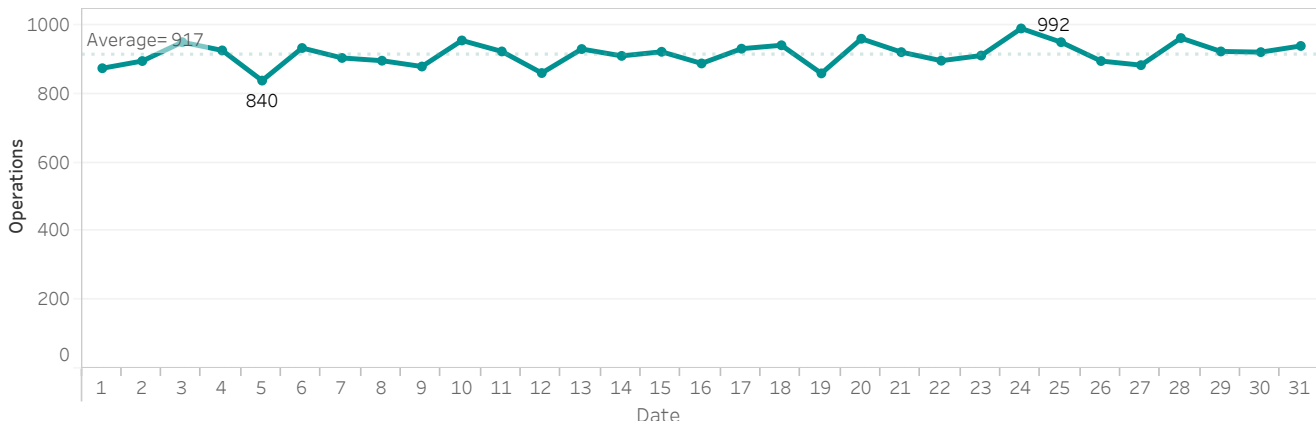
Top Destinations		
Los Angeles	JFK	Seattle
7%	4%	4%

Down the Bay vs Peninsula	
1.1 Down the Bay Visual	29%
1.2 BDEGA Arrival	71%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	27%	A. GAP	20%
2. DYAMD	37%	B. SSTIK	32%
3. SERFR	29%	C. NIITE	9%
4. PIRAT	7%	D. TRUKN RWY 01	35%
		D. TRUKN RWY 28	4%



Daily Aircraft Operations



Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.

Runway Utilization

	Arrivals	Departures
01 L/R		76% 9,872
10 L/R		1% 181
19 L/R	2% 266	0% 60
28 L/R	98% 12,760	22% 2,799

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

	Departures
10 L/R	2% 8
01 L/R	62% 269
28 L/R	36% 159

Runway Utilization

	Arrivals		Arrivals
	28L		28R
	46%		54%
Night (10pm-7am)			
	28%		72%

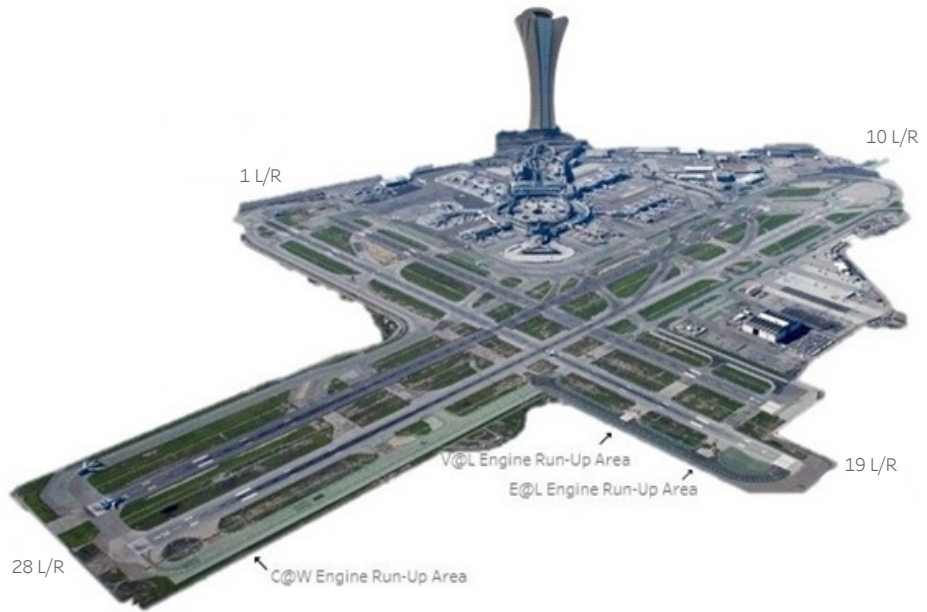
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	3
American Airlines	7
United Airlines	10

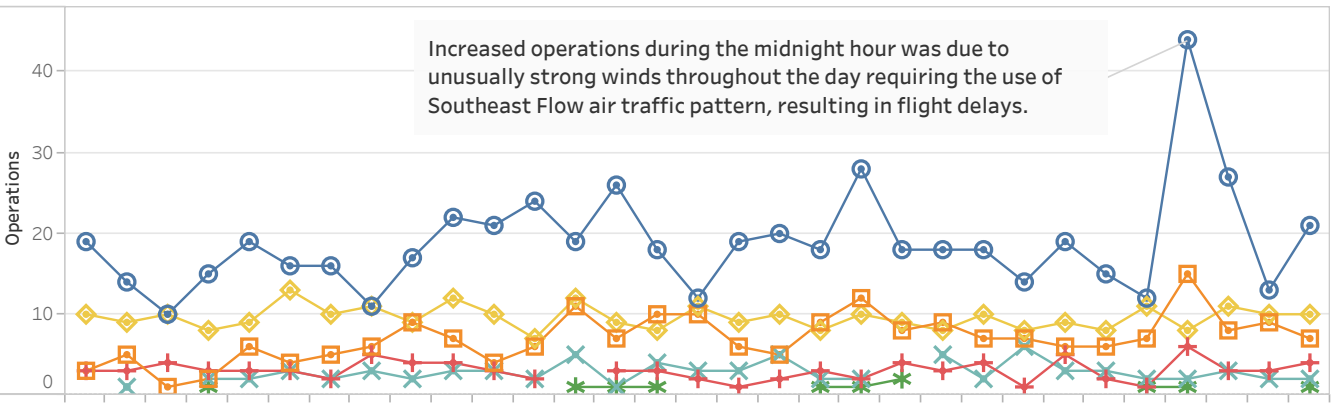
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



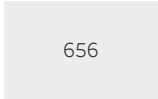
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
12 AM	19	14	10	15	19	16	16	11	17	22	21	24	19	26	18	12	19	20	18	28	18	18	18	14	19	15	12	44	27	13	21
1 AM	3	5	1	2	6	4	5	6	9	7	4	6	11	7	10	10	6	5	9	12	8	9	7	7	6	6	7	15	8	9	7
2 AM	3	3	4	3	3	3	2	5	4	4	3	2		3	3	2	1	2	3	2	4	3	4	1	5	2	1	6	3	3	4
3 AM		1		2	2	3	2	3	2	3	3	2	5	1	4	3	3	5	2	2		5	2	6	3	3	2	2	3	2	2
4 AM				1									1	1	1						1	1	2				1	1			1
5 AM	10	9	10	8	9	13	10	11	9	12	10	7	12	9	8	11	9	10	8	10	9	8	10	8	9	8	11	8	11	10	10

Noise Reports

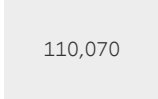
March 2022

	Noise Reporters	Noise Reports
Roundtable		
Atherton	2	5
Brisbane	9	327
Burlingame	4	18
Daly City	6	1,708
El Granada	1	1,050
Foster City	4	28
Half Moon Bay	1	11
Hillsborough	1	6
Menlo Park	12	1,666
Millbrae	5	11
Montara	1	699
Pacifica	16	1,273
Portola Valley	17	13,900
Redwood City	8	1,006
San Bruno	8	1,124
San Carlos	4	91
San Francisco	18	3,146
San Mateo	13	807
South San Francisco	11	349
Woodside	7	1,898
Other		
Alameda	1	16
Aptos	4	36
Ben Lomond	1	1
Berkeley	1	341
Boulder Creek	2	15
Capitola	5	79
Carmel Valley	1	14
Castro Valley	1	28
Cupertino	1	274
East Palo Alto	1	15
Emerald Hills	4	778
Felton	2	132
Fremont	1	343
Hayward	1	1
Los Altos	64	10,329
Los Altos Hills	11	1,446
Los Gatos	43	6,755
Moraga	3	164
Mountain View	22	2,595
Oakland	13	3,996
Orinda	1	22
Palo Alto	108	24,815
Richmond	2	204
San Jose	1	1
Santa Cruz	70	12,453
Scotts Valley	31	5,094
Soquel	35	5,374
Stanford	4	468
Sunnyvale	3	21
Walnut Creek	1	4
Watsonville	1	71
Grand Total	587	105,008

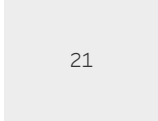
Reporters Annual AVG



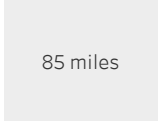
Reports Annual AVG



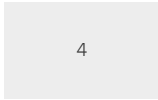
New Reporters



Furthest Report



Reports per SFO Operation



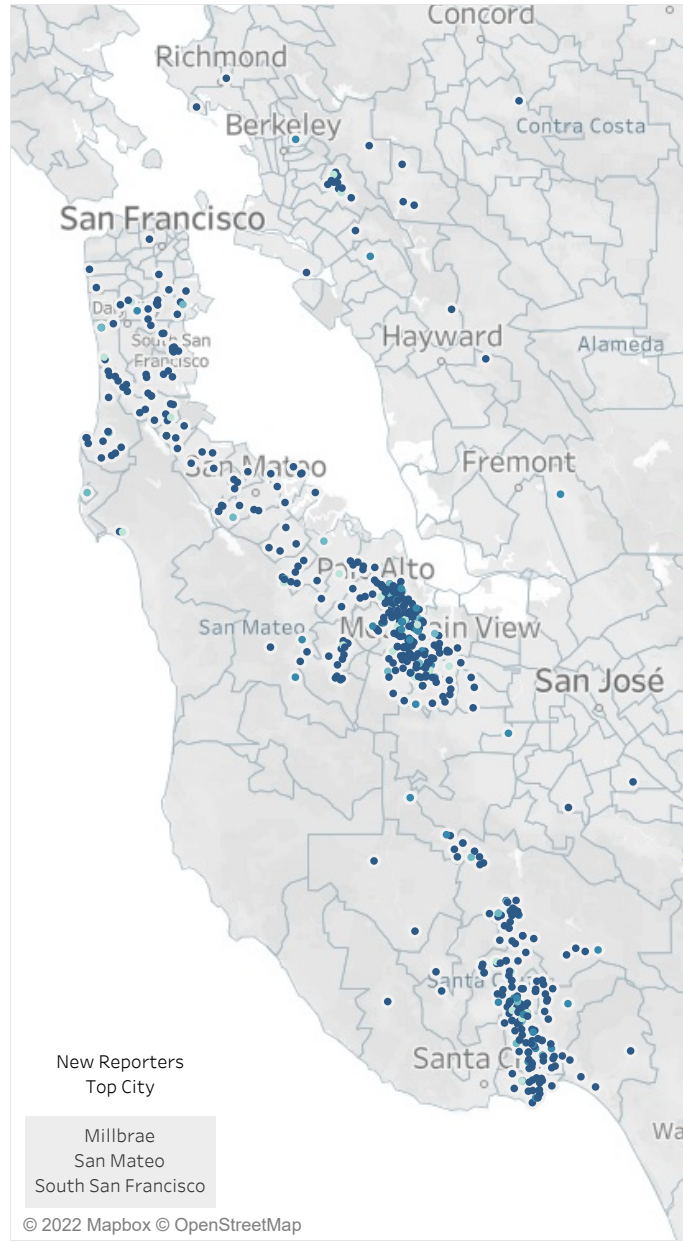
Top Aircraft Types



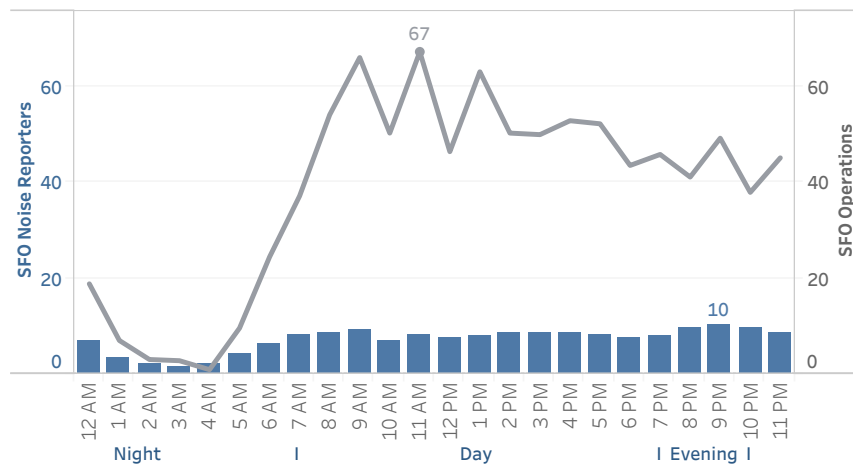
Top Flight Numbers



Noise Reporters Location Map

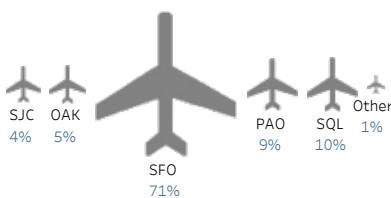


Hourly Noise Reporters (Average Day in a Month)



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

Noise Reports by Airport



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

Source: SFO Intl Airport Noise Monitoring System



Airport Director's Report

Presented at the June 1, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
April 2022



San Francisco
International
Airport

Aircraft Noise Levels

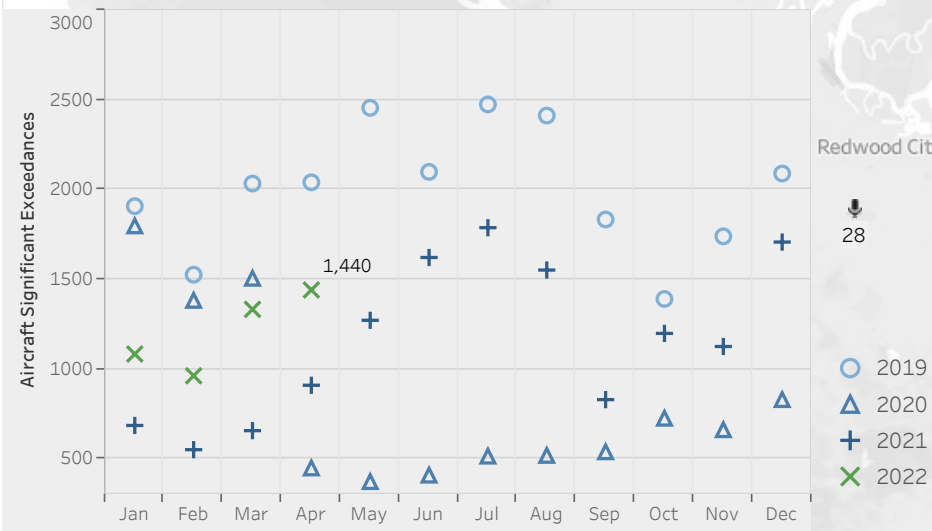
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Aircraft			Community	
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
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2	San Bruno	34	52	83	73	65
3	SSF	53	57	85	72	61
4	SSF	145	66	88	76	60
5	San Bruno	170	65	87	76	61
6	SSF	127	63	86	75	58
7	Brisbane	13	51	85	73	62
8	Millbrae	38	59	88	73	64
9	Millbrae	8	46	85	73	60
10	Burlingame	9	47	86	74	60
11	Burlingame	16	49	86	76	59
12	Foster City	237	60	82	72	59
13	Hillsborough	6	41	85	72	58
14	SSF	110	59	83	71	60
15	SSF	107	58	82	71	60
16	SSF	97	58	82	71	60
17	SSF	97	58	82	71	60
18	Daly City	118	62	85	74	60
19	Pacifica	83	59	84	73	58
20	Daly City	12	46	83	70	60
21	San Francisco	4	37	77	67	58
22	San Bruno	57	55	82	72	62
23	San Francisco	34	52	81	70	61
24	San Francisco	7	40	79	69	61
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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

April 2022

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
28,702	957	25,288	39%

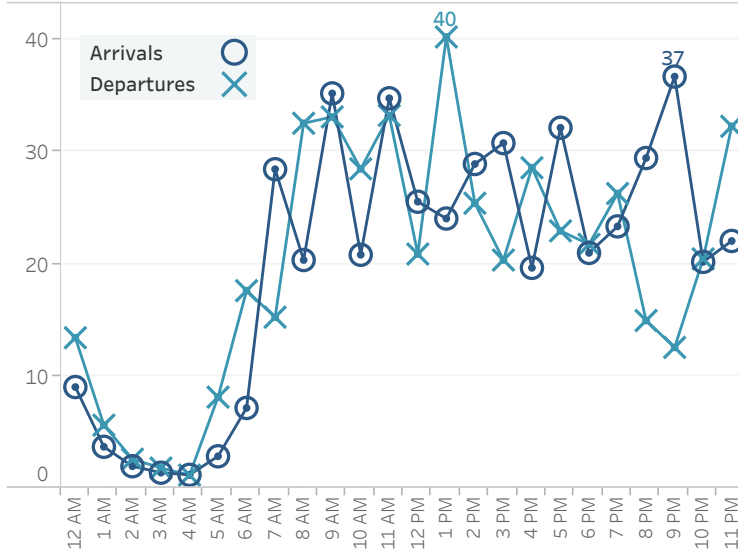
Major Arrival and Departure Routes (West Flow)



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

West Flow
98%

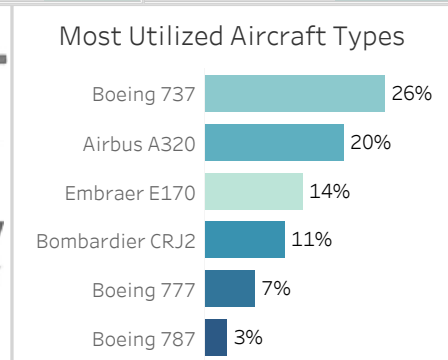
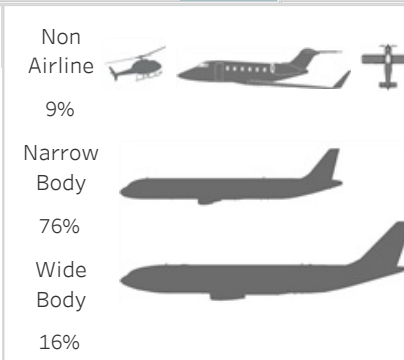
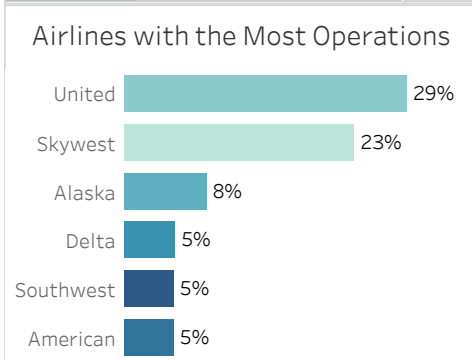
April 2022 Average Day (Hourly)



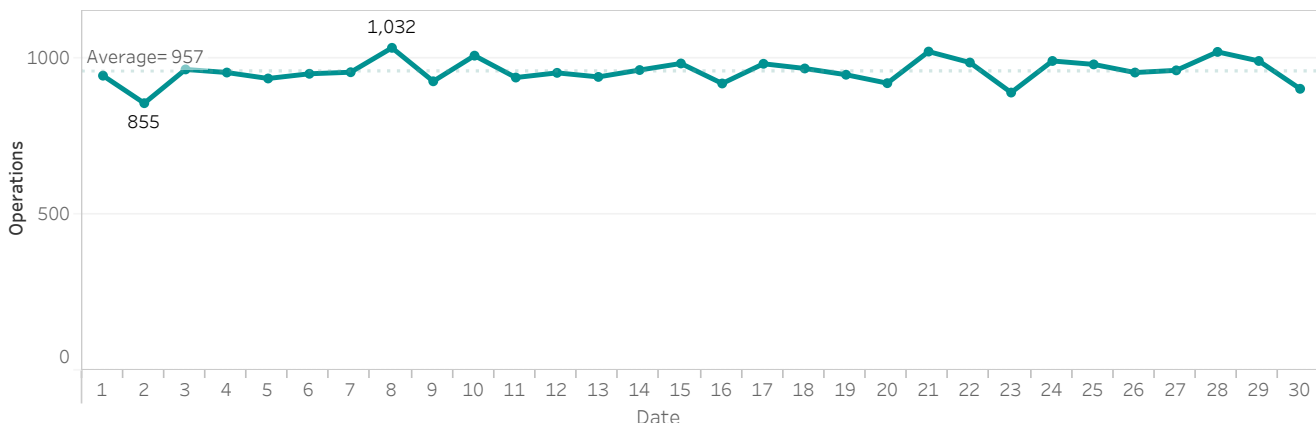
Top Destinations		
Los Angeles	JFK	San Diego
7%	4%	4%

Down the Bay vs Peninsula	
1.1 Down the Bay Visual	40%
1.2 BDEGA Arrival	60%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	28%	A. GAP	32%
2. DYAMD	34%	B. SSTIK	22%
3. SERFR	32%	C. NIITE	8%
4. PIRAT	6%	D. TRUKN RWY 01	24%
		D. TRUKN RWY 28	14%



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		54% 7,142
10 L/R		1% 130
19 L/R	2% 267	1% 145
28 L/R	98% 12,967	44% 5,735

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

	Departures
10 L/R	5% 25
01 L/R	48% 246
28 L/R	47% 245
19 L/R	0% 1

Runway Utilization

	Arrivals	28L	28R
		37%	63%
Night (10pm-7am)			
		17%	83%

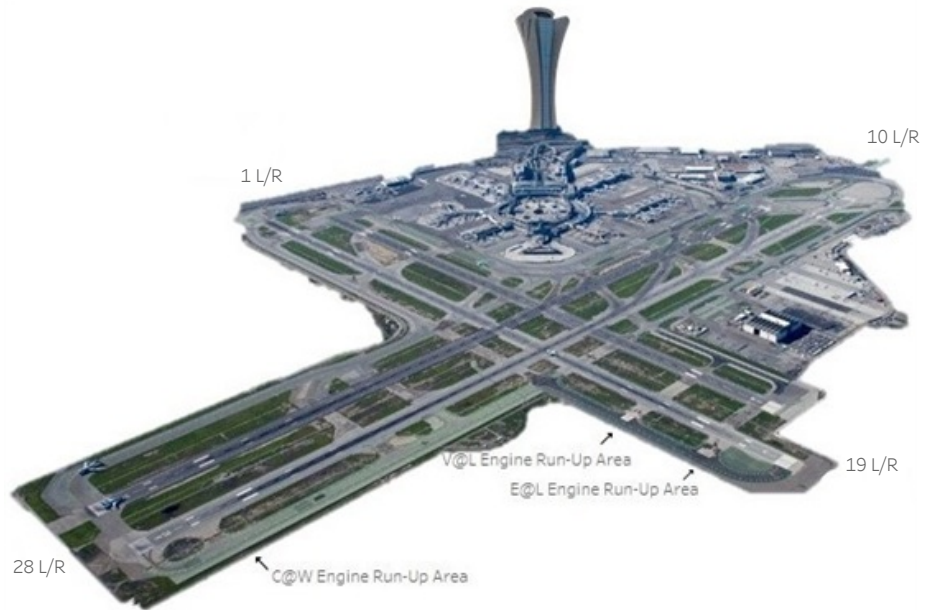
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	2
American Airlines	3
United Airlines	7

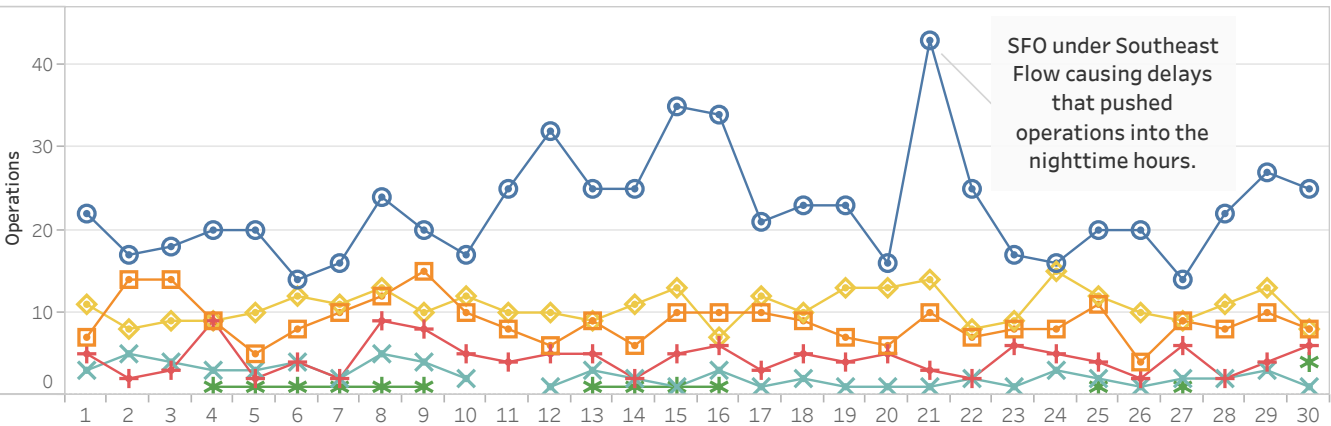
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
12 AM	22	17	18	20	20	14	16	24	20	17	25	32	25	25	35	34	21	23	23	16	43	25	17	16	20	20	14	22	27	25
1 AM	7	14	14	9	5	8	10	12	15	10	8	6	9	6	10	10	10	9	7	6	10	7	8	8	11	4	9	8	10	8
2 AM	5	2	3	9	2	4	2	9	8	5	4	5	5	2	5	6	3	5	4	5	3	2	6	5	4	2	6	2	4	6
3 AM	3	5	4	3	3	4	2	5	4	2		1	3	2	1	3	1	2	1	1	1	2	1	3	2	1	2	2	3	1
4 AM				1	1	1	1	1	1				1	1	1	1									1		1			4
5 AM	11	8	9	9	10	12	11	13	10	12	10	10	9	11	13	7	12	10	13	13	14	8	9	15	12	10	9	11	13	8

Noise Reports

April 2022

	Noise Reporters	Noise Reports
Roundtable		
Atherton	2	12
Belmont	1	2
Brisbane	14	417
Burlingame	4	5
Daly City	7	2,411
El Granada	1	817
Foster City	4	44
Half Moon Bay	1	2
Hillsborough	2	3
Menlo Park	10	1,953
Millbrae	1	4
Montara	1	744
Pacifica	18	1,407
Portola Valley	18	16,353
Redwood City	6	1,042
San Bruno	7	1,315
San Carlos	2	133
San Francisco	21	2,197
San Mateo	9	1,106
South San Francisco	17	1,272
Woodside	5	1,770
Other		
Alameda	2	5
Aptos	3	24
Ben Lomond	1	6
Berkeley	2	303
Boulder Creek	2	18
Capitola	5	126
Carmel Valley	1	2
Castro Valley	2	38
Cupertino	1	448
East Palo Alto	1	13
Emerald Hills	4	927
Felton	3	158
Forest Knolls	1	4
Fremont	1	448
Lafayette	1	1
Los Altos	61	10,672
Los Altos Hills	10	1,574
Los Gatos	45	7,546
Moraga	3	290
Mountain View	21	2,730
Oakland	15	3,584
Orinda	2	26
Palo Alto	115	23,263
Richmond	4	232
Santa Cruz	67	13,546
Scotts Valley	32	5,780
Soquel	37	6,545
Stanford	3	818
Sunnyvale	4	34
Watsonville	1	81
Grand Total	601	112,251

Reporters Annual AVG

652

Reports Annual AVG

111,769

New Reporters

23

New Reporters Top City

South San Francisco

Furthest Report

85 miles

Reports per SFO Operation

4

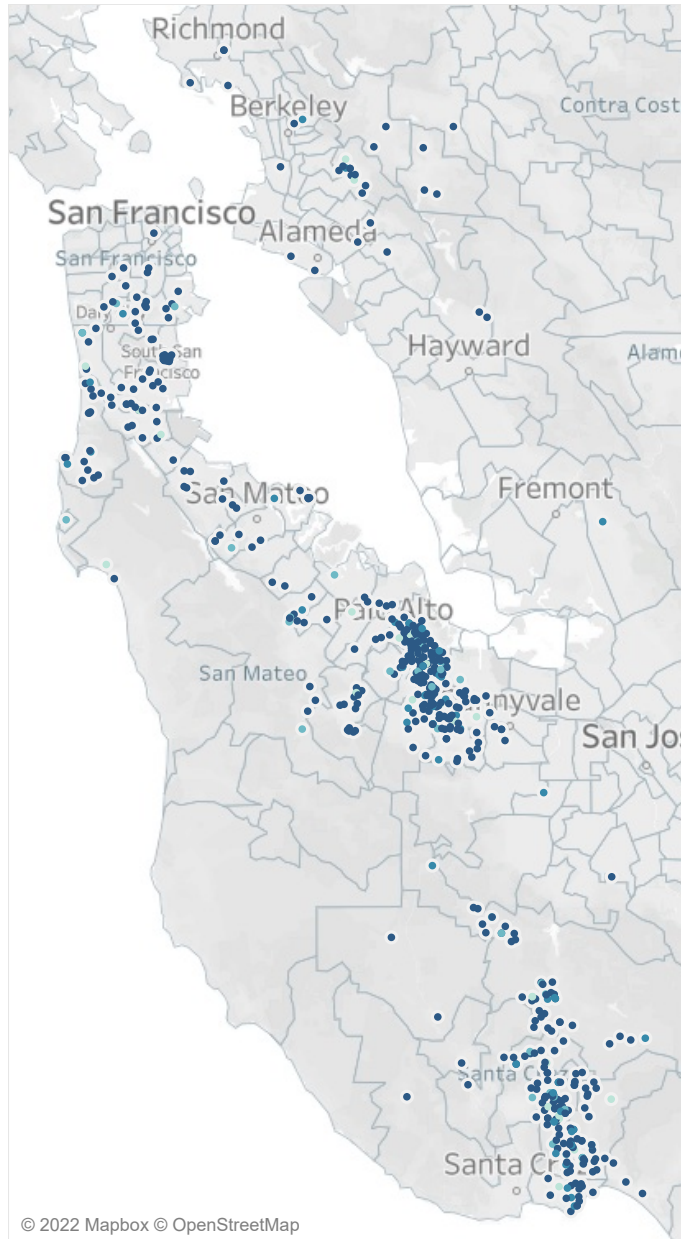
Top Aircraft Types

B737
A320
E75L

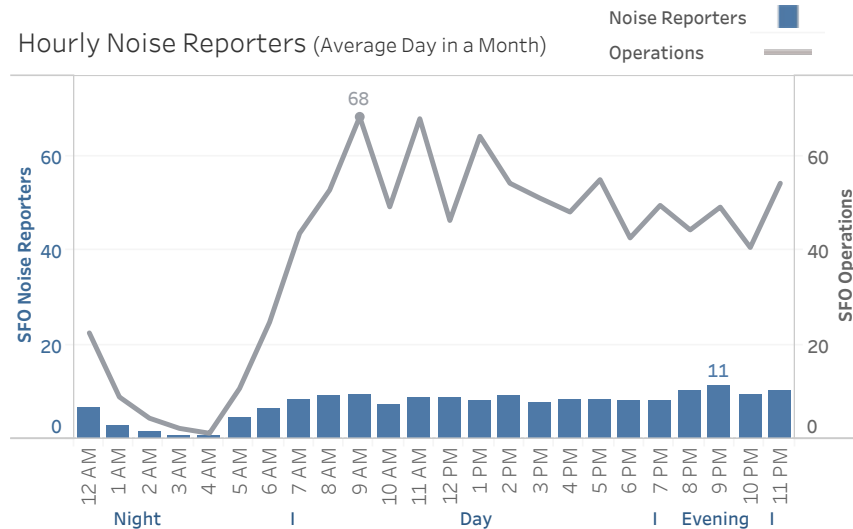
Top Flight Numbers

ASA1273
AMX608
UAL832

Noise Reporters Location Map

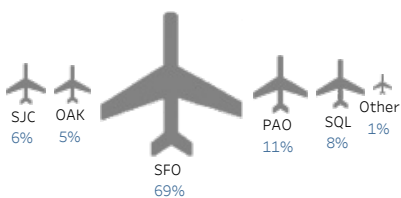


Hourly Noise Reporters (Average Day in a Month)



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

Noise Reports by Airport



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

Source: SFO Intl Airport Noise Monitoring System



May 27, 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 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 April 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 April 1, 2022 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:

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 a 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. 22-04

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 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 April 1, 2022, 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 risks to the health or safety of attendees; and

WHEREAS, The San Francisco Airport/Community Roundtable has not met since its regular meeting in April 1, 2022; 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 and 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



May 27, 2022

TO: SFO Airport/Community Roundtable Members

FROM: Lisa Aozasa, Deputy Director, County Planning and Building Department

SUBJECT: Proposed Budget Adoption Memo FY2022-2023

EXECUTIVE SUMMARY:

As required by the Memorandum of Understanding, an annual budget for FY 2022-23 operations for the SFO Airport Community Roundtable (“Roundtable”) is presented for adoption. The proposed Roundtable FY2022-23 budget is similar to the FY2021-22 adopted budget and has expenses balanced with revenue with a positive year-end balance, including a solid reserve fund.

RECOMMENDATION:

Approve a 12-month budget based on current Roundtable funding for FY2022-2023.

BACKGROUND:

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

The Roundtable approved the budget for FY2020-21 in October 2020. Work completed at that time also included an audit and reconciliation of the Roundtable Trust Fund, and a four-year budget projection through FY2023-24. Projections through 2024, with unchanged Membership and Airport dues, along with increasing administration and operation costs, shows a dwindling revenue contingency and year-end balance. The annual budget for FY2021-22 was adopted in June 2021 and amended in October 2021 following a year-end audit for FY2020-21. A similar year-end audit for FY2021-22 will be completed starting in July 2022 and findings from that audit will be included in the October Member packet.

HIGHLIGHTS OF FY2022-23 BUDGET:

Revenues

- Airport Commission: The City and County of San Francisco annual funding contribution to the Roundtable of \$220,000 will remain constant through June 30, 2024, under an Agreement signed by the Airport Commission, adopted on May 14, 2019.

- County, Member Cities, and C/CAG: In FY2021-22, the Roundtable received all expected revenues from the County (\$12,000), member cities (\$1,500 each, including from new member, the Town of Colma), and C/CAG (\$1,500). Member dues are proposed to be maintained at the current level with no change for FY2022-23. Invoices for member agencies will be sent in June 2022 for FY 2022-2023.

Expenses

- Staffing: The Roundtable supports the salaries of two part-time San Mateo County staff including a Coordinator (Planner III), and Administrative Secretary II. The San Mateo County Employee contracts include annual cost of living and step increases. San Mateo County does not currently charge additional fees for Roundtable time incurred by the Deputy Director, County Counsel, Finance, IT, or additional clerical staff support to the Roundtable.

- Contracts: The Roundtable has two contracts, one for Aviation Technical Consultant Services with HMMH at \$90,000/year for 3 years, contract expires June 2024. The HMMH contract was increased by \$40,000, not to exceed \$310,000, in January 2022 to cover the cost of Interim Coordinator services through June 2022. Recruitment for a permanent Coordinator who will be a County employee is underway, so for FY2022-23, HMMH Technical Consultant services are again budgeted at \$90,000/year. The second contract is with Millbrae Community TV for videography and live cable casting for virtual and/or in-person meetings up to \$9,200 thru June 30, 2022. Since a return to in-person or hybrid format meetings is anticipated in FY2022-23, the amount budgeted for these services has been increased, and staff will be working on an extension to the contract.

- Operations: The website is a major tool for communicating the work of the Roundtable with our members, partners, and communities; the FY2022-2023 budget reflects an increase in costs to modify the site and update the host. Work began on this task under the prior Coordinator but has not been completed and remains on the proposed FY2022-23 Work Plan. Printing costs have been kept to a minimum due to all electronic membership packets, with only a few printed public packets for in-person meetings, which are expected to resume in FY2022-23.

- Projects, Programs & Other: Expenses in this category include Noise Symposium conference registrations, member Tracon field trip and continued membership in N.O.I.S.E. (National Organization to Ensure a Sound-Controlled Environment). No budget is set-aside for special events or studies, as none are known at this time.

ATTACHMENT(S):

A. SFO Airport/Community Roundtable – Expense Report and Proposed Budget FY2022-23

SFO Airport/Community Roundtable - Expense Report & Proposed Budget FY 2022-2023

SOURCES	2021-2022		2022-2023
Revenue	BUDGET		BUDGET
San Francisco Airport Commission	\$220,000	\$110,000	\$220,000
Roundtable Membership	\$40,500	\$41,500	\$42,000
<i>Meeting Room In-Kind Millbrae</i>			
Total Revenue	\$260,500	\$ 151,500	\$262,000
Fund Balance	\$390,699	\$ 359,580	\$ 292,887.00
Total Sources	\$651,199		\$554,887
EXPENSES	BUDGET	ACTUAL	BUDGET
Staffing and Coordination			
County of San Mateo Coordination Services	\$143,719	\$ 83,451	\$148,031
Roundtable Aviation Technical Consultant	\$130,000	\$ 86,697	\$90,000
	\$273,719	\$ 170,148	\$238,031
Administration/Operations	BUDGET	ACTUAL	BUDGET
Meeting Room In-Kind Millbrae	\$0	\$0	\$0
Postage / Printing	\$0	\$0	\$300
Website	\$1,800	\$146	\$1,800
Data Storage & Conference Services	\$900	\$0	\$900
Miscellaneous Office Expenses/Equipment	\$1,500	\$0	\$1,500
Video Services	\$4,000	\$2,190	\$7,000
	\$8,200	\$ 2,336	\$11,500
Projects, Programs & Others	BUDGET		BUDGET
Noise Conferences Attendance, Coordinator	\$1,500		\$1,500
Noise Conferences Attendance, Members(5)	\$2,000	\$ 560	\$3,000
TRACON Field Trip(s)	\$750		\$750
Airport Noise Report subscription	\$850	\$ 850	\$850
N.O.I.S.E. Membership	\$4,300	\$ 4,300	\$4,300
Special Events	\$300		\$300
Special Study			
	\$9,700	\$ 5,710	\$10,700
Contingency Fund	BUDGET		BUDGET
Reserve	\$40,000	\$ 40,000	\$40,000
	\$40,000		\$40,000
TOTAL EXPENSES	\$331,619	\$ 218,194	\$300,231
	PROJECTED		PROJECTED
UNCOMMITTED FUNDS / YEAR END BALANCE	\$319,580	\$ 292,887	\$254,657



ROUNDTABLE ANNUAL WORK PLAN

July 1, 2022 through June 30, 2023

Adopted by the Membership on XXXX

Organization of the Work Program

The Work Program is organized as follows: Strategic Plan goal and action, and work plan task to be accomplished this fiscal year 2022-2023.

Introduction

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

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

The following are the approved Strategic Plan (2020-2024) Goals, and Action Items, along with the Work Plan tasks to be accomplished during the fiscal year 2022-2023:

Goal 1: Familiarize New Congressperson: With Representative Speier leaving office in 2022, it is a priority to make sure the new congressperson is aware of the Roundtable and its focus.

Action item: The Roundtable will advocate with the new congressperson and assembly person's staff on all items in the work plan.

Work Plan Item(s):

1. The Roundtable will brief the new congressperson and assembly person's staff on all items in the work plan.
 - a. Representative Speier's staff will brief staff as well.

Goal 2: Review and Comment on Aircraft Procedures: Focus on all aircraft procedures including arrival, departure, and ground-based procedures.

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

Work Plan Item(s):

1. The Roundtable Technical Working Group will evaluate the FAA NIITE and HUSSH Departures modified proposal for nighttime noise abatement regarding location, level of flight paths, nighttime hours, and environmental review process. The Roundtable Technical Working Group will recommend next steps to the full Roundtable, as appropriate.
2. The Roundtable Technical Working Group, working with the technical consultant, will pursue **only** Runway 28R arrivals at night.
3. The Roundtable Technical Working Group, working with the technical consultant, will evaluate all nighttime operations to lessen the noise at night for all residents.
4. All subcommittee work will include departure noise, day and night, for the close-in

communities around SFO, not just arrival noise.

5. Working with the technical consultant, the Ground Based Noise subcommittee will evaluate operational changes that will help with ground based noise for close-in communities at nighttime.
6. Working with the technical consultant, the Roundtable will evaluate options for nighttime offset arrivals on Runways 28R and 28L.
7. Working with the technical consultant, the Roundtable will evaluate the options for horizontal versus vertical separation of aircraft for reduced impact to the communities around the SFO.
8. The Roundtable will monitor options for Redirect Southern Arrivals (SERFR, BDEGA) and PIRAT STAR Airspace arrival procedures.

Goal 3: Address Airport Operation Noise: Abate noise impacts to surrounding communities from airport and airline operations.

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

Work Plan Item(s):

1. Review and provide feedback on the SFO Strategic Plan, Development Plan, and Noise Action Plan. Include Environmental Justice in the feedback.
2. The Roundtable Technical Working Group will monitor the SFO on Ground Based Augmentation System to provide feedback on the GLS (global navigation satellite landing) approach, the associated noise evaluation, and the Community Flight Procedure Package (CFPP) and plan for community evaluation of innovative GLS approaches.
3. The Roundtable Ground Based Noise Subcommittee will complete Recommendations on Airport Rules and Regulations (Noise), Airport Directors Reports metrics to include C-weighted noise in the Director's Report; Airlines using gates that only face away from close-in communities; see where ANEEM and C-weighted fits within these goals.
4. The Roundtable Technical Working Group will work with SFO to draft the procedure to disable GBAS approaches if they are deemed to negatively impact the community.

Plan Goal 4: Lobby for Aircraft Noise Reduction. Lobby for aircraft noise reduction by sponsoring legislation and research.

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

Work Plan Task(s):

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

Goal 5: Airline Award Program: The Roundtable will partner with SFO to modify the *Fly Quiet Program* to obtain compliance and measurable improvement year over year.

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

Work Plan Task(s):

1. Receive Noise Office presentation on new plan, provide feedback, and recommend needed revisions.
 - a. Noise office to provide awards for the past two years of the program as well as moving forward.

Goal 6: Address Community Concerns: Focusing on San Mateo, and San Francisco Counties continue to actively respond to community concerns regarding aircraft and airport noise issues.

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

Work Plan Task(s):

1. Revamp the Roundtable website to include accessible meeting information, useful documents, and archived history so that it can be used as an education tool for the community. The website can also be used to communicate Roundtable successes.
2. Conduct an Annual Report of Accomplishments.
3. Analyze noise monitor methodology and make recommendations to the local, state and federal levels.

Goal 7: Improve Roundtable Effectiveness: Increase Roundtable effectiveness with inward focused Member education, support and mentorship.

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

Work Plan Task(s):

1. Conduct Noise 101 training.
2. Maintain a member packet for onboarding and supporting new members including mentorship. Keep this information up to date on the Roundtable website.



May 18, 2022

TO: Roundtable membership and interested parties

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

SUBJECT: Resolution to Adopt SFORT Conflict of Interest Code

RECOMMENDATION:

Adopt a resolution enacting a Conflict of Interest Code applying to the San Francisco International Airport Community Roundtable.

BACKGROUND:

The Political Reform Act (Gov. Code § 81000 et seq.) regulates campaign finance and government ethics in California. It prohibits public officials from using their official positions to influence governmental decisions in which they have a financial interest. In furtherance of that goal, the Act requires public officials to publicly disclose their personal assets and income, and to disqualify themselves from participating in decisions that may affect their personal economic interests. Additionally, every local agency must adopt a conflict of interest code that identifies all officials and employees who make governmental decisions.

In January 2022, the Fair Political Practices Commission (“FPPC”) issued an advice letter concluding that the Roundtable is subject to the Political Reform Act and is therefore required to adopt a conflict of interest code. Additionally, members and designated employees must file Statements of Economic Interests (known as Form 700s) and disqualify themselves from decisions that affect their personal economic interests.

DISCUSSION:

The FPPC has determined that the Roundtable falls under the purview of the Political Reform Act. 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 Act, including adopting a conflict of interest code.

There are three main components of a conflict of interest code:

1. Incorporation Section: This section designates where the Form 700s are filed and retained (here, the County of San Mateo) and incorporates by reference California Code of Regulations, Title 2, Section 18730, which provides the standard terms of a conflict of interest code, such as disqualification procedures, financial interest reporting, and gift limits.



Resolution to Adopt Conflict of Interest Code

May 18, 2022

Page 2 of 2

2. List of Designated Positions: This section lists all agency positions that involve making or participating in making governmental decisions.
3. Detailed Disclosure Categories: This section describes the types of financial interests that must be disclosed on Form 700s. The categories must be tailored to the financial interests affected and must not require public officials to disclose private financial information that does not relate to their agency position.

Under the proposed Conflict of Interest Code, the Roundtable's Form 700 filers are:

- All Roundtable members
- The Roundtable Coordinator
- HMMH Consultants (subject to 2 C.C.R. § 18700.3.)

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).)

If the Roundtable adopts the proposed code, the code will then be submitted to the FPPC for its approval. (Gov. Code § 82011.) 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 FPPC approval of the conflict of interest code. (2 C.C.R. § 18730(b)(5)(a).) Disclosure will be limited to those financial interests that could be materially affected by Roundtable decisions. The intent is to use San Mateo County's existing Form 700 filing process for Roundtable filings.

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 respective counsel to determine if this applies to you or if you have other questions about your personal reporting obligations.

RESOLUTION NO. 22-05

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE

* * * * *

RESOLUTION ADOPTING CONFLICT OF INTEREST CODE

RESOLVED, by the San Francisco International Airport/Community Roundtable, that

WHEREAS, the Political Reform Act, Government Code section 81000 et seq., requires all local government agencies to adopt and promulgate a Conflict of Interest Code; and

WHEREAS, the Fair Political Practices Commission (“FPPC”) has adopted a standard model Conflict of Interest Code, California Code of Regulations Title 2, Section 18730, which can be incorporated by reference, and which will be amended to conform to amendments in the Political Reform Act after public notice and hearings conducted by the FPPC; and

WHEREAS, this Roundtable wishes to adopt a conflict of interest code in accordance with the Political Reform Act.

NOW, THEREFORE, BE IT RESOLVED, that the Conflict of Interest Code, attached to this Resolution, which incorporates the terms of California Code of Regulations Title 2, Section 18730, and includes an Appendix in which officials and employees are designated and disclosure categories are set forth, is hereby

incorporated by reference, and constitutes the Conflict of Interest Code of this Roundtable.

* * * * *

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE
CONFLICT OF INTEREST CODE

The purposes of this Conflict of Interest Code are to provide for the disclosure of investments, real property, income, and business positions of designated members of the San Francisco International Airport/Community Roundtable that may be materially affected by their official actions and to provide for the disqualification of designated officials from participation in decisions in which they may have a financial interest.

Background

The Political Reform Act of 1974 (Government Code Sections 81000 et seq.) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation, California Code of Regulations Title 2, Section 18730, which contains the terms of a standard conflict of interest code. This regulation and any amendments thereto may be incorporated by reference by local agencies and, together with the designation of employees and disclosure categories, meets the requirements of the Political Reform Act.

Adoption of Conflict of Interest Code

The terms of Title 2 California Code of Regulations Section 18730 are hereby incorporated by reference and, along with the attached Appendix in which officials are designated and disclosure categories are set forth, constitute the Conflict of Interest Code of the San Francisco International Airport/Community Roundtable.

As directed by Government Code Section 82011, the code reviewing body is the Fair Political Practices Commission. Pursuant to 2 Cal. Code of Regs. Section 18227 and Government Code Section 87500(1), the County Clerk for the County of San Mateo shall be the filing officer.

Subsequent amendments to Title 2 California Code of Regulations Section 18730 duly adopted by the Fair Political Practices Commission, after public notice and hearings, are also incorporated by reference, unless the San Francisco International Airport/Community Roundtable, within 90 days after the date on which an amendment to Section 18730 becomes effective, adopts a resolution providing that the amendment is not to be incorporated into this Code.

APPENDIX

List of Designated Members and Officers/ Description of Financial Disclosure Categories

Each person holding any position listed below must file statements disclosing the kinds of financial interest shown. Statements must be filed at the times and on the forms prescribed by law. Failure to file statements on time may result in penalties including but not limited to late fines.

Designated Positions	Disclosure Category
Roundtable Members	1, 2, 3, 4
Roundtable Coordinator	1, 2, 3, 4
Other Consultants*	1, 2, 3, 4

*Those consultants who, within the meaning of Title 2, Section 18700 of the California Code of Regulations, are required to file statements of economic interests, shall do so. During each calendar year, the Roundtable shall maintain a list of such consultants for public inspection in the same manner and location as this Conflict of Interest Code. Nothing herein excuses any consultant from any other provision of the Conflict of Interest Code, specifically those dealing with disqualification.

Disclosure Categories

Category 1. A designated official or employee assigned to Category 1 is required to disclose direct or indirect investments in any business entity that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

Category 2. A designated official or employee assigned to Category 2 is required to disclose interests in any real property that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

Category 3. A designated official or employee assigned to Category 3 is required to disclose any source of income that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

Category 4. A designated official or employee assigned to Category 4 is required to disclose any business entity in which the designated official or employee is a director,

officer, partner, trustee, employee or holds any position of management that may foreseeably be affected materially by any decision made or participated in by the designated official or employee by virtue of his or her position.

Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 34, Number 14

April 22, 2022

NextGen Advisory Committee

23 QS CAUCUS MEMBERS ASK DOT SECRETARY TO ADD FIVE COMMUNITY REPS TO THE NAC

Some 23 members of the congressional Quiet Skies Caucus urged U.S. Secretary of Transportation Pete Buttigieg in an April 20 letter to direct FAA to add five community representatives to the NextGen Advisory Committee (NAC) as part of the upcoming June renewal of the NAC charter.

They asked the DOT Secretary to respond to their request by May 4.

Frustrated that the NAC did not to respond to their requests to be added to the advisory committee, representatives of communities experiencing the concentrated noise impact that comes with living under NextGen flight paths turned to the QS Caucus for assistance in gaining membership to the advisory committee.

The NAC charter requires the FAA to submit recommendations for membership to the Secretary of Transportation who will appoint members to the NAC. All NAC members serve at the pleasure of the Secretary of Transportation.

The National Organization to Insure a Sound-controlled Environment (N.O.I.S.E.), which mainly represents elected officials of political jurisdictions

(Continued on p. 54)

Urban Air Mobility

CALTRANS AWARDS UC RESEARCHERS GRANT TO DRAFT REGS FOR UAM IN CALIFORNIA

The California Department of Transportation (Caltrans) recently awarded a team of researchers from the University of California campuses at Merced, Berkeley and Davis a two-year grant to simulate urban air mobility in the San Francisco area, and to draft regulations for this highly complex form of travel. The amount of the grant was not released.

As part of the project, noise maps will be developed to enable policymakers to compare noise from urban air mobility vehicles to ground noise.

The guidelines and best practices the team creates could help get advanced air mobility – featuring flying buses, air taxis and drone deliveries – off the ground around the state, UC Merced explained in an April 15 news release. It continues:

Raja Sengupta, a professor of civil and environmental engineering at UC Berkeley who specializes in systems and transportation engineering and directs the CalUnmanned Research Lab, is the project's lead principal investigator (PI).

Brandon Stark, director of the University of California Center of Excellence on Unmanned Aircraft System Safety and assistant adjunct professor of mechanical engineering at UC Merced, is a co-lead PI, along with UC Berkeley researchers

(Continued on p. 54)

In This Issue...

NextGen Adv. Committee ...

Some 23 members of the congressional Quiet Skies Caucus ask DOT Secretary Pete Buttigieg to direct the FAA to add five representatives of communities impacted by aircraft noise from concentrated NextGen flight paths to the NextGen Advisory Committee as part of the upcoming renewal of the NAC charter in June - p. 53

Urban Air Mobility ...

Caltrans awards a two-year grant to three University of California campuses to simulate UAM in the San Francisco area and to draft regulations to implement UAM. Noise maps will be developed to allow policymakers to compare noise from UAM vehicles to ground noise - p. 53

... The European Union Safety Agency (EASA) publishes the world's first guidance for the design of vertiports needed for the safe operation of UAM vehicles; FAA issues a Draft Engineering Brief on vertiport design - p. 55

NAC, from p. 53

around major airports, is the only member of the NAC that currently represents noise-impacted communities. ANR asked N.O.I.S.E. Executive Director Emily Tranter if she would welcome additional representatives of noise-impacted communities to the NAC but received no response by deadline.

Brad Pierce – who is listed on the N.O.I.S.E. website as president of the organization and a member of the Aurora, CO, City Council – currently represents N.O.I.S.E. on the NAC. While Pierce served on the Aurora City Council from 2003 to 2017, he did not run for reelection in 2017 and has not been a member of the City Council since then. However, he is identified as being a member of the Aurora City Council on the FAA’s NAC website.

Quiet Skies Caucus Letter

“The mission of the NAC is to provide independent advice and recommendations to the FAA relating to operations that affect the future of the Air Traffic Management System,” the QS Caucus members told Buttigieg. Their letter continues:

“The 30 members of the NAC represent multiple airline operators, aircraft manufacturers, industry associations and government agencies such as the Department of Defense and the National Aeronautics and Space Administration. Only one member represents environmental stakeholders. None of the members represent communities that live under NextGen corridors and that are directly impacted by the recommendations of the NAC.

“To better fulfill NAC’s mission, we recommend adding five more seats to the committee, to be filled by representatives who can speak on behalf of affected communities.

“There is precedent for the FAA expanding membership on an advisory committee. For example, the Advanced Aviation Advisory Committee, formerly known as the Drone Advisory Committee, recently expanded its membership from 35 to 41 members as part of its charter amendment. This was done in part to include “a community advocate representative to provide insight and expertise on potential impacts of increased drone traffic on communities.”

“Hearing directly from affected communities is essential. The NAC and the FAA rely on the use of the Day-Night average sound level (DNL) standard to assess the impact of their recommendations on communities. However, a recent Government Accountability Office (GAO) study found that because the DNL combines into a single metric “both the amount of noise from each aircraft operation, as well as the average annual flights per day at a given location, the same DNL may be associated with vastly different numbers of flights above that location.”

“The GAO concluded that the DNL standard does not fully convey the noise created by flights overhead. Having community representatives on the NAC would enable the committee to better assess the on-the-ground impact of their recommendations.”

The letter was signed by the following Quiet Skies Caucus members: Reps. Eleanor Holmes Norton (D.C. Delegate) and Stephen Lynch (D-MA), co-chairs of the caucus, as well as Reps. Thomas Suozzi (D-NY), Karen Bass (D-CA), Sean Casten (D-IL), Jason Crow (D-CO), Mike Quigley (D-IL), Donald Beyer (D-VA), Judy Chu (D-CA), Anna Eshoo (D-CA), Ruben Gallego (D-AZ), Henry Johnson (D-GA), Grace Meng (D-NY), Jerrold Nadler (D-NY), Jimmy Panetta (D-CA), Jan Schakowsky (D-IL), Adam Smith (D-WA), Raul Grijalva (D-AZ), Carolyn Maloney (D-NY), Seth Moulton (D-MA), Joe Neguse (D-CO), Jamie Raskin (D-MD), and Brad Sherman (D-CA).

UAM, from p. 53

Mark Hansen and Susan Shaheen, in the Department of Civil and Environmental Engineering, and Alexandre Bayen and Claire Tomlin, in the Department of Electrical Engineering and Computer Sciences, and Seongkyu Lee, professor of mechanical and aerospace engineering at UC Davis.

Each member of the multi-campus, multi-disciplinary collaboration also contributes to the CITRIS Aviation working group, an effort led by the Center for Information Technology Research in the Interest of Society and the Banatao Institute (CITRIS) that convenes faculty and staff researchers from UC Berkeley, UC Davis, UC Merced and UC Santa Cruz to integrate and enhance expertise in technologies, applications and policies related to vehicles for flight.

The working group is part of the CITRIS Aviation research initiative, which launched in fall 2021.

“The systemwide drone use policy hub is at Merced, and UC Davis has good aviation and noise modeling capabilities,” Sengupta said. “We’re trying to build a statewide enterprise, and the UC is a natural fit for that role.”

Moving people, packages in new ways, spaces

Advanced air mobility (AAM) describes a system of air transportation that moves people and goods in modes and environments previously underserved by traditional aviation. For many, AAM brings to mind headlines about companies using drones to drop packages on people’s doorsteps, but the field involves a wide array of transit niches and emerging technologies, with applications in passenger mobility, freight delivery and emergency response.

AAM requires the creation of new air corridors, or mapped pathways through which vehicles can safely travel. The establishment and regulation of these corridors requires careful planning, especially in areas that already have busy skies and crowded streets.

The Caltrans project focuses on urban air mobility (UAM), which involves flight traffic in densely populated areas and often includes passenger travel, and also addresses flights that move cargo too large to be carried by drones.

Sengupta and team are approaching the project from both quantitative and qualitative angles. The first track, led by

Bayen, concentrates on the digital tools needed to create an accurate simulation of UAM, including potential air corridors, safety issues and environmental impacts. While the skies of the Bay Area will serve as their case study, the tool set will be suitable for use across the state of California – and beyond.

The second track, led by Shaheen, aims to better understand the needs of key stakeholders, such as government agencies, regulators and corporations, and will produce briefs and manuals for stakeholders intending to implement AAM in their regions.

Assessing noise and safety concerns

The aircraft used for AAM will vary by cargo and travel requirements, but they are generally expected to be hybrid or electric vehicles that generate fewer emissions than traditional airplanes. Multirotor systems will likely proliferate due to their vertical take-off and landing capabilities, as well as their overall versatility.

"Many people compare the UAM noise of rotating propellers to a helicopter," Lee said. "Helicopters are so loud that they can't fly in urban areas. Urban air mobility will be quieter because urban aircraft blades will be shorter, and noise is proportional to tip speed.

"However, air taxis will have multiple air rotors. They will also fly at lower altitudes than helicopters do. As a result, noise pollution may still be an issue."

Lee will use UCD-QuietFly, software that he developed to predict noise pollution, to create a "noise map." This assessment will account for the number of aircraft in the area, the heights of nearby buildings and the amount of noise generated by each aircraft, to give policymakers an idea how AAM noise will compare to ground traffic.

The dangers associated with AAM extend beyond noise pollution, however, and include risks to passengers, the public, and people who maintain equipment and facilities. As director of the UC Center of Excellence on Unmanned Aircraft System Safety, Stark is an expert on aircraft safety, particularly the autonomous or semi-autonomous uncrewed vehicle systems, aka UASs or drones, that are likely to constitute the bulk of AAM fleets.

Using existing research from NASA, the international Joint Authorities for Rulemaking on Unmanned Systems (JARUS) and other agencies, Stark will identify key metrics and analytic tools to provide meaningful safety data for future policymakers.

"This simulation will be useful to make good policy decisions," Stark said. "We have to understand what advanced air mobility means for our community so that we can give this information to local governments."

Laying strong groundwork

The researchers intend to incorporate stakeholder input from beginning to end. Shaheen, co-director of the UC Berkeley Transportation Sustainability Research Center

(TSRC) and a pioneer in future mobility strategies, will lead the effort to conduct expert interviews to determine the information that planning and policy staff, regulators, and agencies will need to enable AAM.

"The goal is to foster shared understanding of roles and responsibilities and develop best practices for the development and approval of AAM corridors," Shaheen said.

This track of research will also include group discussions with stakeholders, workshops to review the simulation's progress and the production of policy briefs for stakeholders to use for their AAM implementations.

While the team will lay a strong qualitative and quantitative foundation for the adoption of advanced air mobility adoption in California, they do not expect to address every concern related to such a complex topic.

"There are energy issues, charging issues, environmental issues," Sengupta said. "But our project doesn't have to solve these problems. We must instead innovate the processes and tools the planners will use to solve them."

Europe

EASA ISSUES WORLD'S FIRST DESIGN SPECS FOR VERTIPTS

On March 25, the European Union Aviation Safety Agency (EASA) published the world's first guidance for the design of vertiports, the ground infrastructure needed for the safe operation of Urban Air Mobility services such as air taxis in locations across Europe, including in urban areas.

The Prototype Technical Design Specifications for Vertiports offers guidance to urban planners and local decision-makers as well as industry to enable the safe design of vertiports that will serve these new types of vertical take-off and landing (VTOL) aircraft, which are already at an advanced stage of development.

"Urban air mobility is a completely new field of aviation and we therefore have a unique opportunity to develop a set of infrastructure requirements from scratch," Patrick Ky, Executive Director of EASA said.

"With the world's first guidance for safe vertiport operations, EASA's ambition is to provide our stakeholders with the 'gold standard' when it comes to safe vertiport design and operational frameworks. By harmonizing design and operational standards for vertiports we will support European industry, who are already starting to embark on exciting projects in Europe and around the world to make new urban air mobility a reality."

Many vertiports will be built within or close to cities and the guidance offers new and innovative solutions specifically for these congested urban environments.

One notable innovation is the concept of a funnel-shaped area above the vertiport, designated as an "obstacle free volume." This concept is tailored to the operational ca-

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pabilities of the new VTOL aircraft, which can perform landing and take-off with a significant vertical segment. Depending on the urban environment and on the performance of certain VTOL-capable aircraft, omnidirectional trajectories to vertiports will be also possible.

Such approaches can more easily take account of environmental and noise restrictions and are more suitable for an urban environment than conventional heliport operations, which are constrained in the approaches that can be safely applied.

This guidance was developed under the leadership of EASA, working in cooperation with the world's leading vertiport companies and VTOL manufacturers, and with the support of experts from European Member States. The next step is a full-scale rulemaking task (RMT.230) during which EASA will develop the full spectrum of regulatory requirements to ensure safe vertiport operations. These will include not only detailed design specifications, but also requirements for authorities to oversee vertiport operations as well as organizational and operational requirements for vertiport operators.

Visit EASA Light for more information on Vertiports in the Urban Environment (<https://www.easa.europa.eu/light/topics/vertiports-urban-environment>).

FAA Issues Draft Eng. Brief of Vertiports

FAA recently issued Draft Engineering Brief 105 on Vertiport Design to provide interim guidance to airport owner operators and infrastructure developers for the design of vertiports for vertical takeoff and landing (VTOL) operations. Go to https://www.faa.gov/airports/engineering/engineering_briefs/drafts/

At a March 29 "Industry Day" held to explain the Draft Engineering Brief, FAA explained that it plans to develop a performance-based Advisory Circular on vertiport design by late 2023/early 2024 that will address autonomy, different propulsion methods, high tempo facilities, and instrument flight rules (IFR) capability for vertical takeoff and landing (VTOL) aircraft using alternative fuel sources and VTOL aircraft with maximum takeoff weights over 7,000 pounds.

An updated Engineering Brief is expected to follow in the same timeframe.

FAA is currently completing conceptual testing and modeling/simulations for vertiports. Future research is planned for operational testing in the following areas: landing-area scatter, approach/departure profiles, rotorwash/downwash, thermal runaway (one of the primary safety risks related to lithium-ion batteries), and noise.

AIRPORT NOISE REPORT

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Airport Noise Report



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UC Davis Symposium

SCORECARD NEEDED TO MEASURE PROGRESS BY FAA ON COMMUNITY ENGAGEMENT GOALS

A critical step needed to measure FAA's progress in engaging with communities on NextGen implementation is to begin using a scorecard to assess how well the agency is focusing on issues important to communities, Darlene Yaplee, a founding member of the Aviation-Impacted Communities Alliance, told participants at the UC Davis Aviation Noise and Emissions Symposium.

The recipients of community engagement – not intermediaries such as FAA ombudsmen/community engagement officers – should complete the scorecard on an annual basis for their FAA region, she asserted in a May 2 presentation at the symposium, which was held on the UC Davis campus.

There needs to be a comparison of FAA's goals for community engagement with the agency's actual practices and results, she stressed.

Yaplee identified the following five "key, inter-related areas" that are problematic in the way FAA currently engages with communities in implementing Next-

(Continued on p. 62)

Grant Assurances

FAA ADOPTS PROPOSED MODIFICATIONS TO AIP GRANT ASSURANCES WITHOUT CHANGE

On May 2, the FAA adopted, without change, its April 4 proposal to modify Airport Improvement Program (AIP) grant assurances to reflect recently issued executive orders, clarify recodification and addition of certain public laws, update civil rights requirements, and make technical corrections.

The modifications became effective on April 4.

Applicants seeking financial assistance in the form of an AIP grant for airport planning, airport development, noise compatibility planning, or noise mitigation under FAA's Part 150 Airport Noise Compatibility Program must agree to comply with AIP grant assurances.

However, in its April 4 proposal, the agency did not explain how the modifications it wanted to make to AIP grant assurances will impact the agency's Part 150 Airport Noise Compatibility Program, which is funded through AIP grants.

The FAA received three comments during the comment period on its proposal. Two identical comments submitted by Jennifer Landesmann and Donald Gardner, who reside in the Palo Alto, CA, area impacted by noise from airspace changes made by FAA in Northern California, expressed concern about FAA policies re-

(Continued on p. 64)

In This Issue...

UC Davis Symposium ... A scorecard is needed to measure FAA's progress in meeting its Community Engagement goals, Darlene Yaplee, a founding member of the Aviation-Impacted Communities Alliance, says - p. 61

AIP Grant Assurances ... FAA adopts proposed modifications to grant assurances proposed in April - p. 61

Seattle-Tacoma Int'l ... Port of Seattle announces winners of its 2021 Fly Quiet Awards for Sea-Tac. Taiwanese airline EVA Airways is recognized for proactively introducing 787s early to reduce nighttime noise - p. 63

Boston Logan ... FAA finds no significant environmental impact in EA for new satellite-based approach procedure at BOS- p. 63

Part 150 Program ... FAA approves Noise Exposure Maps for Duluth, Piedmont-Triad, Tampa; is reviewing proposed noise compatibility program for Duluth - p. 63

Symposium, from p. 61

Gen procedures and airspace redesigns:

- If the community is involved, it is underrepresented;
- The term “Community” may not include everyone who believes they should be in that category;
- Community members cannot understand from the information provided by FAA if and how they will be affected by a NextGen procedure;
- The goal of “Dialogue and Collaboration” between FAA and communities is missing; and
- FAA’s 65 DNL threshold for significant noise impact serves as the “Gatekeeper” for FAA community engagement.

The overarching problem, Yaplee noted, is that FAA’s goals for community engagement are not aligned with the communities’ goals. FAA pursues “community understanding and acceptance” of NextGen implementation while communities expect “meaningful dialogue to address negative impacts of past FAA actions and of future FAA actions before decisions are made.”

Yaplee thanked Yolanka Wulff, executive director of the Community Air Mobility Initiative (CAMI), for her comment earlier in the symposium that “acceptance does not equal engagement” in the Urban Air Mobility industry’s definition of successful community engagement on the introduction of UAM vehicles, such as air taxis, in urban areas. The success of UAM depends on a genuine collaboration with local communities on the conditions for allowing UAM, Yolanka told the symposium.

Regarding the problem of community under-representation in NextGen implementation, Yaplee noted that only one community member is included on the 30-member NextGen Advisory Committee and on the 50-member NAC PBN Blueprint Community Outreach Task Group of 2016, which developed detailed best practices for FAA community engagement.

Regarding the problem of community notification, Yaplee said, “In almost every case, not all communities potentially harmed by FAA actions are notified. I can’t raise a concern if I don’t understand if I will be affected and how I will be affected. I need transparency and rigor on how findings are determined.”

Regarding understanding how one will be affected by an airspace change, she noted that the GAO’s 2021 report to Congress (*FAA Could Improve Outreach through Enhanced Noise Metrics, Communication, and Support to Communities*) stated that “DNL ... does not provide a clear picture of the flight activity or associated noise levels at a given location.”

Yaplee said communities are excluded from dialogue and collaboration on proposals for new airspace procedures and FAA’s Noise Portal allows only one noise complaint per lifetime on the issue of aircraft noise. In terms of airport/community noise roundtables, she said that not all communities harmed by aircraft noise are included on them, FAA provides no or inadequate technical resources for them, and no FAA

person is accountable for identifying solutions to reduce harm.

“FAA needs to engage beyond Roundtables to include all harmed communities,” Yaplee asserted.

Regarding collaboration on Metroplex projects, she said community representation is missing in PBN procedure designs.

As for the DNL 65 threshold for significant noise impact acting as a gatekeeper for community engagement, Yaplee noted that 65 dB DNL is FAA’s level of significant noise impact for environmental review under the National Environmental Policy Act but NEPA does not require public outreach for Categorical Exclusions (CATEX), which FAA often uses in implementing NextGen procedures. 65 DNL is the wrong threshold to indicate “significant impact” of aviation noise, she told the symposium. It excludes community engagement with those highly impacted by noise.

Yaplee provided several examples of what she considers to be “meaningful” engagement with communities on NextGen implementation.

- She noted that several airport/community roundtables include members who are from grassroots or neighborhood groups in addition to elected officials;
- Montgomery County, MD, Quiet Skies engages in collaborative discussions with their local TRACON (Terminal Radar Approach Control Facilities); and
- Airspace procedures proposed by communities were evaluated by San Diego International Airport and Charlotte-Douglas International Airport and procedures for Reagan National Airport were evaluated jointly by Montgomery County, MD, and Arlington County, VA.

“Today, Community Engagement is not where it needs to be,” Yaplee told the symposium. Referring to the well-known Arnstein ladder of degrees of citizen participation in government, she said, “We are not at real participation. We are at non-participation and symbolic participation. We are participating in participation. The public deserves more.”

CE Officers Have Had Positive Effect

Justin Biassou, the FAA Community Engagement Office for the agency’s Northwest Mountain Region, spoke at the same session of the UC Davis symposium, asserting that FAA’s new Community Engagement Officers have had a positive impact on community engagement and at FAA.

The Community Engagement Officers, who are located in each FAA region, have had a meaningful impact on the agency, Biassou said. “Now there is someone whose sole focus is on noise and identifying concerns prior to procedure design,” he explained. Community Engagement officers listen to voices in the community at workshops and roundtable meetings and public comment periods at the beginning of projects to note community concerns and to be sure that questions are answered adequately. Each of these are vital opportunities that did not exist before with such specificity.”

[ANR will provide more coverage of the UC Davis Aviation Noise and Emissions Symposium in next week’s issue.]

Seattle-Tacoma Int'l

PORT OF SEATTLE ANNOUNCES WINNERS OF FLY QUIET AWARDS

As part of its recent Earth Day celebration, the Port of Seattle recognized the role of industry and community leaders in reducing aircraft noise at Seattle-Tacoma International Airport (SEA).

The Fly Quiet Awards, part of the annual port-wide recognitions of the Sustainable Century Awards, commend voluntary efforts by EVA Air to address late-night noise concerns raised by the community, and Frontier and Spirit for achieving high scores while utilizing modern, quiet aircraft.

The Port recognized EVA Airways for dramatically reducing aircraft noise with their change of aircraft type as part of the voluntary Late Night Noise Limitation Program developed by the SEA Stakeholder Advisory Round Table (StART), a collaborative body comprised of the airport, the airlines, and the six airport communities.

The airline took the forward-looking step of changing to a quieter Boeing 787 in 2021 after Port staff, as part of the outreach connected to the Late Night Noise Limitation Program, approached them regarding late-night noise. EVA's flights to Taipei operate between the hours of midnight and 5 a.m. and frequently had the most noise level exceedances during those hours of concern for community residents near the airport.

After discussions initiated with Port staff, the Boeing Community Noise Group team, and EVA, the airline decided to proactively introduce the 787 ahead of its previous schedule to SEA to address the community concerns. This step resulted in EVA's Fly Quiet Award for operations in 2021.

"The flying public may not always take notice of these recognitions, but our local communities sure notice their effects," said Port of Seattle Commissioner Sam Cho. "Bringing together these communities through StART allowed the brainstorming to start and that discussion turned into positive solutions addressing neighborhood impacts of the airport."

In addition, Spirit Airlines and Frontier Airlines received the top scores for Fly Quiet scoring criteria for 2021. Each took advantage of the low takeoff noise of the Airbus A320neo, consistently providing lower noise levels than other domestic carriers.

Four Criteria for Award

The Port uses four criteria to determine awards: the sound levels of their operations (utilizing four of the Port's noise monitors); success at flying within the noise abatement flight procedures; limiting late-night noise; and adhering to the airport's ground maintenance engine run-up regulations.

In addition, as part of the Port's Late Night Noise Limitation Program, airlines receive a penalty score if an operation exceeds an established noise threshold.

The awards annually recognize deserving airlines making significant contributions to reducing noise at SEA Airport in the last calendar year. Fly Quiet Awards are part of the avia-

tion division Sustainable Century Awards, an annual recognition of customers, tenants, and partners for outstanding accomplishments in the areas of environment and sustainability at SEA.

- Spirit Airlines was the top-scoring Fly Quiet airline for operations in 2021. The airline achieved remarkably low takeoff noise levels through the use of the quiet Airbus A320neo.

- Frontier Airlines was a high-scoring airline with consistently lower noise levels than other domestic carriers. They also operate the quiet Airbus A320neo aircraft.

- EVA Airways won the award as the most improved Fly Quiet scoring airline for operations in 2021. With a cooperative effort from the StART committee through the Late Night Noise Limitations Program, EVA took the proactive step to rotate in the quieter Boeing 787 ahead of their previous plans to help address community impacts.

In addition to the annual awards, the Port publishes quarterly data on the airlines with late-night operations that exceed noise thresholds during the quarter.

Boston Logan Airport

FAA FINDS NO SIGNIFICANT ENV. IMPACT FOR GPS APPROACHES

On May 4, the FAA released the Final Environmental Assessment (EA) for a new satellite-based approach procedure to Runway 4-Left at Boston Logan International Airport.

The EA found that the procedure would have no significant impact in any environmental category, including aviation noise.

The new procedure closely follows the path of the existing visual approach for Runway 4-Left. By providing vertical and lateral guidance to pilots and by enabling air traffic controllers to more precisely monitor arriving aircraft, planes stay in a more narrow approach path. It will also enhance safety and flight efficiency, especially in bad weather. When visibility is low, flights will be able to land on Runway 4-Left, helping to reduce delays that result in late-night arrivals at the airport. Currently, aircraft can land on the runway in only good weather.

FAA Part 150 Program

PROPOSED 150 FOR DULUTH UNDER REVIEW; NEMS FOR DULUTH, TRIAD, TAMPA APPROVED

In the April 5 *Federal Register*, FAA announced its determination that the noise exposure maps submitted by the Duluth (MN) Airport Authority for Duluth International Airport are in compliance with applicable requirements.

The FAA also announces that it is reviewing a proposed

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noise compatibility program that was submitted for DLH in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before October 8, 2022. The proposed Part 150 program is on the airport’s website.

In the May 5 *Federal Register*, FAA announced its determination that the noise exposure maps submitted by the Piedmont Triad (NC) Airport Authority for the Piedmont Triad International Airport are in compliance with applicable requirements.

In the April 22 *Federal Register*, FAA announced its determination that the Noise Exposure Maps (NEMs) submitted by the Hillsborough County (FL) Aviation Authority for Tampa International Airport under the provisions of the Aviation Safety and Noise Abatement Act and are in compliance with applicable requirements.

Grant Assurances, from p. 61 _____

garding grants provided to address noise and environmental impacts in communities.

“Grants to airports offer no flexibility to authentically address noise and community concerns, which calls for a new and better way to fund actual noise management and to address a reality, as well, that without better rules or more local controls, there is a conflict of interest for airports on environmental and community matters,” Landesmann and Gardner wrote.

The FAA said it “appreciates the commenters’ input but notes that this comment is outside the scope of this notice.” The agency referred the comment to the FAA Aviation Noise Ombudsman.

The second comment, submitted by Lee County Port Authority, operator of the Southwest Florida International Airport and Page Field in Fort Myers, FL, expressed concern about the addition of grant assurance 23, Exclusive Rights, to the list of assurances applicable to planning projects.

“The commenter misunderstands the purpose of the addition,” FAA said. “Airport planning grants are considered federal financial assistance under 2 CFR 200.40, and thus upon receipt of federal funds, the recipient is prohibited from granting an exclusive right for the use of the subject airport for an aeronautical activity under 49 U.S.C 40103(e) and 47107(a)(4). The FAA is not making any changes to grant assurance 23.”

For further information, contact Dave Cushing, Manager, Airports Financial Assistance Division, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, telephone (202) 267-8827; fax: (202) 267-5302.

AIRPORT NOISE REPORT

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

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Legislation

HOUSE T&I COMMITTEE APPROVES BILL TO ENABLE COMMUNITIES TO PLAN FOR AAM

On April 28, the House Transportation and Infrastructure Committee advanced bipartisan legislation to enable communities across the United States to plan for the emergence of advanced air mobility (AAM) vehicles in the national airspace.

The Advanced Aviation Infrastructure Modernization Act (H.R. 6270) passed the House Transportation and Infrastructure Committee by a final vote of 55 to 2 and now heads to the full House for consideration.

The legislation was introduced on Dec. 14, 2021, by Reps. Rick Larsen (D-WA) and Garret Graves (R-LA) – the Chairman and Ranking Member of the T&I Aviation Subcommittee – and by Rep. Dina Titus (D-NV).

The Advanced Aviation Infrastructure Modernization Act establishes a two-year pilot initiative that invests \$25 million in competitive grants for state, local and Tribal governments to develop and deploy AAM infrastructure.

The legislation would authorize \$12.5 million for each of fiscal years 2022 and 2023 to be appropriated for AAM infrastructure planning and development grants, which cannot exceed \$1 million each.

(Continued on p. 66)

Flight Path Modifications

SETTING EXPECTATIONS, DOCUMENTATION ARE KEY TO WORKING WITH COMMUNITIES

Aligning people's expectations regarding what is feasible – or not – in terms of modifying flight procedures to reduce aircraft noise is one of the key factors in airports working successfully with their communities, according to Sjoanna Knack, Program Manager for Airport Noise Mitigation at San Diego International Airport.

Also key to that success is providing documentation to communities on the airport's analysis of any proposals to reduce noise impact that were considered, including a written explanation of why the proposal was accepted for rejected, says Justin Cook, Senior Principal Aviation Specialist for the environmental consulting firm ESA.

Knack and Cook participated in a May 2 roundtable discussion on how San Diego International Airport helped facilitate a dialogue with local communities, the FAA, and airlines to evaluate the feasibility of flight procedure modifications to reduce noise impacts outside the CNEL 65 contour that occurred following FAA's implementation of the Southern California Metroplex plan in late 2016.

The roundtable was one of the highlights of the 2022 UC Davis Aviation Noise and Emissions Symposium, which was held May 1-3 at the Davis campus.

(Continued on p. 67)

In This Issue...

Legislation ... House T&I Committee approves bill that would establish a two-year pilot program to provide \$25 million in grants to help communities – and their airports, port authorities, and other subdivisions – develop and deploy AAM infrastructure - p. 65

UC Davis Symposium ... Lessons on successful community engagement learned from San Diego Int'l Airport's effort to evaluate community proposals to modify flight procedures - p. 65

AAM ... Joby Aviation says its full-size, pre-production, all-electric air taxi has successfully demonstrated its "revolutionary" low-noise profile following the completion of acoustic testing with NASA - p. 66

AIP Grants ... FAA issues first round of AIP grants in 2022; includes more than \$608 million in grants to 441 airports located in 46 states. Two grants are for airport noise mitigation - p. 69

Legislation, from p. 65

Entities that are eligible to receive these grants include state, local or Tribal governments including their political subdivisions, airports, transit agencies, port authorities, metropolitan planning organizations, or “any combination or consortium” of these entities. One of the uses of air taxis will be to fly airline passengers to and from airports.

The legislation would require entities receiving vertiport planning grants to submit to the Secretary of Transportation comprehensive plans that, among other things, may (but are not required to):

- Describe the potential environmental effects of planned construction or siting of public-use vertiports, including efforts to reduce the adverse effects of potential aviation noise; and
- Identify the process an eligible entity will undertake to ensure an adequate level of community engagement for planned public-use vertiport locations and planned or anticipated AAM operations, including engagement with underserved communities, individuals with disabilities, and racial and ethnic minorities, to address equity of access and other priorities.

“As Chair of the Aviation Subcommittee, I am focused on investing in an innovative aviation system that creates jobs and will last into the 2050s and beyond,” said Rep. Larsen. “My bipartisan bill enables communities to plan for the integration of the emergence of advanced air mobility vehicles, create jobs, reduce emissions and grow the nation’s leadership in the global aerospace industry.”

Support from Key Stakeholders

Several key aerospace stakeholders expressed their support for the bipartisan Advanced Aviation Infrastructure Modernization Act, including Joby Aviation, which praised the legislation as “a fantastic opportunity for cities and municipalities of all sizes to prepare for the transformative potential of advanced air mobility and the benefits it promises to bring to their communities.”

Key aerospace stakeholders that support the bipartisan legislation include:

- Aerospace Industries Association
- Aircraft Owners and Pilots Association
- Community Air Mobility Initiative
- General Aviation Manufacturers Association
- Helicopter Association International
- National Air Transportation Association
- National Association of Counties
- National Association of State Aviation Officials
- National Business Aviation Association
- National League of Cities
- Vertical Flight Society

AAM**JOBY CONFIRMS LOW NOISE FOOTPRINT AT END OF NASA TESTING**

Joby Aviation’s full-size pre-production all-electric air taxi has successfully demonstrated what the company calls its “revolutionary” low noise profile following the completion of acoustic testing with NASA, announced by Joby on May 10.

Following analysis of the data obtained over two weeks of testing as part of NASA’s Advanced Air Mobility National Campaign, Joby said its five-seat aircraft “was shown to have met the revolutionary low noise targets the company set for itself.”

The aircraft registered the equivalent of 45.2 A-weighted decibels (dBA) from an altitude of 1,640 feet (500 meters) at 100 knots airspeed, a sound level which Joby believes will barely be perceptible against the ambient environment of cities.

NASA engineers also measured the aircraft’s acoustic profile during planned take-off and landing profiles to be below 65 dBA, a noise level comparable to normal conversation, at a distance of 330 feet (100 meters) from the flight path.

“We’re thrilled to show the world just how quiet our aircraft is by working with NASA to take these measurements,” said Joe Ben Bevirt, Founder and CEO of Joby. “With an aircraft this quiet, we have the opportunity to completely rethink how we live and travel today, helping to make flight an everyday reality in and around cities. It’s a game-changer.”

All measurements were conducted using NASA’s Mobile Acoustics Facility, with more than 50 pressure ground-plate microphones placed in a grid array at Joby’s Electric Flight Base near Big Sur, CA.

To measure the Joby aircraft’s acoustic footprint during overhead flight, it flew over the grid array six times at an airspeed of 100 knots and a low altitude to measure as much of the aircraft’s noise above the background ambience as possible.

Data recorded from the field of omni-directional microphones was then processed by NASA into an “acoustic hemisphere,” representing the sound emission in all directions below the aircraft at a 100 ft radius. Joby then applied standard processing techniques for spherical spreading and atmospheric attenuation, resulting in an average free-field overhead flight acoustic reading of 45.2 dBA at 1,640 feet (500 meters).

Joby also conducted more than 20 take-off and landing tests above the grid array, using a variety of acceleration rates and climb angles to allow NASA to capture acoustics representative of likely operational procedures. This data will be used to adjust flight software and take-off and landing procedures for further low-noise optimization.

“From day one, the Joby aircraft was designed with acoustics in mind, with the number of propellers and blades, blade shape and radius, tip speeds, and disk loading of the

aircraft all selected to minimize its acoustics footprint and improve the character of the sound produced. Each of the six propellers can also individually adjust its tilt, rotational speed, and blade pitch to avoid blade-vortex interactions that contribute to the acoustic footprint of traditional helicopters,” the company said.

Joby’s piloted five-seat eVTOL aircraft can carry four passengers at speeds of up to 200 mph, with a maximum range of 150 miles on a single charge and zero operating emissions. With more than 10 years of development and over a thousand flight tests completed, Joby is targeting the launch of its aerial ridesharing service in 2024.

NASA Statement

“AAM will provide new air transportation options but, in order for these future-generation aircraft to share our skies, they must be quiet. NASA is working toward that goal, developing design tools manufacturers can use to reduce noise impacts,” the agency said in a May 10 statement.

The agency will use the Joby air taxi noise data to help the agency understand the vehicle’s performance characteristics and acoustics profiles, “as well as information that will help us develop modeling scenarios,” said Shivanjli Sharma, acting lead for the AAM National Campaign. “Not just one or two flights per day, but at the scale that we predict these vehicles will begin flying when used by the public.”

NASA’s teams will conduct similar testing during the next AAM National Campaign acoustic flight tests with industry partner California-based Wisk Aviation, which is seeking FAA certification of its four-seat eVTOL aircraft.

“According to community studies,” NASA said, “public concern with integrating AAM vehicles into the airspace commonly includes whether the vehicles will be too loud. NASA seeks to collect and analyze data from eVTOLs like Joby’s to ensure that the agency’s aircraft design tools correctly predict noise levels for these types of vehicles. With tools that predict noise correctly, manufacturers can design their vehicles for quiet operation in urban and rural areas.

“The data will also help define and optimize AAM routes and low-noise flight paths for community needs and assist the FAA in policy creation. Everything learned through these tests will inform the FAA’s ongoing work with operations and airspace integration.”

Both Joby and NASA will release further details on procedures and measurements in technical papers to be presented at industry conferences this summer. A similar process will be followed after other industry partner testing.

Flight Path Modifications, from p. 65

“Airport sponsors can’t stick their heads in the sand when communities express concerns about flight paths,” Knack told the symposium. “It is our job,” she said, to look at data, at trends, where households are filing complaints, where aircraft are flying to determine why the community is complaining.

Following FAA’s implementation of its SoCal Metroplex project, there was a significant uptick in complaints and anger in the community, Knack explained. “We saw an opportunity to update our Part 150 Program but most of the complaints were coming from outside the 65 DNL.” Luckily, the airport had the funds to conduct a separate flight procedures study to analyze what was going on with noise impact beyond the 65 DNL contour.

The first step was to establish a well-balanced committee to look at flight procedures that included representatives of all affected communities, several airlines, FAA’s air traffic office, Steve Smith of Ricondo & Associates who had direct experience working with FAA on the SoCal Metroplex project, and members of the Airport Noise Advisory Committee (ANAC). The flight procedures study committee made recommendations to ANAC for action by the Airport Authority Board.

Knack said the first 15 minutes of every meeting held by the flight procedures study committee was spent on aligning expectations.

“We would not look at proposals that would affect operational procedures at the airport. We would not go backwards,” she stressed. A lot of time was spent asking communities on the committee what their ultimate goal was in terms of noise reduction. Over the course of several years, some 20 different proposals were analyzed to determine if they were feasible. Of the four proposals eventually submitted to the FAA for consideration, one was rejected due to airspace constraints, two are still under review, and one is expected to be accepted, Knack said.

“Not all communities walked away quieter but all felt heard and understood why changes were not feasible,” she told the symposium.

Documentation Is Crucial

ESA’s Cook told the symposium that documentation was critical to the success of the effort at San Diego to assess community proposals to reduce noise impact.

It is really important to document what you analyzed and what the questions were; to provide responses in writing to each alternative considered and the reasons it didn’t work. Maybe down the road PBN advancements may make some alternative that was rejected viable and the community will have the documentation to support it, he explained.

Cook said the committee did not impose a threshold for the amount of noise reduction a proposal would provide. Even if the proposal would provide only 1 dB it was assessed as long as it did not increase noise in another community.

Attorney Eric Pilsk with the lawfirm Kaplan Kirsch & Rockwell, told the symposium that airports and local governments have only limited ability to affect flight procedures. Their authority is limited to land use controls and zoning, he explained.

He urged airports working with communities to propose airspace changes to be aware of the different stakeholders involved in airspace changes, the roles they play, and the influence they have over one another. And he warned stakeholders contemplating litigation over participating on committees to find ways to reduce noise impact that “winning lawsuits doesn’t necessarily get you the changes you want.”

Trust Is Key, FAA Official Says

Beth White, Senior Strategist for Public and Industry Engagement at FAA’s Air Traffic Organization in Washington, DC, said the most important factor in community engagement is trust. She listed what she considers the three keys to successful community engagement of airspace changes:

- Stakeholder collaboration and determining what stakeholders should be involved;
- Setting clear expectations: This is not easy, White said. You need to find the line that does not frustrate people but is still open to talking to them;
- Need to look forward and not back: “FAA realizes that our [community] outreach and engagement on other [airspace] projects was not sufficient,” White said, but stressed that the agency has “pivoted” and now engages earlier and more often with communities.

“It is best to talk about where we are going; not where we have been,” she asserted, emphasizing that FAA has committed to using its people – which she called a “tremendous resource” – to the community engagement process.

White defended the FAA’s decision to work only with airport/community roundtables to find ways to reduce the noise impact of its airspace changes. Grassroots community groups want the FAA to reach out beyond roundtables for their input on airspace changes.

“The reason why we really work with roundtables is because we don’t want to move a procedure from one community to another community. Bringing all affected communities together – even for discussion of [flight path] dispersion – or procedures that FAA could do that have elements of dispersion in them – has to be the community as a whole saying it seems fair. And we are willing to have that conversation but it has to be that a community as a whole comes forward.

“I have heard that some neighborhoods are not [included formally] on roundtables. It does not mean they cannot be part of the process,” White told the symposium.

Asked by someone in the audience how trust between FAA and communities can expand looking forward when the agency is increasing its use of Categorical Exclusions (CATEXs) (the lowest level of NEPA review which does not require community engagement) to assess the environmental impact of airspace changes, and when the agency has made no progress of developing better noise metrics.

“We have changed and the [community engagement] process is different; we are there,” the FAA official insisted. “We are at this conference, on roundtables; there is a different conversation happening.” White said she is not asking people to ignore the past but to look forward ... we are continuing to have a dialogue as a way to get to positive solutions ... we are not going to walk away from the table.”

Four Flight Procedures Submitted to FAA

Following is a summary of the four procedures developed by the San Diego International Airport’s flight procedures committee that were submitted to the FAA and their status:

- To increase compliance with early turns over Point Loma, a seaside community within the City of San Diego, the committee recommended that FAA make two airspace changes at certain points. That request was sent to the FAA on behalf of ANAC on Aug. 19, 2019, with a response back to from the FAA on Nov. 5, 2019, stating it was not feasible.

- To extend where aircraft turn and to reduce noise in the communities of La Jolla, Pacific Beach, Mission Beach, Ocean Beach and Point Loma, the committee requested amendment to ZZOOO RNAV SID (Departures to Eastern destinations) to move JETTI waypoint out two miles. This procedure was approved by ANAC in June of 2019 and submitted in the FAA’s Instrument Flight Procedures (IFP) Information Gateway (location to request flight procedure changes) on behalf of ANAC on August 19, 2019. The procedure is scheduled for publication in July of 2022.

- To reduce noise in La Jolla, Pacific Beach and Mission Beach during nighttime hours, the committee asked FAA to create a new RNAV departure to fly initial PADRZ heading and then add a new waypoint to fly aircraft further away from the shoreline. This request was determined feasible for nighttime hours only and approved by ANAC on May 5, 2021, and submitted to the FAA on May 26, 2021. The FAA is still reviewing this request.

- To reduce noise in Point Loma, Ocean Beach and La Jolla (from aircraft taken off course) during nighttime hours, the committee asked FAA to create a new RNAV departure with an Airport Traffic Control Tower issued heading as an initial leg to maintain current dispersion from 290-degree nighttime heading and then add a new waypoint where aircraft join a similar route as ZZOOO SID. This request was determined feasible for nighttime hours only and approved by ANAC on May 5, 2021, and submitted to the FAA on May 26, 2021.

Knack said that the flight procedures study took approximately one year to complete and an additional year was needed to complete the Part 150 update study.

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AIP Grants

FAA ISSUES FIRST ROUND OF AIP GRANT AWARDS FOR 2022; TWO AIRPORTS GET NOISE MITIGATION GRANTS

On May 14, FAA announced the first round of Airport Improvement Program (AIP) grants for 2022. It includes more than \$608 million in grants to 441 airports located in 46 states, American Samoa, and the Northern Mariana Islands.

Two of these grants were for airport noise mitigation efforts:

- Alexandria, LA, International Airport received a \$3.5 million grant to purchase 15 homes in the 65 DNL contour and to relocate 40 residents adversely impacted by aircraft noise. This project will benefit owners and tenants living near the airport, FAA said, and demonstrates the Biden-Harris administration's commitment to equity and environmental sustainability;

- Martha's Vinyard Airport in Massachusetts received a \$584,937 grant to conduct a Part 150 Airport Noise Compatibility Plan study.

This first round of 2022 AIP funding is in addition to the \$20 billion the Bipartisan Infrastructure Law invests in U.S. airports, FAA said.

"In communities of all sizes, airports are vital to regional economies, sustaining jobs and getting people and goods where they need to go," said U.S. Transportation Secretary Pete Buttigieg. "These Airport Improvement Program grants will help make airports better, safer, and more accessible, so they can better serve people in every community for decades to come."

"We're investing \$608 million in airports across America so communities big and small can continue to safely and efficiently connect with the rest of the world," said FAA Associate Administrator of Airports Shannetta Griffin.

General aviation airports will receive more than half of these first grants, with 272 grants in amounts ranging from \$38,680 to more than \$4.6 million. General aviation airports are vital to communities and the aviation industry. They are where pilots are trained, emergency medical services take off and land, and rural communities are connected to daily commerce, FAA said.

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

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Legislation

BILL REINTRODUCED TO BRING ENV. RELIEF TO RESIDENTS NEAR AIRPORTS, FLIGHTPATHS

On May 19, Rep. Adam Smith (D-WA), reintroduced the *Aviation Impacted Communities Act* (H.R. 7853), which would help address aviation-related noise and emissions pollution experienced by communities near airports and flight paths. Text of the bill is at <https://adamsmith.house.gov> under "News."

Rep. Smith introduced bills with the same name in 2018 and 2020 but they did not get out of the House Transportation & Infrastructure Committee. The legislation would:

- Establish a new "aviation impacted communities" designation for areas suffering from excessive noise or environmental impacts.
- Establish a process to bring together airport operators, designated community leaders, public health and environmental experts, and the FAA to discuss solutions.
- Require that appropriate FAA representatives attend community board meetings and respond to community questions and concerns about issues involving aviation or the FAA when requested.

(Continued on p. 75)

GAO

PUBLIC ACCEPTANCE OF EVTOL NOISE IS KEY REMAINING OBSTACLE FOR AAM INDUSTRY

Stakeholders interviewed by the U.S. Government Accountability Office identified public acceptance of the noise produced by eVTOL aircraft as a key remaining obstacle for the Advanced Air Mobility (AAM) industry to surmount.

On May 9, GAO issued a report, *Transforming Aviation: Stakeholders Identified Issues to Address for Advanced Air Mobility* (GAO-22-105020) in which 36 stakeholders described a number of issues that will have to be addressed by industry and the federal government before AAM operations can be widely implemented.

GAO interviewed 36 stakeholders, including officials at FAA, NASA, and the U.S. Air Force as well as officials of the following seven state and local governments and standards organizations that establish rules and standards for AAM: the American Society of Testing and Materials, the City of Los Angeles, the National Association of State Aviation Officials, the National League of Cities, and the Departments of Transportation for the states of Kansas, Ohio, and Washington.

The issues identified by these stakeholders as key to the success of AAM are:

- Approving new aircraft designs: AAM aircraft incorporate many new features

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In This Issue...

Legislation ... Rep. Adam Smith (D-WA) reintroduces the *Aviation Impacted Communities Act* to mitigate aircraft noise and emissions in designated communities near airports and under noisy flight paths - p. 74

Advanced Air Mobility ... Public acceptance of eVTOL noise is one of the key remaining obstacles for the AAM industry to surmount, stakeholders tell GAO in new report - p. 74

... Urban Movement Labs, Inc. in Los Angeles partners with Overair eVTOL company to bring urban air mobility to the greater Los Angeles metropolitan area; will study noise impact of eVTOL vehicles, support community engagement efforts - p. 75

Military Aircraft ... Arizona Rep. Raul Grijalva expresses concern about noise and other environmental impacts of proposal to expand USAF flight training areas in Arizona - p. 75

Legislation, from p. 75

- Allow communities to petition the FAA for comprehensive impact studies and require that the FAA develop action plans to respond to communities' concerns and the recommendations for mitigation provided in the impact studies.
- Expand the availability of mitigation funding for aviation impacted communities outside of the current 65 day-night average sound level (DNL) contours.
- Provides \$750 million over 10 years in grants for noise mitigation in designated communities for residences, hospitals, nursing homes, adult or child day care centers, schools, places of worship, or other impacted facilities identified in a community assessment.
- Establish a sustainable ongoing revenue stream for relief efforts/noise insulation in the bill through funding from increases in revenue to the Airport and Airways Trust Fund.

Relief for Burdened Communities

"Across the country, communities near airports and air-flight pathways are burdened with high concentrations of noise and emissions pollution, which can result in serious public health and environmental consequences. Far too often, these consequences disproportionately fall on low-income communities and communities of color," said Congressman Smith.

"Residents in aviation impacted communities - like my constituents who call Washington's Ninth District home - should not be left to deal with these challenges on their own. The *Aviation Impacted Communities Act* would allow residents to bring their concerns directly to the Federal Aviation Administration, creating a platform to develop effective solutions to mitigate the harmful effects of commercial aviation-related activity in an equitable way."

Rep. Smith said that in recent years some communities have come to experience an increased and disproportionate share of noise and other environmental impacts stemming from commercial aviation. The concerns of residents of these impacted areas are not being adequately addressed.

The *Aviation Impacted Communities Act* seeks to help localities, neighborhoods, and community members to more effectively and productively engage with the FAA, he stressed. "This legislation would require that the FAA interface directly with, and be responsive to, residents and locally nominated leaders on issues of aviation noise and environmental impacts. Through the creation of community boards, affected areas will be empowered to effectively work toward achieving relief from the impacts of civil and commercial aviation.

"The burden of airplane noise and environmental impacts should not fall disproportionately on any single group, neighborhood, or community. This bill will help to bring some relief by streamlining the FAA's engagement processes, allowing residents to directly bring their concerns to the FAA and airport operators, comprehensively assessing the effects of aviation in a given area, and seek mitigation for those impacts," he said.

UAM**LAB PARTNERS WITH OVERAIR TO BOLSTER E-VTOL USE IN L.A.**

On May 17, Urban Movement Labs, Inc. (UML) announced a new partnership with Overair, an electric vertical takeoff and landing (eVTOL) company, to bring urban air mobility to the greater Los Angeles metro area.

UML is a company that accelerates and tests ideas to solve some of the critical transportation issues in Los Angeles.

Overair joins a growing Urban Air Mobility Partnership led by UML that will focus on community, government, and industry engagement to ensure a collaborative approach to implementing safe, equitable, convenient, and sustainable urban air mobility technology.

Overair will work with UML and the Urban Air Mobility Partnership to explore operational and infrastructure development considerations. Additionally, Overair will help study the noise impacts of eVTOL vehicles and support community engagement efforts to plan workforce and economic development opportunities within the new UAM industry.

Overair said it aims to position its groundbreaking eVTOL vehicle "Butterfly" as an alternative transportation choice within metropolitan areas. Each Butterfly will carry up to six people (five passengers and a pilot), or 1,100 pounds of cargo, and will be able to travel distances of approximately 100 miles and speeds up to 200 mph while being powered by clean all-electric propulsion. Based in Orange County, California, Overair's rapidly growing team plans to initiate commercial operations in 2026.

"Our partnership with Urban Movement Labs is a step forward on our path to future operations," said Ben Tigner, CEO, and Co-Founder of Overair. "The Los Angeles metro area can benefit greatly from advanced air mobility, given the increased travel times in Southern California on a daily basis. Working together with UML on planning efforts grounded in community engagement, we're on the path to providing reliable, affordable, equitable, and sustainable transportation options to the city of Los Angeles and surrounding areas."

Military Aircraft**AZ REP. CONCERNED ABOUT EXPANSION OF USAF TRAINING AREAS**

Arizona Rep. Raul Grijalva (D) sent a letter to the U.S. Air Force (USAF) Arizona Regional Airspace Environmental Impact Statement (EIS) team on May 16 expressing his concerns regarding proposed changes to expand USAF flight training areas in Arizona that will permit military aircraft to fly lower, practice later at night, and cover more territory.

The congressman told the USAF that the expanded flight training missions will have impacts on tribal communities,

public health, and the environment. He wrote:

"I write to express my concerns with the Notice of Intent to Prepare an Environmental Impact Statement for Regional Special Use Airspace Optimization to Support Air Force Missions in Arizona. The changes to large flight training areas in Arizona and New Mexico, including my Congressional District, outlined in the Proposed Action by the U.S. Air Force will authorize military aircraft to fly lower, practice later at night, and cover more territory.

"As described in the Proposed Action, these policy shifts would have lasting impacts on dozens of communities, Tribal lands, and millions of acres of public lands. With this broad range of impacts in mind, I share many of the concerns expressed by my constituents since this proposal was first announced."

He also stressed that "there are significant concerns about the increased noise that these actions would cause. This region is already exposed to higher amounts of noise pollution due to current Air Force operations. Public Health experts and scientists have linked noise pollution directly to hearing loss, high blood pressure, heart attacks and strokes. As this process moves forward, the Air Force EIS must include an assessment on the impacts of noise, including sonic booms.

"In addition to the impacts on the human environment in Arizona, the Proposed Action will result in significant environmental impacts that need to be considered as this process moves forward. For example, the sweeping and dramatic effects on our state's millions of acres of public land is a critical matter. Public land is part of what makes Southern Arizona such a desirable to live. These natural areas support clean air, provide clean water and habitat for an abundant array wildlife, many of which are threatened or engaged.

"In this regard, the proposed use of Chaff over Arizona airspace that includes Congressionally designated wilderness areas and other sensitive ecosystems is particularly alarming. The release of fiberglass material that will inevitably fall to the ground is a potential pollution risks that should be avoided. Moreover, the use of flares at lower elevations could exacerbate the risk of wildfire in arid regions which is why it's important for the Air Force to comprehensively assess and address wildfire risks.

[Chaff consists of small fibers that reflect radar signals and, when dispensed in large quantities from aircraft, form a cloud that temporarily hides the aircraft from radar detection. The two major types of military chaff in use are aluminum foil and aluminum-coated glass fibers.]

"While I appreciate the pandemic-related precautionary measures that were implemented to protect the health and safety of the public and team members during public meetings, I am disappointed in the lack of greater outreach to the general public that may be adversely impacted by these proposals. This is especially acute in Tucson which houses Davis-Monthan Air Force Base.

"People most impacted by these proposals must have a meaningful opportunity to participate in the planning process. In addition, there was no virtual meeting request apart from

the pre-recorded virtual presentation which prevents individuals from being able to directly ask Air Force representatives questions as was possible during the open house format."

Grijalva told the USAF EIS team that he awaits a response from them regarding his concerns.

GAO Report, from p. 75

like electric propulsion and vertical flight capabilities that the Federal Aviation Administration's (FAA) regulations do not yet cover;

- Fostering public acceptance of AAM: The AAM industry will need to show that these aircraft are safe, reliable, and quiet, and that operations are commercially viable to support development and growth of the industry; and
- Developing new ground infrastructure: Standards for developing landing facilities and the electrical infrastructure to support the large quantities of electricity needed to charge aircraft batteries have not yet been developed.

eVTOL Noise

In terms of eVTOL noise, GAO wrote in its report:

"FAA and NASA officials, and many of the stakeholders we spoke with, said that for the AAM industry to succeed, it will need to convince the public that AAM operations are safe, reliable, quiet, and equitable. For example, many of the stakeholders who discussed community engagement identified getting the public to accept the noise produced by eVTOL aircraft as a key remaining obstacle for the AAM industry.

"They said that the AAM industry is planning operations such as urban air taxis, which are planned to take place in closer proximity to homes, neighborhoods, and businesses than traditional aviation services, and which will require greater consideration for noise.

"In 2021 we reported that noise from helicopters – the aircraft with flight profiles most similar to eVTOL aircraft – can expose the public to a variety of potentially negative effects, ranging from annoyance to more serious medical problems such as sleep disruptions and cardiovascular disease.

"Although AAM companies have stated that the electric motors used on eVTOL aircraft are significantly quieter than traditional internal combustion engines, these aircraft will still have rapidly spinning propellers, and it is not yet known how much noise they will produce.

"In addition, some stakeholders identified public perceptions regarding the safety of eVTOL aircraft as vital to community acceptance. They noted that the public has never seen these aircraft in operation, and acceptance of large numbers operating in close proximity to people and buildings will require a concerted effort on the part of industry and government to show these aircraft's safety by demonstrating safe, reliable operations."

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Ways to Work with Communities

GAO said that the stakeholders it interviewed suggested a number of ways for the industry and federal government to work with communities to improve the public’s perception of AAM operations.

“First, they said that demonstrating safe, reliable, and beneficial operations early on would be important to developing public [acceptance]. Also, a few other stakeholders said that to avoid a public perception of AAM services as a luxury item for the wealthy, the AAM industry must engage with local stakeholders to ensure that services are integrated with other local transportation options and located to ensure equitable access to services and exposure to adverse effects.

“While AAM operations can potentially complement existing transportation services, stakeholders said that providers need to work closely with local officials to ensure that AAM is integral to a transportation system as opposed to a stand-alone service.

“Others suggested FAA help the AAM industry engage with the community. We have found that such an approach can bolster public acceptance in areas such as airspace redesigns in various large metro areas. Specifically, we reported in 2021 that in 2013 and 2014 that FAA only consulted with local airport officials before implementing significant changes to local area flight patterns, known as “metroplex” projects. This approach resulted in community concerns not being addressed and litigation. Since the initial metroplex projects, FAA has expanded its outreach to include briefings for local elected officials, public workshops, and the development of a community involvement plan for each project.

“Stakeholders we spoke with said that FAA’s expanded outreach could be a model for how FAA can approach integration of AAM operations into local areas. Nevertheless, in 2021, we found that FAA could still improve its guidance for how it engages with communities before and after it implements a change.

“Regarding AAM development, FAA officials agreed that the strategy used in those projects could be a useful model for community engagement. They added that FAA also plans to use the offices of its regional administrators to leverage existing relationships with local associations and other groups as the agency develops plans for integrating AAM operations.”

The Consolidated Appropriations Act of 2021 included a provision requiring GAO to conduct a study of the AAM industry’s workforce needs, including stakeholders’ views on issues the AAM industry needs to address before implementing widespread AAM operations.

AIRPORT NOISE REPORT

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MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Sarah C. Yenson, Senior Consultant
Eugene M. Reindel, Director
Date: April 1, 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 one update at SFO, one update at OAK, and one update at SJC during this cycle. The next publication is expected on April 21, 2022.

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:

- SILENT THREE DEPARTURE at OAK
 - Publication Date changed to September 8, 2022
- TIPP TOE VISUAL RWY 28L/R, AMDT 3 at SFO
 - Status changed to Published
 - Publication Date changed to March 24, 2022
- SILENT THREE at SJC
 - Status change to Under Development
 - Publication Date of September 8, 2022

Open Comment Periods:

- None

Next Publication:

We expect the following updates in the April 21, 2022 publication:

- SJC
 - RNAV (RNP) Z RWY 12L, AMDT 2B
 - Currently Awaiting Publication
 - Publication Date of March 24, 2022
 - RNAV (RNP) Z RWY 12R, AMDT 3B
 - Currently Awaiting Publication
 - Publication Date of March 24, 2022



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Jason R. Stoddard, Airspace Analyst
Sarah C. Yenson, Senior Consultant
Eugene M. Reindel, Director

Date: May 25, 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 one update at SFO, and one update at OAK. One comment period at SJC is currently open. The next publication is expected on June 16, 2022.

Important Terms and Items:

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

Updates:

- ILS or LOC RWY 28R AMDT 15B at SFO
 - Status changed to Published
 - Publication Date of May 19, 2022
 - This was an abbreviated amendment which removed the inner marker (IM) from the procedure due to decommissioning

- SILENT THREE DEPARTURE at OAK
 - Status change to Awaiting Publication
 - Publication Date of September 8, 2022

Open Comment Periods:

- STAR SILCN SIX(RNAV) at SJC
 - Comment period ends June 9, 2022
 - Changes:
 - Changed altitude crossing restriction at WLSSN from at or above 8000 to between 8000 and 11000
 - Changed altitude crossing restriction at GSTEE from at or above 4200 to between 4200 and 7200
 - Removed ZORSA from runway 12L/R transition
 - Changed HITIR from FLYBY to FLYOVER waypoint with a 306-degree heading
 - Raised minimum enroute altitude from TROXX to SILCN from 1400 to 1500
 - Changed runway 30L/R arrival route description to: Expect assigned instrument approach or radar vectors to final approach course
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20\(%20KSJC\)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20SILCN%20SIX%20\(RNAV\)&procedureName=STAR%20SILCN%20SIX%20\(RNAV\)&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SJC%20(%20KSJC)%20NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL,%20SAN%20JOSE,%20CA%20-%20STAR%20SILCN%20SIX%20(RNAV)&procedureName=STAR%20SILCN%20SIX%20(RNAV)&airportCode=%20SJC&airportName=NORMAN%20Y%20MINETA%20SAN%20JOSE%20INTL&airportState=CA)

Next Publication:

We do not expect any updates in the June 16, 2022, publication.