



Meeting Agenda

Regular Meeting

Meeting No. 339
Wednesday, August 3, 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

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. Approval of Draft Minutes
 - a. February 10, 2022 Special Meeting pg. 7
 - b. April 1, 2022 Regular Meeting pg. 10
 - c. June 2, 2022 Regular Meeting pg. 15

2. Airport Director's Reports pg. 20
 - May 2022



3. Approval of Resolution 22-05: Findings Allowing Continued Remote Meetings Under Brown Act pg. 26

REGULAR AGENDA

Public Comment received on Regular Agenda items prior to action.

4. Accept New Member – City of East Palo Alto & Update Bylaws to Reflect New Member(s) pg. 31
Kathleen Wentworth, Roundtable Coordinator

PRESENTATIONS

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

5. Chairman’s Update
Sam Hindi, Roundtable Chairperson

6. Airport Director Update
Ivar Satero, Airport Director

a. SFO Noise Office Action Plan Update pg. 73
Bert Ganoung, Noise Office Manager

7. Subcommittee Updates

a. Technical Working Group Meeting of July 8, 2022 pg. 83
Sam Hindi, Subcommittee Chairperson

b. Ground-Based Noise Meeting of July 21, 2022 pg. 85
Ann Schneider, Subcommittee Chairperson

c. Legislative Subcommittee pg. 88
Al Royse, Subcommittee Chairperson

MEETING CLOSURE

8. Member Communications / Announcements
Roundtable Members and Staff

9. Adjourn
Sam Hindi, Roundtable Chairperson

Information Only

- i. HMMH FAA IFP Information Gateway Review – June & July 2022 pg. 90
- ii. SFO Letter RE: Proposed Transit-Oriented Communities Policy 6/23/2022 pg. 95
- iii. FAA Letter RE: Concerns regarding the Remaining Tanforan Redevelopment Project pg. 109
(5/28/2022)

****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:

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Written Comments:

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

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

Spoken Comments:

Spoken public comments will be accepted during the 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 August 3, 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

July 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

Kathleen Wentworth, Roundtable Coordinator

Angela Montes, Roundtable Administrative Secretary

Gene Reindel, Technical Consultant (HMMH)

SFO AIRPORT NOISE OFFICE STAFF

Nupur Sinha, Director of Planning & Environmental Affairs

Bert Ganoung, Aircraft Noise Office Manager

SFO Airport/Community Roundtable

Meeting No. 335 Minutes

Wednesday, February 2, 2022

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

Roundtable Chairperson, Sam Hindi, called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 5:30 p.m., via teleconference. Interim Roundtable Coordinator, Doreen Stockdale called the roll. A quorum (at least 13 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Ahsha Safai – City and County of San Francisco Board of Supervisors(*joined after roll call*)
Ivar Satero – City and County of San Francisco Airport Commission
Dave Pine – County of San Mateo Board of Supervisors
Tom McCune – City of Belmont
Terry O’Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
John Goodwin – Town of Colma
Pamela DiGiovanni – City of Daly City
Sam Hindi – City of Foster City
Harvey Rarback – City of Half Moon Bay
Al Royse – Town of Hillsborough
Cecilia Taylor -- City of Menlo Park
Ann Schneider – City of Millbrae
Mike O’Neill – City of Pacifica
Jeff Aalfs – Town of Portola Valley
Jeff Gee – City of Redwood City
Tom Hamilton – City of San Bruno
John Carvell – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Mayor’s Office
C/CAG Airport Land Use Committee (ALUC)
Town of Atherton
City of San Carlos
City of San Mateo
City of South San Francisco

ROUNDTABLE STAFF

Doreen Stockdale – Interim Roundtable Coordinator
Eugene Reindel – Roundtable Technical Consultant (HMMH)
Lisa Aozasa – County of San Mateo, Planning & Building, Deputy Director
Angela Montes Cardenas – Roundtable Administrative Secretary
Janneth Lujan – County of San Mateo, Planning and Building Executive Secretary

ADDITIONAL ATTENDEE’S PRESENT

Linda Wolin – Senior Legislative Aide to Supervisor Dave Pine
Lauren Chung – Legislative Aide to Supervisor Ahsha Safai
Kathleen Wentworth – Senior Advisor to Congresswoman Jackie Speier
Brian Perkins – Senior Policy Advisor to Congresswoman Jackie Speier

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung –SFO Aircraft Noise Office Manager

Public Comments for Items NOT on the Agenda

Chairman Hindi opened and closed public comments. None were received.

Action to set Agenda

Chairman Hindi opened public comment.

Mark Shull from Palo Alto
Rodney Fong from San Francisco Chamber of Commerce
Papia Gambalin from United Airlines
Cassandra Costello from SF Travel Association
Liz Lopez from San Francisco
Jennifer

Brian Perkins from Congresswoman Speier's office urge the membership to approve the procedure.

Chairman Hindi closed public comment.

ACTION: Ann Schneider **MOVED** to set agenda. The motion was seconded by Jeff Gee and **CARRIED**, roll call vote passed.

1. Move to Support the FAA's Implementation of the Proposed Change to the NIITE/HUSSH Departure Procedure (Option 1) AND Commencement of Work on Option 2 to Extend the Hours of the Procedure

Supervisor Safai voiced his support for option 2.

Chairman Hindi noted that it is unknown if option 2 will be feasible and if it is implemented it will take some time. Option 1 will commence 90 days after FAA receives letter of support from SFORT. There has to be a balance with economics and quality of life for residents.

Chairman Hindi opened public comments on item 1.

Jennifer

Chairman Hindi closed public comments on item 1.

ACTION: Ricardo Ortiz **MOVED** to approve the FAA's Implementation of the Proposed Change to the NIITE/HUSSH Departure Procedure (Option 1) AND Commencement of Work on Option 2 to Extend the Hours of the Procedure. The motion was seconded by Pamela DiGiovanni and **CARRIED**, roll call vote passed.

Chairman Hindi thanked staff, FAA and SFO for their cooperation. He thanked former Chairman Ortiz on his work on this procedure. Additionally, he thanked the office of Congresswoman Speier and HMMH for their collaboration.

2. Adjourn

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Chairman Hindi adjourned the meeting at approximately 6:05 p.m.

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

SFO Airport/Community Roundtable

Meeting No. 337 Minutes

Wednesday, April 6, 2022

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

Roundtable Chairperson, Sam Hindi, called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:00 p.m., via teleconference. Interim Roundtable Coordinator, Doreen Stockdale called the roll. A quorum (at least 13 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Doug Yakel – City and County of San Francisco Airport Commission
Dave Pine – County of San Mateo Board of Supervisors
Carol Ford – C/CAG Airport Land Use Committee (ALUC)
Bill Widmer – Town of Atherton
Ricardo Ortiz – City of Burlingame
John Goodwin – Town of Colma
Pamela DiGiovanni – City of Daly City
Sam Hindi – City of Foster City
Al Royse – Town of Hillsborough
Cecilia Taylor -- City of Menlo Park
Ann Schneider – City of Millbrae
Jeff Gee – City of Redwood City
Tom Hamilton – City of San Bruno
John Carvell – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor's Office
City of Belmont
City of Brisbane
City of Half Moon Bay
City of Pacifica
Town of Portola Valley
City of San Carlos
City of San Mateo
City of South San Francisco

ROUNDTABLE STAFF

Doreen Stockdale – Interim Roundtable Coordinator
Eugene Reindel – Roundtable Technical Consultant (HMMH)
Lisa Aozasa – County of San Mateo, Planning & Building, Deputy Director
Angela Montes Cardenas – Roundtable Administrative Secretary
Janneth Lujan – County of San Mateo, Planning and Building Executive Secretary

ADDITIONAL ATTENDEES PRESENT

Linda Wolin – Senior Legislative Aide to Supervisor Dave Pine
Lauren Chung – Legislative Aide to Supervisor Ahsha Safai
Brian Perkins – Senior Policy Advisor to Congresswoman Jackie Speier

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager

FAA STAFF

Alana Jaress – Community Engagement Officer

Public Comments for Items NOT on the Agenda (00:04:28)

Chairman Hindi opened public comments.

Darlene Yaplee from Palo Alto

Chairman Hindi closed public comments.

Action to set Agenda and to Approve Consent Items 1-3 (00:19:30)

Chairman Hindi open and closed public comments for consent items, no comments were received.

Member Schneider said Director's Reports do not reflect the type of noise her residents experience and said she will vote no on item 1.

ACTION: Al Royse **MOVED** to set agenda and to approve consent items 1-3, The motion was seconded by Bill Widmer and **CARRIED**, roll call vote passed. (NAYS: Ann Schneider on item 1)

4. Ground Based Augmentation System Noise Measurement Report – HMMH Review (00:10:38)

Technical Consultant, Gene Reindel gave a presentation to the membership on the information that had been presented at the past two Technical Working Group subcommittee meetings. He presented HMMH's review of the proposed GLS innovation approach procedures at SFO. He outlined that the review included nine proposed GLS innovative approach procedures reviewed and SFO noise measurement report results. He clarified that the HMMH presentation was a review summary, but the work was not done by HMMH.

He summarized the procedures that were reviewed. He noted that more information about all the procedures may be found on SFO's website. He said that the purpose of the HMMH review was to affirm/not affirm the Airport's assertions regarding changes to noise, to identify potential procedural changes that would provide further noise reductions and to advise the Roundtable on procedure acceptance.

He summarized the GLS procedure review methodology as presented by SFO. He noted that SFO conducted test flights that occurred December 2, 2021 and December 16, 2021. He shared a table and outlined the approach number, date/time, procedure, flaps, speed brakes, landing gear per approach. He said that the report showed a comparison of the measured noise levels produced by non-GLS approaches to those produced by GLS Innovative Approaches.

Mr. Reindel summarized HMMH's conclusions from noise measurements of procedures to the membership. He noted which airlines flew the approaches. He specified that based on measurements not all RNAV were necessarily quieter, and he continued to share HMMH's conclusion. He said that while not statistically valid with the small sample size, the GBAS approaches, as predicted, were, on average, measured quieter than the standard approaches flown.

He continued to give a summary of HMMH's conclusions. He noted that HMMH agreed with the Airport's conclusions regarding expected changes to noise as a result of the proposed Innovative GLS Approach Procedure. He suggested that the Roundtable support the Airport's implementation of the following nine GBAS procedures:

- Group A: BBAYY Runway 28R (1)
- Group B: Bridge Visual and Tipp Toe Visual (4)
- Group C: GLS-R (2)
- Group E: GLS-A Runway 10L/R (2)

In response to Vice Chairman Royse's question, Mr. Reindel noted that there were tests that were louder. He said on average they were quieter, but there were events at some of the sites that were higher than non-GLS approach. He noted that some were noticeably louder and some were noticeably quieter, so on average they were quieter. Mr. Reindel also addressed Vice Chair Royse's question on weather conditions. Vice Chair Royse asked if HMMH had looked at the study that Palo Alto conducted that yielded different results that what SFO state in their report. Mr. Reindel clarified that he does not think the results were disconnected. He noted that there were events that were higher and agreed that there was not a statistically sound sample. He said a month's worth of data is needed to really understand the change.

In response to member Widmer, Paul Hannah, [insert his title], noted that weight of aircraft will have factors but use of breaks/flaps is dependent on the energy of the aircraft.

Member Gee asked how many flights would it take to get a better feel that this would really make a difference. Mr. Reindel noted that it may take months of data and definitely more than 12 flights. He also thanked United Airlines for allowing these flights to happen. Mr. Gee said if the Roundtable approves this, he would expect to see data that ensures the approaches are quieter. Mr. Ganoung confirmed that SFO is looking at what needs to be done going forward. Mr. Yakel added that what is being achieved is critical and methodology will be set up to ensure what is designed is actually doing good. He said that this is six years of work, and after submitting proposed procedures for evaluation to FAA, it may take 18-30 months to be approved by FAA.

Chairman Hindi noted that his concern is with the process of implementation. Mr. Hannah explained the technical process for implementation. Chairman Hindi echoed Member Gee's comments on regular reporting to the Roundtable.

Member Schneider stated what was an advantage and her concerns on the approaches. She said that ultimately, she thinks SFO will have cumulated noise more often. She said she supports this, but Millbrae has an agreement with SFO that they have not lived up to.

In response to Member Taylor, Mr. Ganoung noted that all arrivals and departures are monitored, but added that they are limited in their ability as to how far away from airport.

Member Widmer reiterated his concerns that he also shared at the Technical Working Group.

Member DiGiovanni added her concerns about equity issues. Member Ann Schneider agreed and added her concerns.

Chairman Hindi opened public comment.

Darlene Yaplee from Palo Alto
Jennifer Landesmann from Sunnyvale
Greer Stone – Palo Alto City Councilmember

Roundtable members then discussed how to incorporate all concerns in the motion.

ACTION: Ricardo Ortiz **MOVED** to support the procedures as presented, with the understanding that robust monitoring will continue in Palo Alto and develop criteria for the decommissioning of procedures where noise impacts prove to be higher and adding criteria that would include both average and single events with reports rendered on regular basis. The motion was seconded by Vice Chairman Al Royse and **CARRIED**, roll call vote passed. (NAYS: Bill Widmer, Sam Hindi, Cecilia Taylor, Ann Schneider, Jeff Gee, Tom Hamilton)

5. Proposal of Letter to City of San Bruno on Tanforan Development (01:44:44)

Chairman Hindi noted that at the request from SFO, the redevelopment plan for the Tanforan Mall area was discussed at the TWG subcommittee meeting. He noted that while not in the purview of the Roundtable to act on matters of land use, the subcommittee asked staff to draft a letter but did not want to tell the City of San Bruno what to do. He gave a brief summary of what the letter would include.

Chairman Hindi open and closed public comments for item 5, no comments were received.

ACTION: Tom Hamilton **MOVED** to approve letter to City of San Bruno on Tanforan Development. The motion was seconded by Cecilia Taylor and **CARRIED**, roll call vote passed. (NAYS: Ricardo Ortiz Abstain: Ann Schneider)

6. Title 21 Reporting Update (Minute 01:49:00)

Lisa Aozasa, County of San Mateo Deputy Director of Community Development gave a verbal update to the Roundtable. She addressed questions that came up at the February 2022 regular meeting.

7. Chairman's Update (Minute 01:54:20)

Chairman Hindi informed the Roundtable that the Conflict of Interest Code will come before members for a vote at June meeting. He also reported that, working with Vice Chairman and members, a testimony letter was submitted to the US House of Representatives Subcommittee on Aviation. He added that Congresswoman Jackie Speier also submitted a letter, and he summarized her key topics included. Finally, he noted that Tamara Swann will serve as acting Regional Administrator while Raquel Girvin is on extended leave.

8. SFO Airport Director Update (Minute 01:57:42)

Doug Yakel gave a verbal update to the Roundtable on behalf of Ivar Satero. He summarized the Airport's traffic recovery. He noted specific airlines with new flight launches.

Bert Ganoung gave a verbal update to the Roundtable and shared slides. He gave a brief update on the Noise Insulation Program and ANEEM.

9. Subcommittee Updates (Minute 02:03:01)

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a. Technical Working group

Chairman Hindi gave a verbal update to the Roundtable and summarized the March 18, 2022 meeting.

b. Ground-Based Noise

Subcommittee Chairperson Ann Schneider gave a verbal update to the Roundtable and summarized the March 8, 2022 GBN meeting.

c. Legislative & Work Program Update

Doreen Stockdale announced the dates for the May meetings for both these subcommittees and encouraged those interested to attend, Work Plan Subcommittee will meet on May 20, 2022 and the Legislative Subcommittee on May 25, 2022.

10. Member Communications/Announcements (Minute 02:14:52)

None

Public Comments on Presentation Items 6-10 (Minute 02:16:04)

Jennifer from Sunnyvale

11. Adjourn

Chairman Hindi adjourned the meeting at approximately 9:19 p.m.

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

SFO Airport/Community Roundtable

Meeting No. 338 Minutes

Wednesday, June 1, 2022

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

Roundtable Chairperson, Sam Hindi, called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:04 p.m., via teleconference. Interim Roundtable Coordinator, Doreen Stockdale called the roll. A quorum (at least 13 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Doug Yakel – City and County of San Francisco Airport Commission
Carol Ford – C/CAG Airport Land Use Committee (ALUC) (*joined after roll call*)
Ricardo Ortiz – City of Burlingame
John Goodwin – Town of Colma
Pamela DiGiovanni – City of Daly City
Sam Hindi – City of Foster City
Al Royse – Town of Hillsborough
Cecilia Taylor – City of Menlo Park
Ann Schneider – City of Millbrae
Mike O'Neill – City of Pacifica
Jeff Aalfs – Town of Portola Valley
Jeff Gee – City of Redwood City
John Dugan – City of San Carlos
Mark Addiego – City of South San Francisco
John Carvell – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor's Office
County of San Mateo Board of Supervisors
Town of Atherton
City of Belmont
City of Brisbane
City of Half Moon Bay
City of San Bruno
City of San Mateo

ROUNDTABLE STAFF

Doreen Stockdale – Interim Roundtable Coordinator
Eugene Reindel – Roundtable Technical Consultant (HMMH)
Lisa Aozasa – County of San Mateo, Planning & Building, Deputy Director
Angela Montes Cardenas – Roundtable Administrative Secretary

ADDITIONAL ATTENDEES PRESENT

Linda Wolin – Senior Legislative Aide to Supervisor Dave Pine
Brian Perkins – Senior Policy Advisor to Congresswoman Jackie Speier
Karen Chapman – District Chief of Staff for Congresswoman Anna Eshoo

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager

FAA STAFF

Alana Jaress – Community Engagement Officer
Beth White – Senior Strategist, Public and Industry Engagement
Tamara Swann, Acting Western Pacific Regional Administrator
Faviola Garcia – Acting Deputy Regional Administrator
Melissa Holmes – Assistant General Manager Oakland Air Traffic District
Joseph Bert – Manager Western Service Center
Laurie Suttmeier – Manager SFO Service Center

Chairman Hindi recognized that the meeting is taking place on the ancestral homeland of Ramaytush Ohlone.

Public Comments for Items NOT on the Agenda (00:06:10)

Chairman Hindi opened public comments.

Mark Shull from Palo Alto –commented about the portable noise monitors in Palo Alto.
Darlene Yaplee from Palo Alto –commented about the approval of GBAS procedures.
Alastair Fyfe – commented on issue of extending Roundtable role to assess and monitor regional consensus for flight path changes.
Rebecca Ward from Palo Alto –reiterated what Ms. Yaplee commented on and added a comment about process of approval on motion for GBAS.

Chairman Hindi closed public comments.

Action to set Agenda and to Approve Consent Items 1-2 (00:14:57)

Chairman Hindi opened and closed public comments for consent items, no comments were received.

At the request of Member Schneider, Item #1 (Airport Director's Reports) was pulled from consent agenda for discussion.

ACTION: Ricardo Ortiz **MOVED** to set agenda and to approve consent item 2, The motion was seconded by Al Royse and **CARRIED**, roll call vote passed.

1. Airport Director's Reports (00:17:44)

Member Schneider stated her concerns on noise reports from monitor 9. Mr. Ganoung noted the concerns and would get back to the Roundtable to further understand what happened.

ACTION: Mike O'Neill **MOVED** to set agenda and to approve item 1, The motion was seconded by John Dugan and **CARRIED**, roll call vote passed. (NAYS: Ann Schneider)

3. Approve FY 22-23 Proposed Budget (00:21:50)

Lisa Aozasa gave a verbal update to the Roundtable. The Roundtable's budget was summarized. Revenues and expenses would relatively remain the same from previous year. It was noted that returning to in-person meetings may result in higher budget for FY22-23.

Vice Chair Royse suggested draft budgets be circulated with Executive team for review prior to full Roundtable.

Chairman Hindi opened and closed public comments for consent items, no comments were received.

ACTION: Mark Addiego **MOVED** to approve proposed FY22-23 budget. The motion was seconded by Ricardo Ortiz and **CARRIED**, roll call vote passed.

4. Approve Proposed Work Plan (00:30:35)

Chairman Hindi gave a verbal update to the Membership on proposed Work Plan. He summarized the Work Plan Subcommittee meeting from May 20, 2022. He summarized the main changes from prior FY21-22 Work plan to current.

Chairman Hindi opened and closed public comments for item 4, no comments were received.

ACTION: Mike O'Neill **MOVED** to approve Work Plan for FY22-23. The motion was seconded by Jeff Gee and **CARRIED**, roll call vote passed.

5. Conflict of Interest Code & FPPC (Minute 00:35:05)

Lauren Carroll, San Mateo County Deputy Attorney, gave a verbal update to the Membership. She summarized the proposed Conflict of Interest Code for the Roundtable. She noted that all members participating in the Roundtable will now have to file Form 700. If the Conflict of Interest Code is approved then it is submitted to FPPC to review. Filing may begin no earlier than August 2022. Members may be able to use the San Mateo County reporting system if the FPPC agrees. Member Ford stated she does not see necessity for filing form 700.

Chairman Hindi opened and closed public comments for item 5, no comments were received.

ACTION: Mike O'Neill **MOVED** to approve Conflict of Interest Code. The motion was seconded by Ann Schneider and **CARRIED**, roll call vote passed. (NAYS: Carol Ford, No response: Pamela DiGiovanni)

6. Chairman's Update (Minute 0:47:07)

Chairman Hindi informed the Roundtable that East Palo Alto has reached out to staff regarding joining the Roundtable. Noise 101 was postponed as requested by the FAA. Topics discussed at the UC Davis Noise & Emissions Symposium were also noted by Chairman Hindi and Vice Chairman Royse. Member Ford noted changes in general aviation that are fast approaching.

7. Airport Director Update (Minute 00:54:40)

Doug Yakel gave a verbal update to the Roundtable on behalf of Ivar Satero. He summarized the Airport's traffic recovery. He noted specific airlines with new flight launches and resuming flights. Caltrans and SFO will be hosting a conference in August on advanced air mobility.

Bert Ganoung gave a verbal update to the Roundtable and shared slides. He gave an update on the SFO A320 Series Aircraft Airflow Deflector Tracking, NIITE/HUSSH, and Noise Insulation Program. NIITE/HUSSH reports will be circulated monthly.

Discussion ensued with Mr. Ganoung and Vice Chairman Royse, Member Schneider, Member Addiego, Member Ortiz, Member Taylor and Member Carvell.

8. Subcommittee Updates (Minute 01:13:26)

a. Legislative Subcommittee

Subcommittee Chairman Royse gave a verbal update to the Roundtable and summarized the May 25, 2022 meeting. The topics discussed were summarized.

b. Ground-Based Noise Subcommittee

Subcommittee Chairperson Schneider gave a verbal update to the Roundtable and noted that the next GBN meeting will be July 21, 2022. Potential topics for that agenda were summarized.

Public Comments on Presentation Items 6-8

Jennifer Landesmann – spoke about possibly researching NEPA decisions and role of local officials on environmental reviews.

Mark Shull from Palo Alto – spoke about NIITE/HUSSH.

9. FAA Presentation: Current Status of the Amended SERFR Procedure (01:32:25)

Chairman Hindi noted that the FAA had requested that the Roundtable provide meeting time so that the FAA could present on this topic. FAA representatives answered 24 pre-submitted questions from community members and gave an update on the current amended SERFR procedure. Chairman Hindi noted that in 2016 the Select Committee submitted their recommendations to members of Congress.

FAA panelists were:

Tamara Swann

Favi Garcia

Alana Jaress

Melissa Holmes

Joseph Bert

Laurie Suttmeier

Chairman Hindi noted that the SFORT does not have the resources to address the aviation impact concerns of communities outside the Roundtable's jurisdiction. He noted that the recommendations for the procedure did not come from the Roundtable but rather from the Select Committee on South Bay Arrivals and then went to Congressional representatives.

Chairman Hindi opened public comment on item 9.

Mark Shull from Palo Alto

Rebecca Ward from Palo Alto

Bill [did not provide last name or city of residence]

Marie-Jo Fremont from Palo Alto

Adina [did not provide last name or city of residence]

John Perry [did not provide last name or city of residence]

Jennifer Landesmann from Sunnyvale

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June 1, 2022

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Alastair Fyfe [did not provide city of residence]

Mary Jane Donofrio [did not provide city of residence]

10. Member Communications/Announcements (Minute 02:43:01)

Member Schneider noted that Millbrae will be celebrating their new Recreation Center.

11. Adjourn

Chairman Hindi adjourned the meeting at approximately 9:45 p.m.

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



Airport Director's Report

Presented at the August 3, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
May 2022



San Francisco
International
Airport

Aircraft Noise Levels

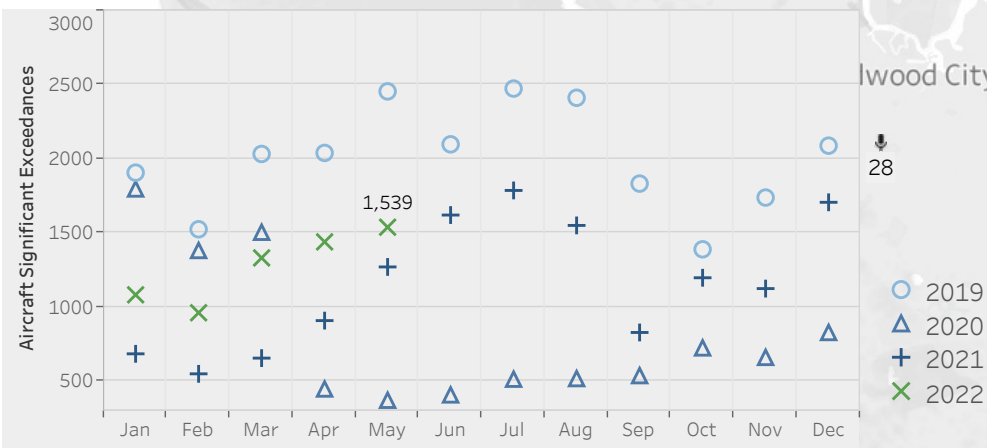
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Noise Events (AVG Day)	Aircraft		Community	
			CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	178	71	92	80	67
2	San Bruno	35	53	84	73	65
3	SSF	40	54	83	71	60
4	SSF	131	66	88	77	60
5	San Bruno	151	65	87	76	61
6	SSF	116	63	86	75	59
7	Brisbane	13	50	83	73	63
8	Millbrae	27	54	82	71	64
9	Millbrae	1	35	81	70	59
10	Burlingame	1	32	83	72	60
11	Burlingame	2	32	81	71	58
12	Foster City	258	61	82	71	60
13	Hillsborough	1	36	88	73	57
14	SSF	101	59	83	71	60
15	SSF	109	57	82	71	60
16	SSF	93	58	82	71	61
17	SSF	81	57	82	70	60
18	Daly City	110	62	86	74	61
19	Pacifica	79	59	84	73	57
20	Daly City	14	46	81	70	60
21	San Francisco	6	39	79	68	62
22	San Bruno	48	55	82	72	62
23	San Francisco	41	51	80	70	61
24	San Francisco	11	45	83	69	62
25	San Francisco	14	41	78	65	57
26	San Francisco	3	38	81	67	59
27	San Francisco	2	35	83	70	57
28	Redwood City	2	32	79	68	54
29	San Mateo	5	44	86	73	58

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

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

Significant Exceedances

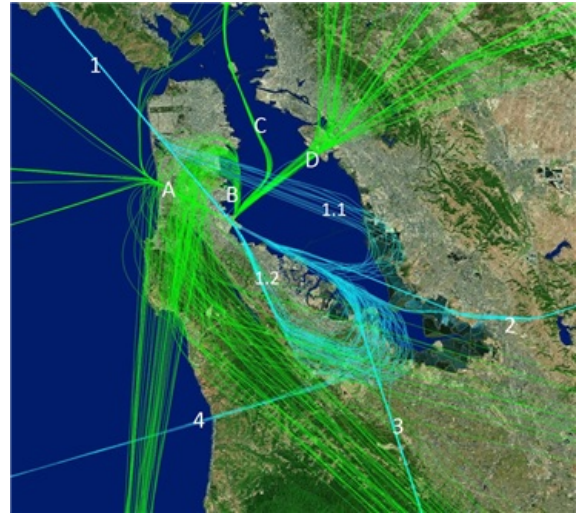


Operations

May 2022

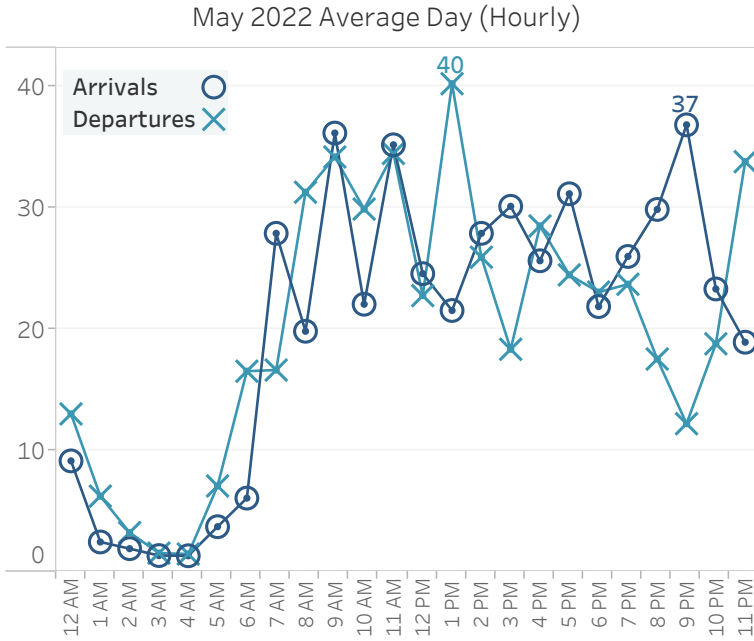
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
29,982	967	26,216	37%

Major Arrival and Departure Routes (West Flow)



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

West Flow
100%



Top Destinations

Los Angeles	San Diego	JFK	Las Vegas
7%	4%	4%	4%

Down the Bay vs Peninsula

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

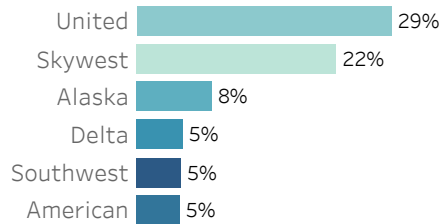
Arrival Route

1. BDEGA	28%
2. DYAMD	34%
3. SERFR	31%
4. PIRAT	6%

Departure Route

A. GAP	27%
B. SSTIK	25%
C. NIITE	9%
D. TRUKN RWY 01	28%
D. TRUKN RWY 28	12%

Airlines with the Most Operations



Non Airline

8%



Narrow Body

77%

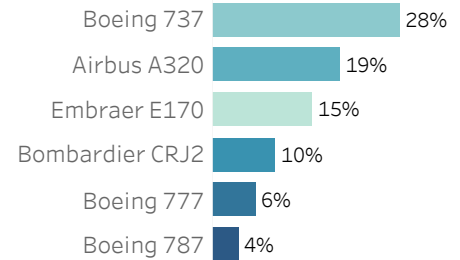


Wide Body

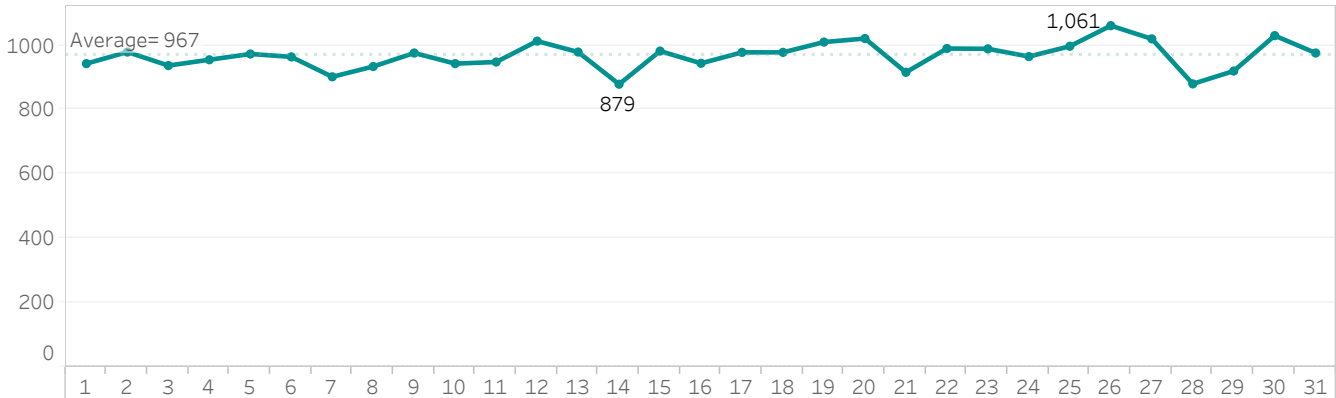
15%



Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

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

Runway Utilization

	Arrivals	Departures
01 L/R		63% 8,675
10 L/R	0% 1	0% 2
28 L/R	100% 13,883	37% 5,158

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

	Departures
10 L/R	0% 2
01 L/R	47% 261
28 L/R	52% 288

Runway Utilization

Arrivals	
28L	28R
39%	61%
Night (10pm-7am)	
22%	78%

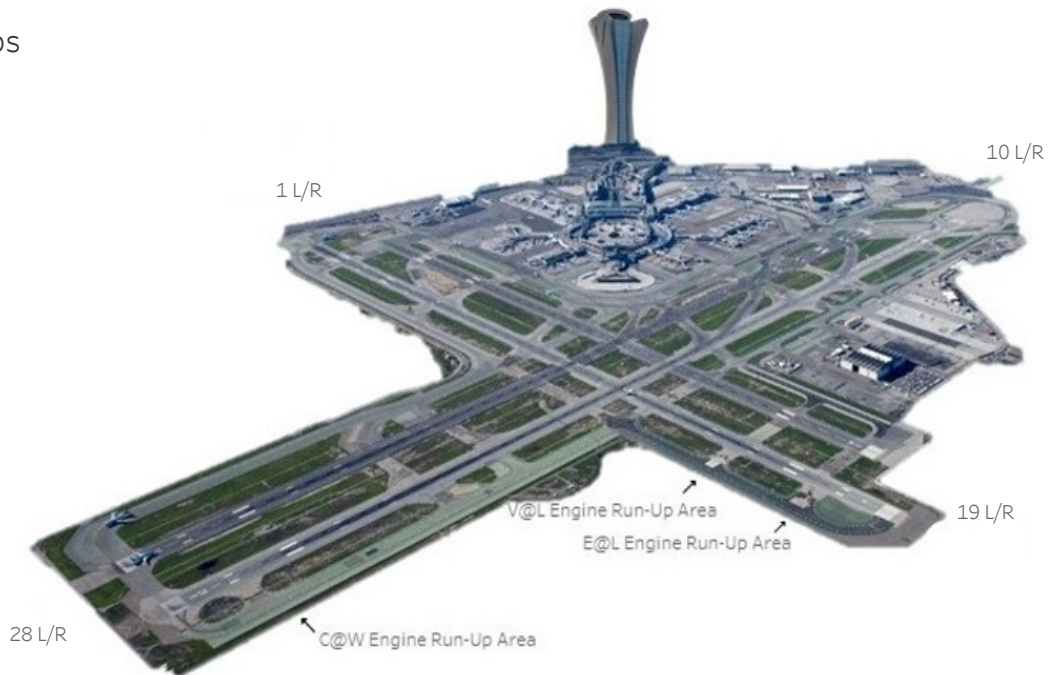
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	2
American Airlines	1
United Airlines	5

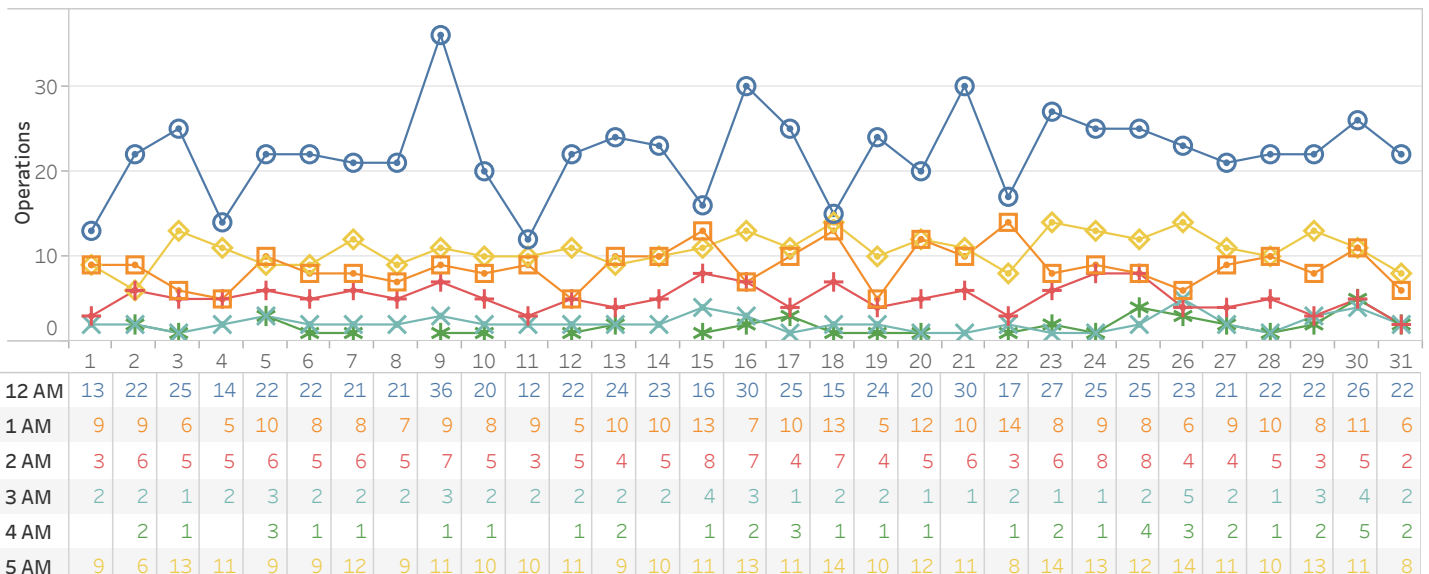
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



Noise Reports

May 2022

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	4	52
Belmont	1	1
Brisbane	14	300
Daly City	6	2,008
El Granada	1	1,034
Foster City	5	33
Half Moon Bay	1	7
Hillsborough	2	4
Menlo Park	12	1,958
Millbrae	7	36
Pacifica	17	1,013
Portola Valley	24	17,062
Redwood City	8	915
San Bruno	6	1,109
San Carlos	3	120
San Francisco	16	2,650
San Mateo	9	1,008
South San Francisco	11	745
Woodside	6	1,952
Other		
Alameda	1	3
Aptos	3	38
Ben Lomond	2	5
Berkeley	1	497
Boulder Creek	2	10
Capitola	5	114
Castro Valley	2	40
Cupertino	1	155
East Palo Alto	1	3
Emerald Hills	5	780
Felton	3	119
Fremont	1	221
La Honda	1	2
Los Altos	57	11,739
Los Altos Hills	11	1,614
Los Gatos	39	6,917
Moraga	4	251
Mountain View	20	3,042
Oakland	13	3,543
Orinda	1	27
Palo Alto	113	26,075
Penngrove	1	2
Richmond	4	186
San Jose	1	1
San Ramon	1	1
Santa Cruz	73	13,505
Scotts Valley	32	5,993
Soquel	41	6,899
Stanford	5	780
Sunnyvale	3	9
Union City	1	383
Watsonville	1	101
Grand Total	602	115,062

Reporters Annual AVG

645

Reports Annual AVG

111,628

New Reporters

15

Furthest Report

64 miles

New Reporters Top City

Portola Valley
Millbrae
South San Francisco

Reports per SFO Operation

4

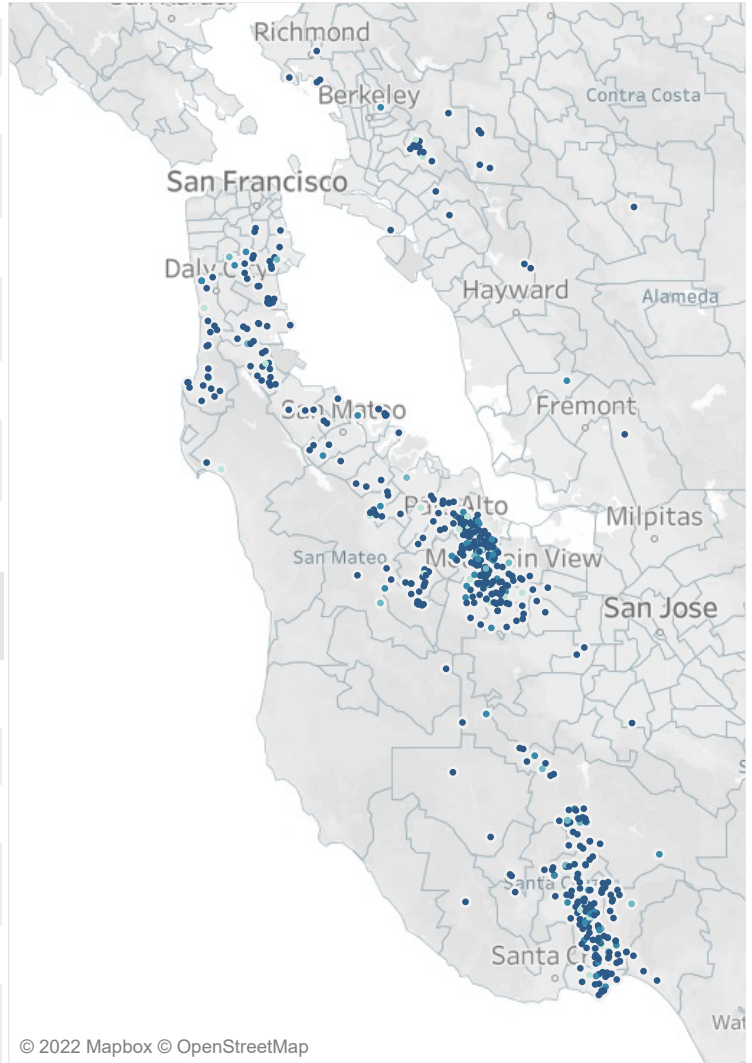
Top Aircraft Types

B737
A320
E75L

Top Flight Numbers

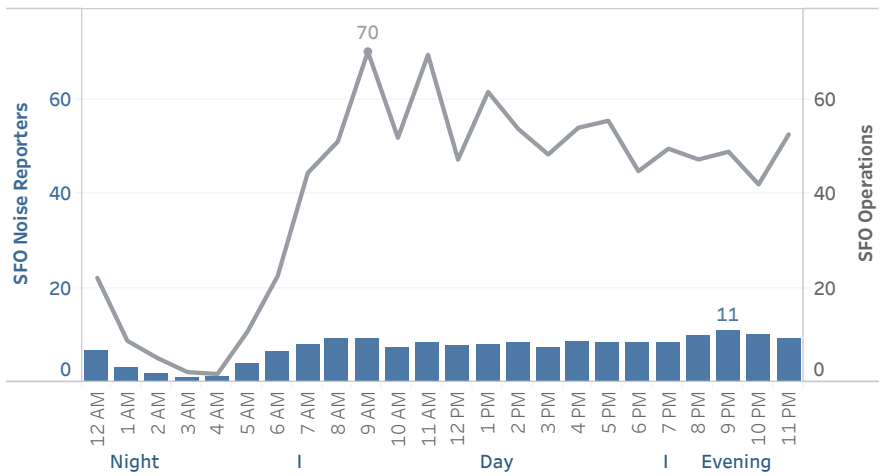
UAL2247
UAL2150
JBU2436

Noise Reporters Location Map



© 2022 Mapbox © OpenStreetMap

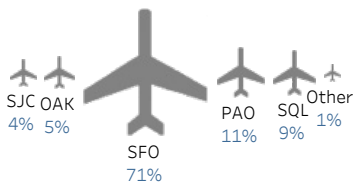
Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

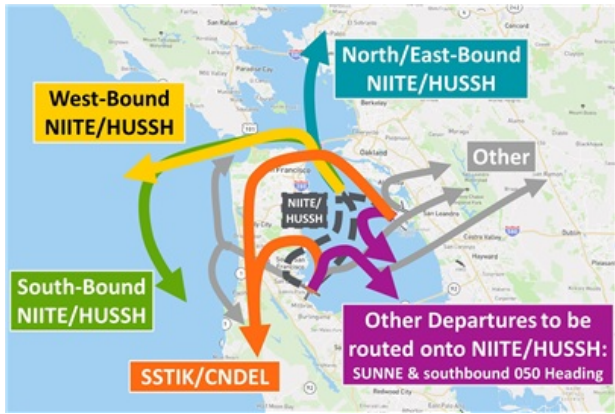
Notes: Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

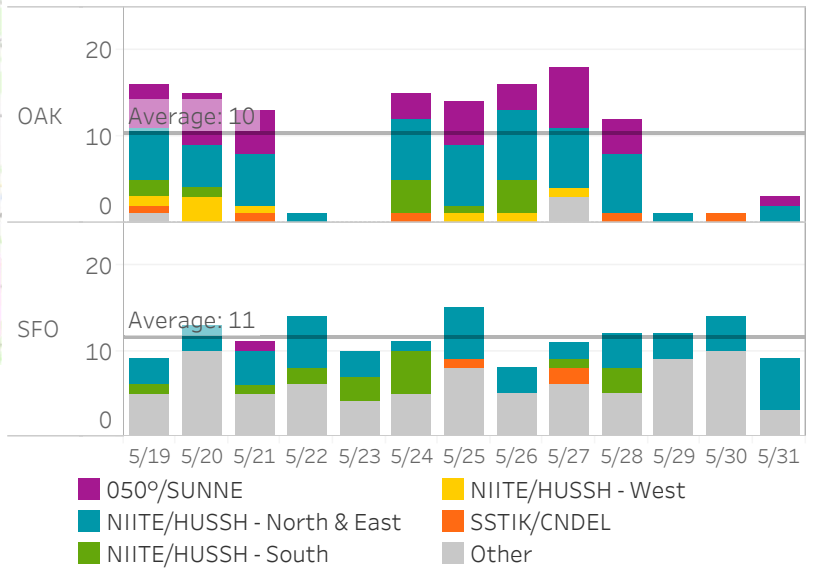


99% of noise reports correlate to a flight origin/destination airport.

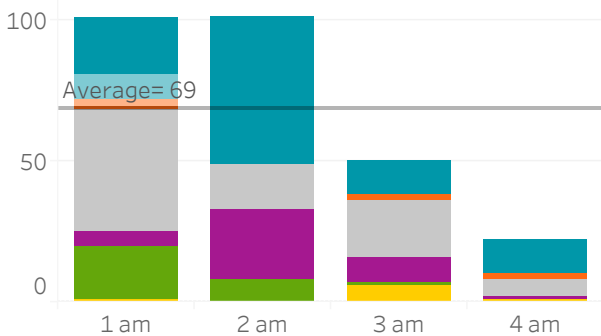
NIITE to GOBBS 1 am to 5 am (May 2022)



Count of Departures per Night



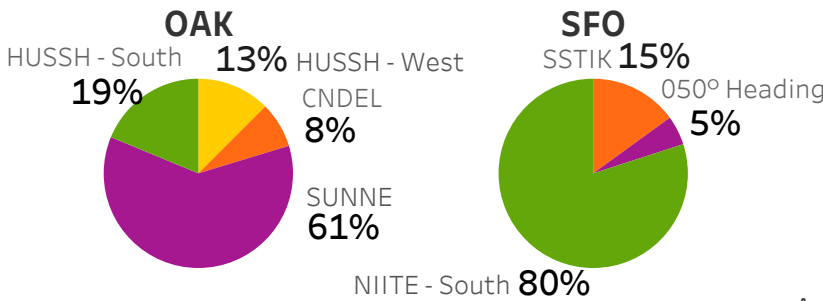
Average Total Departures per Hour



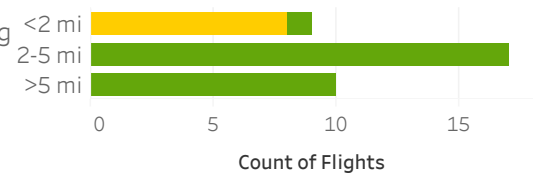
Departure Runway Usage

Airport	Runway	Usage %
OAK	28L	1%
	28R	3%
	30	97%
SFO	01L	9%
	01R	20%
	28L	54%
	28R	17%

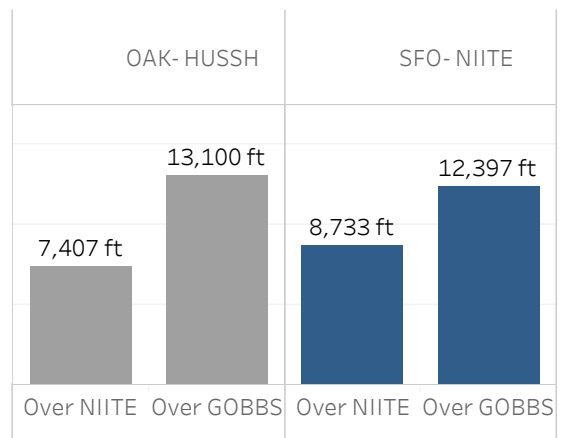
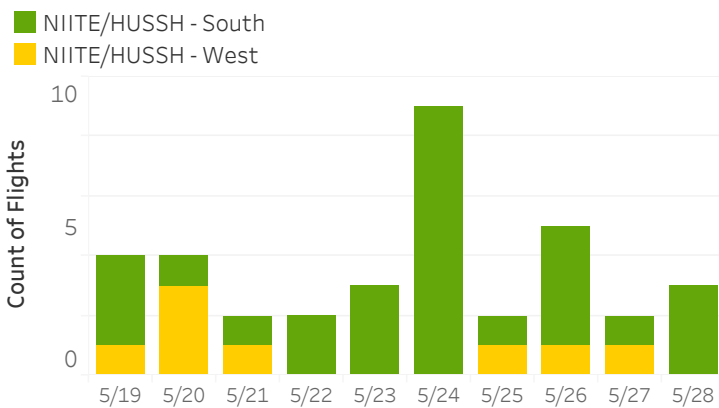
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





July 27, 2022

TO: Roundtable membership and interested parties

FROM: Kathleen Wentworth, 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 regular meetings of February 2, 2022, April 6, 2022, and June 1, 2022, 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

The June 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



July 27, 2022

TO: Roundtable Members and Alternates

FROM: Kathleen Wentworth, Roundtable Coordinator

SUBJECT: Addition of the City of East Palo Alto to SFORT Membership

EXECUTIVE SUMMARY:

The City of East Palo Alto has requested membership in the San Francisco International Airport Community Roundtable (SFORT).

RECOMMENDATION:

The recommendation is for the SFORT to approve the request from the City of East Palo Alto for voting membership in the SFORT since they have made application in accordance with the SFORT Memorandum of Understanding (MOU) and the SFORT By-Laws; such membership to take effect immediately. In addition, SFORT staff is directed to update the SFORT Bylaws to reflect the addition of the City of East Palo Alto as a voting member of the SFORT and to also show the Town of Colma as a voting member of the SFORT.

BACKGROUND:

The **SFORT Bylaws** provide that:

Article III. Membership/Representation

9. Any city or town in San Mateo County that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.

The **SFORT MOU** expressly permits voting membership by the City of East Palo Alto in conformance to the below procedure: **ARTICLE III: Roundtable Membership**

4. Additional Voting Membership - Other incorporated towns and/or cities located within San Mateo County may request voting membership on the San Francisco International Airport/Community Roundtable by adopting a resolution:

- a. Authorizing two members of the city/town council (a Representative and Alternate) to represent the city/town on the Roundtable.
- b. Agreeing to comply with this Memorandum of Understanding (MOU) and all related amendments and any bylaws approved in accordance with this MOU.
- c. Agreeing to contribute annual funding to the Roundtable in the same amount as current city/town members contribute, at the time of the membership request, or such annual funding as approved by the Roundtable for new member.

DISCUSSION:

In response to the suggestion of SFORT Member Cecilia Taylor to invite East Palo Alto to join the SFORT, SFORT staff contacted the City of East Palo Alto. After subsequent discussions, East Palo Alto has now completed the processing as required to be accepted as a SFORT member.

At the June 21, 2022 East Palo Alto City Council Meeting, Agenda Item 9.2 “San Francisco International Airport Community Roundtable” was considered at time stamp: 2:53-3:03. Link: [San Francisco International Airport Community Roundtable](#)

At this City Council meeting, the East Palo Alto Interim City Manager provided the City Council with his Staff report containing an outline of the SFORT’s formation, history and purpose. He also noted that in early 2022, SFORT staff contacted East Palo to determine if it was interested in membership.

East Palo Alto staff recommended that the City Council take action to adopt the following resolution:

“1.Approving the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable;

“2.Authorizing the Interim City Manager to execute the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable; and

“3.Appointing a representative and alternate representative to the roundtable.”

Also at that City Council meeting, East Palo Alto staff presented a short PowerPoint on these same topics.

After the staff presentation, the Councilmembers discussed the proposed resolution and the public commented on it. Upon a motion and a second, the East Palo Alto City Council voted unanimously to approve the resolution to complete the process to join the SFORT and appointed **Councilmember Regina Wallace-Jones** as the representative to the SFORT with **Councilmember Antonio López** to serve as the alternate member.

ATTACHMENTS:

- A. City of East Palo Alto Staff Report presented at the East Palo Alto City Council meeting of June 21, 2022
- B. City of East Palo Alto PowerPoint presented at the East Palo Alto City Council meeting of June 21, 2022
- C. RESOLUTION NO. 90-2022 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EAST PALO ALTO APPROVING THE MEMORANDUM OF UNDERSTANDING TO BECOME A MEMBER OF THE SAN FRANCISCO INTERNATIONAL AIRPORT COMMUNITY ROUNDTABLE AND APPOINTING A REPRESENTATIVE AND ALTERNATE REPRESENTATIVE TO THE ROUNDTABLE

Linked documents:

[SFORT MOU](#)

[SFORT Bylaws](#)



EAST PALO ALTO CITY COUNCIL STAFF REPORT

DATE: June 21, 2022
TO: Honorable Mayor and Members of the City Council
VIA: Patrick Heisinger, Interim City Manager
BY: Patrick Heisinger, Interim City Manager
SUBJECT: San Francisco International Airport Community Roundtable

Recommendation

Adopt a resolution:

1. Approving the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable;
2. Authorizing the Interim City Manager to execute the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable; and
3. Appointing a representative and alternate representative to the roundtable.

Background

In May 1981, the County of San Mateo, the County Airport Land Use Committee, and eleven cities and Towns in San Mateo County entered into a Memorandum of Understanding (MOU) with the City and County of San Francisco to create a public body known as the San Francisco International Airport/Community Roundtable. Under this agreement, the Roundtable became a committee formed to work cooperatively to oversee the implementation of the recommendations contained in the Joint Powers Authority Plan adopted by the Joint Powers Board in 1980. Those recommendations addressed various community impacts from the operation of San Francisco International Airport, including aircraft noise, vehicle ground access, and air quality.

In early 2022, the Roundtable reached out to the City of East Palo Alto to determine the City's interest in joining the Roundtable. The City of East Palo Alto is the only jurisdiction within San Mateo County that is not currently represented on the Roundtable.

Analysis

Staff recommends the City Council adopt the resolution (Attachment 1) to enter into an MOU (Attachment 2) with the Roundtable in order to become a member of the Roundtable and appoint a representative and alternate to the committee for the following reasons:

- Become part of an organization that strives to enhance the quality of life around the airport by continuing to foster and enhance the cooperative relationship between the cities and airport developing, evaluating, and implementing policies, procedures and mitigation measures that will further reduce the impacts of aircraft noise.
- To not only be informed of airport plans, operations, and programs, but to also have a seat at the table to comment, present ideas and feedback, and make recommendations and vote on issues involving airplane flight paths and airport operations on behalf of the City of East Palo Alto.
- Participate in the Roundtable's Strategic Plan 2020-2024 planning process.

Roundtable meetings are held the first Wednesday of every other month at 7:00 PM. At this time, the meetings are held via zoom but when meetings are in person, they are held at the Millbrae City Hall. The next meeting is scheduled for August 3, 2022 at 7:00 and will be done via zoom.

Fiscal Impact

The cost to the City to join the Roundtable is \$1,500 for FY 2022-2023.

Public Notice

Please add standard language.

Environmental

Please add standard language – not a project.

Attachments

1. Resolution
2. Draft MOU



San Francisco International Airport Community Roundtable

Item 9.2 - June 21, 2022 – City Council Meeting

Background

- SFORT established in 1981
- Provide input on quality of life impacts connected to SFO
- EPA last jurisdiction in SMCO to join
- Cost \$1,500/yr
- 6 meetings per year 7 PM currently on ZOOM

Recommendation

1. Approving the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable;
2. Authorizing the Interim City Manager to execute the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable; and
3. Appointing a representative and alternate representative to the roundtable.

RESOLUTION NO. 90-2022

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EAST PALO ALTO**

**APPROVING THE MEMORANDUM OF UNDERSTANDING TO BECOME A MEMBER
OF THE SAN FRANCISCO INTERNATIONAL AIRPORT COMMUNITY
ROUNDTABLE AND APPOINTING A REPRESENTATIVE AND ALTERNATE
REPRESENTATIVE TO THE ROUNDTABLE**

WHEREAS, In May 1981, the County of San Mateo, the County Airport Land Use Committee (ALUC), and eleven cities and towns in San Mateo County entered into a Memorandum of Understanding (MOU) with the City and County of San Francisco to create a public body known as the San Francisco International Airport/Community Roundtable; and

WHEREAS, the City of East Palo Alto is the only jurisdiction in San Mateo County not a member of the San Francisco International Airport/Community Roundtable ; and

WHEREAS, staff recommends that the City Council adopt a resolution to approve the MOU in order to join the Roundtable and appoint one councilmember to serve as the representative, and one councilmember to serve as the alternate representative.

**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE
CITY OF EAST PALO ALTO HEREBY**

1. Approves the Memorandum of Understanding allowing the City of East Palo Alto to become a member of the San Francisco International Airport Community Roundtable;
2. Authorizes the Mayor to execute the Memorandum of Understanding on behalf of the City of East Palo Alto, with such technical amendments as may be deemed appropriate by the City Attorney;
3. Commits that the City of East Palo Alto will comply with the MOU provisions and any bylaws approved in accordance with the MOU, and further commits that the City of East Palo Alto will contribute annual funding to the Roundtable in the same amount as current city/town members at the time of the membership request, or such other annual funding as approved by the Roundtable for new members.
4. Authorizes _____ to serve as the City's representative on the Roundtable with _____ serving as the alternate representative on the Roundtable.

BE IT FURTHER RESOLVED that the City Council shall have the authority to appoint future representatives and alternate representatives by motion.

PASSED AND ADOPTED this 21st day of June 2022, by the following vote:

AYES: Romero, Gauthier, Abrica, Lopez, Wallace-Jones

NOES:

ABSENT:

ABSTAIN:

Ruben Abrica, Mayor

ATTEST:

APPROVED AS TO FORM:

James Colin, Interim City Clerk

Valerie J. Armento, Interim City Attorney

Welcome from the Roundtable Chairperson

The mitigation of noise related to airport and aircraft operations at San Francisco International Airport (SFO) has been a quality-of-life issue on the San Francisco Peninsula for well over 40 years. The creation of the Airport/Community Roundtable in 1981 filled an institutional void. Through its commitment to “communication, cooperation, and collaboration”, the Roundtable continues to tackle the complex subject of airport and aircraft noise mitigation, through a voluntary partnership with the FAA, the Airport, and the airlines that serve SFO. This extraordinary relationship has provided a 41-year forum for the public and local elected leaders to learn about the challenges, costs, and benefits of potential airport and aircraft noise mitigation strategies and solutions.

The success of the Roundtable is due to the commitment of its members and partners. The Membership is comprised of 19 cities and towns in San Francisco, and San Mateo Counties, including the Board of Supervisors, the San Francisco Mayor’s Office, Airport Commission, and City/County Association of Governments of San Mateo County. Ivar C. Satero, SFO Airport Director, and his key staff conducts in-field noise measurements, Title 21 reporting, and noise mitigation programs such as electrification of the on-ground airport operations, and building retrofit program. The Roundtable staffing is provided by San Mateo County, including a part-time Roundtable Coordinator and secretary. Technical support to the Roundtable is provided by an outside consultant, currently HMMH, and reporting to San Mateo County.

The Roundtable celebrates its successes including Congressional advocacy on Federal Aviation Administration policy changes, significantly improved SFO Noise Complaint Portal, Subcommittees formed and focused on detailed issues such as Ground-Based Noise. Included in your packet is the current four-year Strategic Plan, and one-year Work Plan focusing our efforts thru June 2023. Your participation in the upcoming Noise 101 training, and subcommittees such the Technical Working Group review of the SFO Ground Based Augmentation System (GBAS), Noise Monitoring Thresholds review, among other studies as conducted is important to meeting community expectations of noise mitigation.

Welcome to SFORT!

Sam Hindi, Roundtable Chairperson
Council Member City of Foster City Representative



San Francisco International
Airport/Community Roundtable

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

July 27, 2022

TO: New Roundtable members, Current Roundtable members and interested parties

FROM: Kathleen Wentworth, Interim Roundtable Coordinator

SUBJECT: Noise 101

Historically the San Francisco Airport/Community Roundtable has hosted Noise 101 Workshop in collaboration with SFO Aircraft Noise Office. Staff is currently working together with FAA, SFO and HMMH to create relevant and updated content that will include pre-recorded videos and live Q&A session for all new members. Current members and others interested will have access to recording. SFORT staff will circulate a doodle poll to interested members for a date to conduct workshop.

Attachment(s):

- a. MOU
- b. Bylaws
- c. Designated Meeting Dates
- d. Current Strategic Plan
- e. Current Work Plan
- f. Membership Contact List





**SAN FRANCISCO
INTERNATIONAL
AIRPORT/COMMUNITY
ROUNDTABLE**

**MEMORANDUM OF
UNDERSTANDING
(MOU)**

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

Working together for quieter skies 

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

MEMORANDUM OF UNDERSTANDING (MOU)

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

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

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

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

MEMORANDUM OF UNDERSTANDING (MOU)

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

Preamble

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

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

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

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

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

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Preamble - continued

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

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

ARTICLE I: Statement of Purpose and Objectives

1. Purpose

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

2. Objectives

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

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

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Objectives – continued

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

ARTICLE II: Agreement

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

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

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

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ARTICLE III: Roundtable Membership

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

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

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

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

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

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ARTICLE III: Roundtable Membership - continued

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

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

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

ARTICLE IV: Roundtable Operations and Support

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

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

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

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ARTICLE V: Amending This Memorandum of Understanding (MOU)

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

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

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

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

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

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

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

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

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

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

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

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

3. This MOU shall remain in effect so long as all of the voting following membership conditions are met: (1) at least five of the following cities – Brisbane, Burlingame, Daly City, Foster City, Hillsborough, Millbrae, Pacifica, San Bruno, and South San Francisco – remain members of the Roundtable, (2) the City and County of San Francisco remains a member of the Roundtable, and (3) the County of San Mateo remains a member of the Roundtable.

 4. This Memorandum of Understanding (MOU) and any subsequent amendments to this document shall remain in effect indefinitely, (1) as long as the membership conditions of Item No. 3 of this Article are met, (2) until it is replaced or superceded by another Memorandum of Understanding (MOU), or (3) until the Roundtable is disbanded.
-

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE PURPOSE AND BYLAWS

Adopted on June 5, 2005 (Ver. 1)

Amended on December 2, 2009 (Ver. 2)

Amended on December 1, 2010 (Ver. 3)

Amended on April 3, 2013 (Ver. 4)

Amended on February 4, 2015 (Ver. 5)

Amended on February 2, 2021 (Ver. 6)

A. PURPOSE

B. BYLAWS

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SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE PURPOSE AND BYLAWS

A. PURPOSE

The San Francisco International Airport/Community Roundtable was established in 1981 to address community concerns related to noise from aircraft operating to and from San Francisco International Airport (SFO). This voluntary committee of local elected and appointed officials provides a forum for public officials, airport management, FAA staff, and airline representatives to address issues regarding aircraft noise, with public input. The Roundtable monitors a performance-based aircraft noise mitigation program, as implemented by airport staff, considers community concerns regarding relevant aircraft noise issues, 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 elected officials.

B. BYLAWS

Article I. Organization Name

The name of the independent public body established by a 1981 Memorandum of Understanding (MOU), as amended, to carry out the purpose stated above, is the “San Francisco International Airport/Community Roundtable” and may be commonly referred to as the “Roundtable.”

Article II. Current Roundtable Memorandum of Understanding (MOU)

The purpose and objectives of the Roundtable are stated in an adopted document entitled, “Memorandum of Understanding (MOU) Providing for the Continuing Operation of the San Francisco International Airport/Community Roundtable,” as amended. The MOU is the Roundtable creation document and provides the foundation for its focus and activities.

Article III. Membership/Representation

1. As of the adoption date of this version of the Bylaws, the following agencies/bodies are Roundtable Regular Members:

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

2. Roundtable Representatives and their Alternates are voting members who serve on the Roundtable and are designated by each of the members listed in Article III. Section 1 above.
3. All Representatives and their Alternates shall be elected officials from the agencies/bodies they represent, except those from the following:

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

*City/County Association of Governments of San Mateo County

4. Roundtable Advisory Members are non-voting members that provide technical expertise and information to the Roundtable and may consist of representatives from the following:

Chief pilots of airlines operating at San Francisco International Airport
Federal Aviation Administration (FAA) Staff

5. All Representatives and Alternates who serve on the Roundtable shall serve at the pleasure of their parent bodies.
6. All appointed and elected officials who serve on the Roundtable can be removed/replaced from the Roundtable at any time by their parent bodies. However, the Roundtable encourages and recommends at least two years of service for Representatives and Alternates who serve on the Roundtable.
7. The Alternates of all Roundtable member agency/bodies shall represent their parent body at all Roundtable meetings when the designated Representative is absent.
8. If both the Representative and his/her Alternate will be absent for a Roundtable meeting, the Chair/Mayor of the member agency/body may designate a voting representative of that agency/body as a substitute for that meeting only and shall notify the Roundtable, preferably in writing, at least two days before the meeting, of that designation.
9. Any city or town in San Mateo County that is not a member of the Roundtable may request membership on the Roundtable in accordance with the membership procedure contained in the most current version of the MOU.
10. Any member may withdraw from the Roundtable by filing a written notice of *Intent to Withdraw from the Roundtable* with the Roundtable Chairperson at least thirty (30) days in advance of the effective date of the withdrawal.
11. No Representative or Alternate shall receive compensation or reimbursement from the Roundtable for expenses incurred for attending any Roundtable meeting or other Roundtable functions.
12. A former member that has withdrawn its Roundtable membership must follow the same process that a new city or town in San Mateo County must follow to request membership in the Roundtable as described in Article III. Section 9 above.

Article IV. Officers/Elections

1. The officers of the Roundtable shall consist of a Chairperson and a Vice-Chairperson.
2. The Chairperson and Vice-Chairperson shall be elected by a majority of the members present at the February Meeting or the first Regular Meeting held thereafter. The term of the Chairperson and Vice-Chairperson shall not exceed twelve (12) months from the date of the election.
3. Nominations for officers of the Roundtable shall be made from the floor.
4. The Chairperson shall preside at all Regular and Special Roundtable Meetings and may call Special Meetings when necessary.
5. The Vice-Chairperson shall perform the duties of the Chairperson in the absence of the Chairperson.
6. A special election shall be called if the Chairperson and/or Vice-Chairperson are unable to serve a full term of office.
7. The Chairperson or Vice-Chairperson may be removed from office at any time by a majority vote of the members present at the meeting that such action is to be taken.

Article V. Staff Support

1. Roundtable staff support shall be provided by the County of San Mateo and by the San Francisco Airport Commission. Staff support provided by the County of San Mateo may include County staff and consultants.
2. The duties of the Roundtable Staff and consultants provided by the County of San Mateo shall be specified and approved as part of the Roundtable's annual budget process.

Article VI. Meetings

1. The Roundtable membership shall establish, by adopted resolution, the date, time and place for Regular Roundtable Meetings. Such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter.
2. A majority of the voting members of the Roundtable must be present to constitute a quorum for holding a Regular or Special Roundtable Meeting. Regular or Special Meetings cannot be held if a quorum is not present.

3. If a quorum is not present at a Regular or Special Roundtable Meeting as determined by the roll call, the Chairperson may decide to:
 - a. terminate the proceedings by declaring a quorum has not been achieved and therefore an official meeting cannot be convened,

or
 - b. delay the start of the official meeting as a means to achieve a quorum, if possible,

and
 - c. if the Chairperson chooses to delay the meeting the Chair may ask for a consensus from the Representatives/Alternates present to hear the informational items only as noted on the meeting agenda.
4. All agendas and meeting notices for each Regular Meeting, Special Meeting, and certain Subcommittee Meetings, as defined in Article VII, shall be posted, as prescribed by law (Brown Act, California Government Code Section 5490 et seq.).
5. Each Roundtable Meeting Agenda packet shall be posted on the Roundtable Web site as soon as possible before a meeting.
6. A paper copy of the Meeting Agenda packet shall be provided at no charge to anyone who requests a copy.

Article VII. Subcommittees

1. Subcommittees shall either be a Standing Subcommittee or an Ad Hoc Subcommittee. The number of members appointed to a subcommittee of the Roundtable shall consist of less than a quorum of its total membership (see Article VI. Section 2, re: quorum).
 - a. Standing Subcommittees shall include, but not be limited to the following:
 1. Work Program Subcommittee
 2. Operations and Efficiency Subcommittee
 3. Legislative Subcommittee
 4. Departures Technical Working Group
 5. Arrivals Technical Working Group
 6. Ground-Based Noise
 - b. Ad Hoc Subcommittee(s) may be created, as needed, to address specific issues.
2. Creation of a Standing Subcommittee or an Ad Hoc Subcommittee may be created by a majority vote of the Representative/Alternates present at a Regular Meeting. The Chairperson shall have the discretion to propose the formation of a subcommittee.

3. Standing Subcommittee or Ad Hoc Subcommittee membership and number of meetings shall be based on the following:
 - a. The Chairperson, at his or her discretion, may appoint any Roundtable Representative or Alternate to serve on a Standing Subcommittee or on an Ad Hoc Subcommittee.
 - b. The Roundtable Chairperson and Vice-Chairperson may serve on a Sub-committee or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson. The Roundtable Chairperson shall serve or appoint a Chair of the Subcommittee, and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.
 - c. Each Subcommittee shall meet as many times as necessary to study the issues identified by the Roundtable as a whole and develop and submit final recommendations regarding such issues to the full Roundtable for review/action.
 - d. After the date on which the Roundtable has heard and taken action on an Ad Hoc Subcommittee's final recommendation(s), the Ad Hoc Subcommittee shall cease to exist, unless the Roundtable determines that the Subcommittee must reconvene for the purposes described in this paragraph. In its action on the Ad Hoc Subcommittee recommendation(s), the Roundtable may direct the Subcommittee to reconvene, as necessary to review, refine, and/or revise all or a portion of its recommendation(s). If such action occurs, the Ad Hoc Subcommittee shall be charged with preparing and submitting a subsequent recommendation(s) to the full Roundtable for review/action. After the date on which the Roundtable has received the subsequent Ad Hoc Subcommittee recommendation(s), the Subcommittee shall cease to exist.
4. The duties of a chairperson of a Roundtable Subcommittee may include, but are not limited to, presiding over Subcommittee meetings and submitting recommendations to the full Roundtable, regarding the topics/issues addressed by the Subcommittee.

Article VIII. Funding/Budget

1. The Roundtable shall be funded by its voting member agencies. The County of San Mateo shall establish a Roundtable Trust Fund that contains the funds from the member agencies and shall be the keeper of the Trust Fund. All Roundtable expenses shall be paid from the Roundtable Trust Fund.
2. The amount of the annual funding contribution for the various categories of membership may be revised by the Roundtable at a Regular or Special Meeting by a majority vote of those members present at that meeting.

3. The Roundtable fiscal year shall be from July 1st to June 30th.
4. Roundtable Staff, in consultation with the Roundtable Chairperson, will recommend an annual funding amount for each Roundtable member at least 60 days prior to the anticipated date of adoption of the annual Roundtable Budget.
5. The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting held between May 31 and October 31 of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.
6. The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.
7. The City and County of San Francisco shall provide an annual funding contribution for representation on the Roundtable by the representatives from the San Francisco Board of Supervisors, the San Francisco Mayor's Office, and the San Francisco Airport Commission. The Airport Commission, being a department of the City and County of San Francisco, shall provide one funding source for all three of these representatives. The amount of the annual contribution may be determined at the discretion of the Airport Director, with approval by the Airport Commission and shall be the subject of an agreement between the City and County of San Francisco and the County of San Mateo.
8. If a member withdraws from the Roundtable, per the provisions of Article III. Section 9, the remainder of that member's annual Roundtable funding contribution shall be forfeited, since the annual Roundtable Budget and Work Program are based on revenue provided by all Roundtable members.

Article IX. Conduct of Business/Voting

1. All Roundtable Regular Meetings and Special Meetings shall be conducted per the relevant provisions in the Brown Act, California Government Code Section 54950 et seq.
2. All Roundtable Standing Subcommittees, as identified in Article VII., are considered legislative bodies, per Government Code Section 54952 (b) (Brown Act) and therefore, the conduct of Standing Subcommittee meetings shall be guided by the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
3. All Ad Hoc Subcommittees are not legislative bodies, as defined by law, and therefore the conduct of those Subcommittee meetings are not subject to the relevant provisions of the Brown Act, Government Code Section 54950 et seq.

4. All action items listed on the Meeting Agenda shall be acted on by a motion and a second, followed by discussion/comments from Roundtable Representatives and the public, in accordance with *Robert's Rules of Order*. Approval of an action item shall require a majority of the membership present.
5. Except as described in Section 6 below, each agency/body represented on the Roundtable shall have one vote on all voting matters that come before the Roundtable.
6. The City and County of San Francisco has three (3) representatives on the Roundtable (Board of Supervisor's Representative, Mayor's Office Representative, and Airport Commission Representative). In the event all three are present at a Roundtable Regular or Special Meeting, only two of the three may vote on any action item on the meeting agenda.
7. To ensure efficient communications and the appropriate use of Roundtable Staff and Airport Noise Abatement Office Staff resources outside of noticed Roundtable meetings, other than those requests deemed to be minor by the Chairperson, Roundtable Members shall submit all requests for assistance/information/analysis to the Chairperson. The Chairperson will determine the appropriate course of action to respond to the request and shall, if necessary, forward the request to Roundtable and/or Airport staff for action. The Chairperson shall inform the Roundtable Member of the disposition of the request in a timely manner. For requests that are outside of the Roundtable's purview or approved Work Program, the Chairperson shall notify the Member that the request cannot be fulfilled at that time. The Vice Chairperson shall have similar authority in the Chairperson's absence.

Article X. Amendments/Effective Date

1. The Bylaws shall be adopted at a Regular or Special Roundtable Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
2. The adopted Bylaws may be amended at any Roundtable Regular or Special Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

* * * * *

Signed By:

_____ Date: _____

Cliff Lentz
Roundtable Chairperson
Councilmember
City of Brisbane

_____ Date: _____

Elizabeth Lewis
Roundtable Vice-Chairperson
Councilmember
Town of Atherton



January 26, 2022

TO: Roundtable Representatives, Alternatives, and Interested Persons

FROM: Doreen Stockdale, Interim Roundtable Coordinator

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

RECOMMENDATION:

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

BACKGROUND:

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

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

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

DISCUSSION:

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

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

Attachment: Resolution 22-02



ROUNDTABLE STRATEGIC PLAN

July 1, 2020 – December 31, 2024

Adopted by the Roundtable on December 2, 2020

ORGANIZATION OF THIS STRATEGIC PLAN

This Strategic Plan is organized as follows:

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

INTRODUCTION

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

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

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

BACKGROUND/HISTORY

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

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

GUIDING PRINCIPLES

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

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

MISSION STATEMENT

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

GOALS, AND ACTION ITEMS

The following goals are not listed in priority order:

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

Roundtable Strategic Plan 2020-2024

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

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

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

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

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

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

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

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

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

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

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

STRATEGIC PLAN AMENDMENT PROCESS

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

Roundtable Strategic Plan 2020-2024

Page 5 of 5

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

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

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



ROUNDTABLE ANNUAL WORK PLAN

July 1, 2022 through June 30, 2023

Adopted by the Membership on June 1, 2022

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.

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San Francisco
International
Airport

Aircraft Noise Office Action Plan (NAP)

August 3rd, 2022
SFO Airport/Community
Roundtable





The NAP is a collaborative strategy plan aimed at reducing aircraft noise exposure in the community in unique ways.

This plan consists of five objective categories that represent different aspects of the aircraft noise issue. It is a living document, so our action items will always be evolving to solve both new and continuous problems as the industry progresses.

NAP OBJECTIVES



Quieter Planes

Advocate for quieter technology of aircraft to ensure that our neighbors share in the benefits.



Quieter Procedures

Collaborate with the FAA, Airlines, and Pilots to develop and prioritize quieter procedures, especially during nighttime hours.



Working with Communities

Provide better engagement with communities through open and constructive dialogue and improved access to information.



Expanding the Noise Program

Evaluate new standards of data accuracy while expanding and improving current noise monitoring data to ensure data integrity and comprehensiveness.



Land-Use Planning and Noise Insulation Program

Reduce environmental impacts by continuing our sound insulation programs and work with community leaders to restrict noise-sensitive development in high-noise areas.





Quieter Planes



Strategies

- ❖ Collect more accurate and intensive data on aircraft flying into SFO.
- ❖ Encourage and promote use of quieter aircraft at SFO

Actions

- ❑ Continuously reaching out to airlines for periodic updates and monitoring fleet changes.
- ❑ Report on the distribution of different stage aircraft currently operating at SFO.
- ❑ Continuously updating our A320 Airflow Deflector Retrofit webpage to highlight and promote retrofit progress.

Highlights

- ✓ Several Airlines are finished retrofitting their A320 fleet – check it out at [flysfo.com!](https://www.flysfo.com/community/noise/making-sfo-quieter/sfos-initiatives-tackle-noise)
<https://www.flysfo.com/community/noise/making-sfo-quieter/sfos-initiatives-tackle-noise>



Quieter Procedures



Strategies

- ❖ Work with the FAA on creating new, quieter routes and prioritizing quieter procedures.
- ❖ Outreach to pilots about preferred routes available.
- ❖ Work with the Airlines on voluntarily flying quieter routes through outreach and incentives.

Actions

- ❑ Established bi-weekly communication with the FAA.
- ❑ Create new innovative approach procedures through GBAS (Ground-Based Augmentation System).
- ❑ Promote the creating of the new nighttime routing NITTE/HUSSH.
- ❑ Continuous review of airline procedures and outreach to inform and request that airlines use quieter procedures when available.

Highlights

- ✓ Group 1 of SFO's GBAS Innovative Approach procedures submitted to FAA for review and approval.
- ✓ New nighttime NIITE/HUSSH route has been implemented and runs between the hours of 1AM – 5AM. The Noise office is tracking its usage and noise reduction.



Working with Communities



Strategies

- ❖ Expand direct involvement with community members.
- ❖ Increase the community's access to information for greater transparency.

Actions

- Expand reporting options available.
- Provide new reporters unfamiliar with the aircraft noise industry with more background information and details tailored to the individual.
- Create new ways to inform the communities of noise mitigation initiatives and procedure usage through the SFO Noise Portal website: www.noise.flysfo.com.
- Find new ways to involve community members in aircraft noise issues.

Highlights

- ✓ Created new GBAS and Noise Insulation Program (NIP) information posts for view on the Noise Portal and there will be more to come soon!
- ✓ Released SFO's Noise Reporting App and releasing the new IVR reporting hotline soon.



Expanding the Noise Program

Strategies

- ❖ Upgrade and expand the monitoring system to ensure we are collecting accurate and diverse data.

Actions

- ❑ Installation of new permanent monitors.
- ❑ Re-evaluate monitor thresholds which have high levels of interference from community noise.
- ❑ Evaluate using ANEEM for use on noise-to-track correlation methods.
- ❑ Expand portable monitoring to include more regular monitoring locations and re-establish Ad-Hoc residential monitoring.
- ❑ Configure noise-to-track correlation methods to better track Ground Run-Ups, backblast noise from take-offs, and landing noise from reverse-thrusters.
- ❑ Automate report generation for quicker turnaround on recurring reports.

Highlights

- ✓ New permanent monitors installed.
- ✓ Monitor thresholds have been re-evaluated.
- ✓ Increased automation achieved for Fly Quiet Reports, Aircraft Noise Monitoring Reports
- ✓ New portable monitoring locations at Palo Alto, East Palo Alto, and Pacifica added and have re-started Ad-Hoc residential monitoring.
- ✓ ANEEM to be added as extra noise-to-track correlation metric on data reporting for all non-Title 21 monitor sites.





Land-Use Planning and Noise Insulation Program



Strategies

- ❖ Continue Noise Insulation Program (NIP) and improve community outreach.
- ❖ Impede residential development in noise sensitive areas (within the 65dB Noise Contour).

Actions

- Perform outreach and start next round of construction of NIP for homes which qualify under Second Chance Initiative.
- Enhance public knowledge of the NIP program via the SFO Noise Portal.
- Work with community leaders to restrict residential development in noise sensitive areas.

Highlights

- ✓ NIP newest round of construction started in October 2021.
- ✓ New NIP information posts to expand public knowledge of the NIP available for view on the SFO Noise Portal: www.noise.flysfo.com

NAP Highlights & Timeline

☑ Completed/Established

N In-Progress Near-Term
M Mid-Term Project
L Long-Term Project

2020

- ☑ Start working with airlines to minimize problematic flights
- ☑ A320 Airflow Deflector Reporting Starts
- ☑ Creation of SFO Noise Portal
- ☑ Installation of new permanent NMTs
- ☑ Establish Roundtable Assigned Portable Program
- ☑ Create new updated template for New Reporter information
- ☑ Launch new App reporting method

2021

- ☑ Start Tracking Airline fleet changes
- ☑ Create standardized COVID-19 community response
- ☑ Add GBAS information posts on Noise Portal
- ☑ GBAS Overlay Procedures installation and submission
- ☑ Add NIP information posts on Noise Portal
- ☑ Start next round of NIP construction
- ☑ Finish threshold review for permanent NMTs

2022

- ☑ Ad-hoc monitoring renews
- ☑ Start tracking SFO Bay Tours
- ☑ NIITE/HUSSH Implementation and Reporting
- N Add ANEEM correlations into noise monitoring software
- N Launch new IVR reporting method
- N Report on the distribution of Stage aircraft at SFO
- N Report on Offset Approach Usage

2023 -2027+

- M Report in-use runways to the public
- M Continue expanding public information on the Noise Portal
- L Add noise abatement airfield signage
- L Continue producing new GBAS IA procedures
- L Research noise effects of supersonic aircraft
- + Continue to expand and add new initiatives to further reduce aircraft noise

A photograph of the New York-New York Hotel & Casino's Big Ben tower at dusk. The tower is illuminated with blue lights, and the sky is a mix of dark grey and orange from the setting sun. The word "Questions?" is overlaid in large white text in the center of the image.

Questions?



Meeting Announcement

Technical Working Group

Friday, July 8, 2022

12:00 p.m. – 1:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/97095497033>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 970 9549 7033

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

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

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

CONSENT AGENDA

1. Action to Set Agenda and Approve Consent Agenda

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

Attachments: Memo and Resolution of Approval

REGULAR AGENDA

3. GBAS Status Update

Bert Ganoung, Noise Office Manager, SFO

4. NIITE/HUSSH

4a. FAA Update

Alana Jaress, Community Engagement Officer, FAA

4b. Monitoring

Eugene Reindel, Technical Consultant, HMMH

5. Discussion of Nighttime Flight Operations

Sam Hindi, Chairperson

6. Adjourn

**Instructions for Public Comment during Videoconference Meeting

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

Written Comments:

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

1. Your written comment should be emailed to amontescardenas@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received by 12:00 pm on the day before the meeting, it will be provided to the Roundtable and made publicly available on the agenda website under the specific item to which comment pertains. The Roundtable will make every effort to read emails received after that time but cannot guarantee such emails will be read during the meeting, although such emails will still be included in the administrative record.

Spoken Comments:

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

1. The July 8, 2022 Technical Working Group meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/97095497033>. The meeting ID: 970 9549 7033. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 970 9549 7033, then press #.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Roundtable Chairperson calls for the item on which you wish you speak click on "raise-hand" icon. You will then be called on and unmuted to speak.
5. When called, please limit your remarks to the time limit allotted.



Meeting Announcement

Ground-Based Noise Subcommittee

Thursday, July 21, 2022
1:00 p.m. – 2:30 p.m.

BY VIDEO CONFERENCE ONLY

Please click the link below to join the webinar:

<https://smcgov.zoom.us/j/93404696648>

Or Dial-in:

US: +1(669)900-6833 Webinar ID: 934 0469 6648

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

PUBLIC PARTICIPATION:

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

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

CONSENT AGENDA

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

AGENDA ITEMS

- 2. Discussion on Takeoff Backblast Noise: How to Define and Obtain Data on Operating and Environmental Variables**

Kathleen Wentworth, Roundtable Coordinator
Eugene Reindel, Technical Consultant

- 3. Discussion on How to Obtain Data on the Noise Impact of Aircraft Taxiing or Holding for Takeoff near Departure End of Runways 01**

Bert Ganoung, SFO Aircraft Noise Abatement Manager
Eugene Reindel, Technical Consultant

- 4. SFO Updates**

Bert Ganoung, SFO Aircraft Noise Office Manager

- a. ANEEM**
- b. Director's Report – inclusion of Low Frequency Data**
- c. Newly Planned Concourse H – Terminal 3**

5. Adjournment

Working together for quieter skies



San Francisco International Airport/Community Roundtable
455 County Center – 2nd Floor, Redwood City, CA 94063
T (650) 363-4220 sforoundtable.org

****Instructions for Public Comment During Video Conference Meeting**

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

Written Comments:

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

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

Spoken Comments:

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

1. The July 21, 2022, Ground-Based Noise Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/93404696648>.
The meeting ID: 974 6601 0883. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 934 0468 6648, 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.



**U.S. Department
of Transportation**

Assistant Administrator for NextGen

**800 Independence Avenue SW
Washington, DC 20591**

**Federal Aviation
Administration**

6/30/2022

The Honorable Eleanor Holmes Norton
Quiet Skies Caucus Chair
U.S. House of Representatives
Washington, DC 20515

Dear Chair Norton:

Thank you for your letter dated April 20, 2022, cosigned by members of the Quiet Skies Caucus, regarding the membership of the NextGen Advisory Committee (NAC). The NAC is a Federal Advisory Committee that operates in accordance with the Federal Advisory Committee Act (FACA). FACA requires Federal advisory committees “to be fairly balanced in terms of the points of view represented and the functions to be performed by the advisory committee.” 5 U.S.C. app. 2 § 5.

As stated in the NAC charter and NAC membership balance plan, the mission of the NAC is to provide independent advice and recommendations to the Federal Aviation Administration (FAA) and to respond to specific tasks received directly from FAA. The advice, recommendations, and tasks relate to concepts, requirements, operational capabilities, the associated use of technology, and related considerations to operations that affect the future of the Air Traffic Management System and the integration of new technologies.

The NAC maintains a membership of no more than 30 members. For the FAA to comply with FACA’s membership balance requirements and to align its investments, the NAC must maintain broad representation of the aviation community. NAC members are appointed to represent stakeholder domains. The FAA has carefully considered the number of representatives required from each stakeholder domain to provide input on the technical issues the NAC considers. Of the 30 members, one is designated to represent the community and environment stakeholder group.

In the coming months, a Federal Register Notice (FRN) will be published to solicit NAC membership applications for the next two-year term. While the FRN supports a transparent, diverse, and inclusive membership solicitation process, the membership will remain fixed at 30 members with the same domain representation. We invite qualified organizations to apply. We do not believe expansion of the NAC is warranted, however, we do believe in substantive communication and engagement with communities and we remain committed to that work.

While the Advanced Aviation Advisory Committee (AAAC) recently expanded its membership from 35 to 41 members, at its expanded size of 41, there is one seat designated to represent the

community stakeholder group. This expansion brings the community representation for the AAAC in line with the long-established representation on the NAC.

A community concern raised in your letter focuses on the metric used to evaluate noise impacts. We understand that some members of the public have expressed views that the standard metric used by the FAA, the day-night average sound level (DNL), is insufficient for assessing community noise impacts. The FAA is currently undertaking a review of the FAA noise policy, including the noise metric and thresholds. However, the noise policy topic, including defining, updating, or evaluating noise metrics, is not within the scope of the NAC. The FAA will proactively engage stakeholders and the public in the review of the current noise policy through a robust, thorough, evidence-based, and inclusive process. This will include participation opportunities for all stakeholders, including those that represent local communities.

Fundamentally, the agency agrees community input is important. The FAA has taken a number of concrete actions recently that demonstrate our commitment to this concept. The agency deployed the noise complaint initiative nationwide, published the neighborhood environmental survey, and initiated a full review of our noise policy. The FAA has completed nearly every noise related directives in the 2018 FAA Reauthorization Act. Additionally, the FAA developed and implemented “enhanced community engagement” initiatives to include routine participation at multiple airport-sponsored noise roundtables focused on building consensus recommendations and engaging airport noise officers.

Thank you again for reaching out on this topic. We are in agreement that transparency and public inclusivity is of the utmost importance.

We have sent identical letters to all cosigners.

If you or your staff need further assistance, please contact the Office of Government and Industry Affairs at (202) 267-3277.

Sincerely,

DocuSigned by:

BBQAB227D5F94D5...

Paul Fontaine

Acting Assistant Administrator for NextGen



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: June 24, 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 four updates at SFO, three updates at SJC, and one update at OAK. One comment period at SFO and one comment period at OAK are currently open. The next publication is expected on July 14, 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:

- SFO GLS RWY 19L
 - Status changed to Under Development
 - Publication Date of November 3, 2022
- SFO GLS RWY 19R
 - Status changed to Under Development
 - Publication Date of November 3, 2022
- SFO GLS RWY 28L
 - Status changed to Under Development
 - Publication Date of November 3, 2022
- SFO GLS RWY 28R
 - Status changed to Under Development
 - Publication Date of November 3, 2022
- SJC RNAV (GPS) Y RWY 30R AMDT 4A
 - Status changed to Awaiting Publication
 - Publication Date of July 14, 2022
- SJC STAR RAZRR FIVE (RNAV)
 - Status changed to Awaiting Publication
 - Publication Date of July 14, 2022
- SJC STAR SILCN SIX (RNAV)
 - Status changed to Awaiting Publication
 - Publication Date of July 14, 2022
- OAK SILENT THREE DEPARTURE
 - Status changed to Awaiting Publication
 - Publication Date of September 8, 2022

Open Comment Periods:

- ILS OR LOC RWY 28L AMDT 27C at SFO
 - Comment period ends July 8, 2022
 - Changes not expected to affect flight paths or altitudes.
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20ILS%20OR%20LOC%20RWY%2028L%20AMDT%2027C&procedureName=ILS%20OR%20LOC%20RWY%2028L%20AMDT%2027C&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20-%20ILS%20OR%20LOC%20RWY%2028L%20AMDT%2027C&procedureName=ILS%20OR%20LOC%20RWY%2028L%20AMDT%2027C&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- SILENT THREE DEPARTURE at OAK
 - Comment period ends June 28, 2022
 - Changes not expected to affect flight paths or altitudes.

- Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=OAK%20\(%20KOAK\)%20METRO%20OAKLAND%20INTL,%20OAKLAND,%20CA%20-%20SILENT%20THREE%20DEPARTURE&procedureName=SILENT%20THREE%20DEPARTURE&airportCode=%20OAK&airportName=METRO%20OAKLAND%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=OAK%20(%20KOAK)%20METRO%20OAKLAND%20INTL,%20OAKLAND,%20CA%20-%20SILENT%20THREE%20DEPARTURE&procedureName=SILENT%20THREE%20DEPARTURE&airportCode=%20OAK&airportName=METRO%20OAKLAND%20INTL&airportState=CA)

Next Publication:

We expect the following updates in the July 14, 2022 publication:

- SJC
 - RNAV (GPS) Y RWY 30R, AMDT 4A
 - Currently Awaiting Publication
 - Publication Date of July 14, 2022
 - STAR RAZRR FIVE (RNAV)
 - Currently Awaiting Publication
 - Publication Date of July 14, 2022
 - STAR SILCN SIX (RNAV)
 - Currently Awaiting Publication
 - Publication Date of July 14, 2022



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: July 26, 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 three updates at SJC. The next publication is expected on August 11, 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:

- SJC STAR RAZRR FIVE (RNAV)
 - Status changed to Published
 - Publication Date of July 14, 2022

- SJC STAR SILCN SIX (RNAV)
 - Status changed to Published
 - Publication Date of July 14, 2022

- SJC RNAV (GPS) Y RWY 30R, AMDT 4A
 - Status changed to Published
 - Publication Date of July 14, 2022
 - Amendment includes minor administrative changes, updates the missed approach instructions to hold at a point 0.75 nm farther from SJC than previous instructions, and reduces the circling minimum descent altitude by 40 ft for Category A, 80 ft for Category B, and 20 ft for Category C aircraft.

Open Comment Periods:

- None

Next Publication:

We do not expect any updates in the August 11, 2022 publication.



San Francisco International Airport

June 23, 2022

TRANSMITTED VIA E-MAIL and U.S. MAIL
kvuicich@bayareametro.gov

Kara Vuicich
Principal Planner
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RE: Proposed Transit-Oriented Communities Policy

The San Francisco International Airport (SFO or the Airport) is aware that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are in the process of updating the 2005 Transit-Oriented Development (TOD) Policy defined in the Regional Transit Expansion Program (MTC Resolution No. 3434).

The proposed replacement policy, the Transit-Oriented Communities (TOC) Policy, establishes requirements for Priority Development Areas (PDAs) and Transit-Rich Areas (TRAs) related to residential and office density for new development, affordable housing and anti-displacement policies, parking management, and transit station access and circulation. The draft policy, however, does not adequately recognize State land use compatibility laws as they relate to lands near airports, including SFO.

SFO is concerned that the draft TOC policy, as presented on May 13, 2022,¹ does not recognize and exclude areas from this policy that would unintentionally encourage and intensify incompatible land use in the vicinity of SFO, as defined under State land use compatibility laws. While the Airport understands that the draft TOC policy does not require cities to upzone land near high-quality transit, recent experience suggests that the practical outcome of the policy will be to encourage the introduction of new incompatible land uses, and the densification of legacy incompatible land uses. Therefore, SFO seeks to engage MTC and ABAG regarding the draft TOC policy and identify practical options to avoid creating incentives for cities and developers to seek new land uses that are incompatible with airport-adjacent locations.

BACKGROUND

California State Law requires Airport Land Use Commissions to adopt an Airport Land Use Compatibility Plan (ALUCP) for each public use and military airport within their jurisdiction. The City/County Association of Governments (C/CAG) of San Mateo County is the acting Airport Land Use Commission for SFO, and the current SFO ALUCP was adopted in 2012.² State law requires a submittal for proposed development and land use policy actions that affect property within the area

¹ Association of Bay Area Governments, and the Metropolitan Transportation Commission, “Transit-Oriented Communities Policy, Joint MTC Planning Committee with the ABAG Administrative Committee,” May 13, 2022.

² City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012.

designated as the Airport Influence Area (AIA) to the Airport Land Use Commission for determination of consistency with the SFO ALUCP.³

This letter describes the land use compatibility concerns raised by the proposed TOC policy regarding the noise, airspace, and safety compatibility policies defined in the SFO ALUCP. Several communities near SFO served by high-quality transit (e.g., defined by the TOC policy and State law as areas within a half mile of BART, Caltrain, and high-frequency SamTrans stations) were not evaluated for consistency with existing State land use compatibility laws. MTC and ABAG are required to submit the proposed policy to the C/CAG, as the Airport Land Use Commission, for a consistency determination prior to accepting the proposed TOC policy; however, until the Airport discovered that the TOC policy was being revised as staff attended an unrelated meeting, the Airport was not consulted during the stakeholder engagement process on the proposed TOC policy.

AIRCRAFT NOISE COMPATIBILITY POLICIES AND CONCERNS

As shown in **Exhibit 1** (attached), aircraft noise exposure contours extend northwest and southwest from SFO. The research-based noise exposure policies defined in the ALUCP are designed to protect the health of people on the ground near airports. As identified in the SFO ALUCP, the following noise compatibility policies should be considered in the development of the TOC Policy⁴:

- Noise Policy 1 (NP-1): Noise Compatibility Zones. For the purposes of the SFO ALUCP, the projected 2020 CNEL noise contour map from the Draft Environmental Assessment for the Proposed Runway Safety Area Program shall define the boundaries within which noise compatibility policies described in this Section shall apply. The zones are defined by the Community Noise Exposure Level (CNEL) 65, 70, and 75 dBA contours.
- Noise Policy 4 (NP-4): Residential Uses within CNEL 70 dBA Contour. Residential uses are not compatible in areas exposed to noise above CNEL 70 dBA and typically should not be allowed in these high noise areas.

To the west of Airport property is an irregular but contiguous PDA. To the northwest of SFO, high-quality transit areas, specified as a TRA comprise the half-mile area around the San Bruno BART station. Most of the half-mile area around the San Bruno BART station is located within the CNEL 70 dBA. To the southwest of SFO, portions of the half-mile area around the Millbrae Caltrain and BART stations are located within the CNEL 70 dBA. Portions of the PDA associated with the San Bruno and Millbrae transit stations are similarly in the CNEL 70 dBA contour.

SFO was the first US airport with an approved noise compatibility program from the Federal Aviation Administration (FAA) in 1983. Since then, the FAA and SFO have funded, implemented,

³ Before a local agency makes plans consistent, all proposed development and land use policy actions that affect property within an area designated as the project referral area (or Area B of the Airport Influence Area [AIA]) must be submitted to the Airport Land Use Commission for a consistency determination prior to agency action on any policy decision, and prior to issuance of any development permit. After a local agency makes plans consistent, any proposed land use policy action (adoption or amendments to general plans, specific plans, zoning ordinances, and facilities master plans) within Area B of the AIA must be submitted to the Airport Land Use Commission for a consistency determination prior to agency action. (City/County Association of Governments of San Mateo County, Airport Land Use, available at <https://ccag.ca.gov/programs/airport-land-use/> [accessed May 25, 2022].)

⁴ City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November 2012, pp IV-12 and IV-19.

and maintained a robust sound insulation program that has allowed SFO to be one of the few public use airports in the State of California to be fully compliant under Title 21 of the California Code of Regulations. Millions of federal and local funds have been expended to achieve land use compatibility within the CNEL 65 dBA noise contour – by sound insulating homes, places of worship, and schools, to be consistent with federal and state land use compatibility regulations.

Implementation of the TOC policy within the SFO AIA would require cities with legacy incompatible land uses to undermine decades of scientifically informed land use planning and millions of dollars expended to safeguard public health and safety.

The Airport supports practical housing development in the Bay Area, especially low-income and transit-oriented developments. However, commercial and industrial areas near rail corridors, zoned and used as such for decades near SFO, are now being identified by local municipalities to accommodate housing and transit-oriented communities because these areas are located adjacent to high-quality transit (i.e., the San Bruno Transit Corridors and the Millbrae Station: Transit Station Area) and because MTC's Regional Housing Needs Assessment methodology also did not account for airport land use incompatibilities.⁵ Implementation of the draft TOC would exacerbate this issue by requiring cities with legacy incompatible land uses, or cities which choose to create new incompatible land uses, to increase the intensity of those uses and expose more future residents to unmitigable noise levels.

The proposed TOC policy would encourage the densification of incompatible housing uses within the SFO vicinity and presents a serious concern for the Airport and conflicts with local compatibility regulations. Specifically, in 1992, the Airport Commission entered into a Memorandum of Understanding (MOU) with neighboring communities to provide \$120 million in residential noise insulation for homes in proximity to the Airport affected by noise.⁶ Signatory jurisdictions to the MOU promote real estate disclosure for all residential properties within the Airport's CNEL 65 dBA aircraft noise contour and in proximity to the Airport, as well as prohibit new residential construction within the CNEL 70 dBA aircraft noise contour.

State law requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property as a condition of the sale.⁷ Further, the noise elements and/or General Plans adopted by the cities of Burlingame, Daly City, Millbrae, San Bruno, and South San Francisco restrict the development of new housing and various noise sensitive facilities within areas exposed to aircraft noise of CNEL 70-75 dBA. The TOC policy would conflict with local land use planning requirements and many years of successful progress towards compatibility in proximity to SFO.

All residential development related actions within the CNEL 70 dBA contour are incompatible, including rezoning of a site to residential uses, under Noise Compatibility Policy (NP-4). Within the CNEL 65 to 70 dBA contour, acoustical treatments could reduce interior noise levels and could be conditionally compatible residential developments. However, residential developments within the

⁵ City/County Association of Governments. *San Mateo County Priority Development Area (PDA) Investment & Growth Strategy*, May 2017.

⁶ Parties to the Agreement include the City and County of San Francisco, San Mateo County, and the cities of Daly City, Millbrae, Pacifica, San Bruno, and South San Francisco.

⁷ California Business and Professions Code, §11010; California Civil Code, §§1102.6, 1103.4, 1353.

CNEL 70 dBA noise contour would allow a significant impact to future residents and is identified under federal and state regulations as incompatible with sound insulation. Interior insulation would fail to address noise in outdoor amenity spaces often provided alongside housing. Further, the simple act of opening a window would compromise the efficacy of even the best noise insulation.

The materials and technology used for sound insulation have limited warranties and eventually fail over time. ***Residential development within the CNEL 70 dBA contour would render that development ineligible for FAA/SFO grants for future sound insulation, including the subsequent repair or re-installation of insulation materials when they fail over time.*** Similarly, Public Utilities Code section 21678 precludes the City and County of San Francisco/SFO from having any liability should a local jurisdiction proceed with residential development in contravention of the SFO ALUCP noise compatibility policies. There would be no viable aircraft noise abatement or noise mitigation measures that could alleviate the significant and unmitigable noise these future residents may experience, especially from long-haul international air carriers and cargo operators that depart late night/early morning; and due to the weight of the cargo, the cargo freighter aircraft typically fly slow and low to the ground. Therefore, the Airport will be unable to address noise complaints from these residents will and will refer them to the respective local jurisdiction (e.g., City of San Bruno and City of Millbrae).

The Airport encourages MTC and ABAG to recognize noise compatibility policies in the TOC policy to prevent development of uses incompatible with SFO operations.

AIRSPACE COMPATIBILITY POLICIES AND CONCERNS

Exhibit 2 presents the aeronautical surfaces considered most critical in the SFO ALUCP to protect airspace required for multiple types of flight procedures. This exhibit depicts the lowest elevations from a combination of protected airspace surfaces, so it indicates the ***maximum heights*** with which structures can be considered compatible with SFO operations. Additionally, the proposed development would receive an incompatible determination from the C/CAG. The C/CAG's determination would not negate the requirement for the developer to also undergo FAA Obstruction Evaluation and Airport Airspace Analysis (OE/AAA) study. To be found compatible with the SFO ALUCP, a project must lie beneath the critical aeronautical surfaces identified in the ALUCP and receive a Determination of No Hazard from the FAA. Compliance with only one out of these two requirements would be incompatible with the ALUCP.

Due to the proximity to the Airport of several high-quality transit areas and certain procedures from the Airport's runways, both the permanent building heights and temporary cranes or construction equipment must be considered. ***Otherwise, any permanent penetrations of the critical aeronautical surfaces adopted in the SFO ALUCP would result in real financial and economic impacts to air carriers, cargo operators, SFO/City and County of San Francisco, and potentially reduce airlines' ability to transport high-value cargo (e.g., biotechnology and high-technology cargo).***

While the encouragement of upzoning alone would not necessarily force a conflict with the airspace compatibility policies of the SFO ALUCP, the encouragement of higher densities without a corresponding restriction on over-height structures could encourage cities and developers to propose incompatibly tall permanent buildings. Further, by maximizing the heights of permanent buildings while still meeting airport land use compatibility requirements, the temporary cranes used to

construct the buildings must be over-height and can create acute operational effects on the Airport. In turn, this can shift noise to other communities and to other times of the day or night.

The Airport encourages MTC and ABAG to recognize airspace compatibility policies in the TOC policy to prevent development of uses incompatible with SFO operations.

SAFETY COMPATIBILITY POLICIES AND CONCERNS

Five safety zone types are identified in the vicinity of SFO. These empirically derived safety zones are designed to protect the health and safety of people on the ground in the event of an aircraft accident or incident. **Table 1** presents the zones as well as the land uses identified as incompatible with each zone and the land uses to be avoided in each zone. **Exhibit 3** depicts the safety zones defined for SFO. The land use compatibility criteria for safety zones are provided in the SFO ALUCP. The safety compatibility criteria are generally based on the guidelines provided in the *California Airport Land Use Planning Handbook* (Caltrans Handbook),⁸ although modifications have been made in recognition of the intense level of existing development in the vicinity of airports. Appendix E of the Caltrans Handbook contains a discussion of the factors that were considered in establishing the safety compatibility policies. The criteria include two categories: uses that are incompatible and uses that should be avoided in the respective zones, as summarized in Table 1.

Per the Plan Bay Area 2050: Final Blueprint Growth Geographies, areas within PDAs and TRAs near SFO are within Zones 2, 3, and 4.⁹ Specifically, the PDA and TRA associated with the San Bruno BART station encroach on Safety Zones 2, 3, and 4; the PDA associated with the San Bruno Caltrain station may encroach on Safety Zones 2 and 3, depending on the extents of the proximate PDA specific to the Caltrain station; and the PDA and TRA associated with the Millbrae BART and Caltrain stations encroach on Safety Zones 1, 2, and 3. As described in Table 1, MTC should consider airport land use incompatibility when refining TOC policy for PDAs and TRAs in proximity to SFO.

The Airport encourages MTC and ABAG to recognize safety zone compatibility policies in the TOC policy to prevent development of uses incompatible with SFO operations.

Table 1: Safety Compatibility Zones

Zones and Descriptions	Incompatible Land Uses	Land Uses to Avoid
<p>Zone 1, Runway Protection Zone and Object Free Area (RPZ-OFA) The RPZ is a trapezoid-shaped area off each runway end, with the dimensions based on the runway approach visibility minimums and the type of aircraft using the runway. The OFA is a rectangular area centered on each runway within which objects, other than those serving a specific aeronautical purpose, are</p>	<ul style="list-style-type: none"> • All new structures³ • Places of assembly not in structures • Hazardous uses² • Critical public utilities² 	<ul style="list-style-type: none"> • Nonresidential uses except very low intensity uses⁴ in the “controlled activity area”²

⁸ Caltrans Division of Aeronautics, California Airport Land Use Planning Handbook. Available online: <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-ally.pdf>

⁹ County of San Mateo, California. Plan Bay Area 2050: Final Blueprint Growth Geographies Adopted by ABAG Executive Board and MTC Commission, September 2020. (Accessible at - <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=485e374221e84074b7e577ad381f6fce>)

Zones and Descriptions	Incompatible Land Uses	Land Uses to Avoid
to be prohibited. Zone 1 is an area of relatively high accident risk that FAA encourages airport proprietors to own and keep free of objects, structures, and incompatible uses.		
<p>Zone 2, Inner Approach/Departure Zone (IADZ) The IADZ is designated along the extended centerline of each runway beginning at the outer edge of the RPZ. It is an area of secondary accident risk that tends to be overflowed by most aircraft arrivals and departures off each runway end.</p>	<ul style="list-style-type: none"> • Children’s schools ² • Large child day care centers and noncommercial employer-sponsored centers ancillary to a place of business ² • Hospitals, nursing homes • Hazardous uses ² • Critical public utilities ² • Theaters, meeting halls, places of assembly seating more than 300 people • Stadiums, arenas 	<p>--</p>
<p>Zone 3, Inner Turning Zone (ITZ) The ITZ, lies alongside the RPZ and IADZ. It is an area overflowed by aircraft making turns at low altitude immediately after takeoff. It tends to be subject to lower accident risk than the IADZ.</p>	<ul style="list-style-type: none"> • Biosafety Level 3 and 4 facilities ² • Children’s schools ² • Large child day care centers ² • Hospitals, nursing homes • Stadiums, arenas 	<ul style="list-style-type: none"> • Hazardous uses other than Biosafety Level 3 and 4 facilities ² • Critical public utilities ²
<p>Zone 4, Outer Approach/Departure Zone (OADZ) The OADZ, extends along the extended runway centerline immediately beyond the IADZ. It is subject to overflights of aircraft on approach and straight-out departures. At SFO, the OADZ off the west end of Runways 10R-28L and 10L-28R is overflowed by a high proportion of departures using Runways 28L and 28R, especially long-haul departures by heavy, wide-body aircraft.</p>	<ul style="list-style-type: none"> • Biosafety Level 3 and 4 facilities ² • Children’s schools ² • Large child day care centers ² • Hospitals, nursing homes • Stadiums, arenas 	<ul style="list-style-type: none"> • Hazardous uses other than Biosafety Level 3 and 4 facilities ² • Critical public utilities ²
<p>Zone 5 – Sideline Zone (SZ) The SZ is a rectangular area centered on each runway centerline with a width of 2,000 feet and a length extending 200 feet beyond each runway end. This area is subject to accident risks associated with aircraft losing directional control on takeoff or after landing. At SFO, the SZ is entirely on Airport property.</p>	<ul style="list-style-type: none"> • Children’s schools ² • Large child day care facilities and noncommercial employer-sponsored centers ancillary to a place of business • Hospitals, nursing homes • Hazardous uses ² • Critical public utilities ² • Stadiums, arenas 	<p>--</p>

Notes:

1/ Avoid: Use is not fully compatible and should not be permitted unless no feasible alternative is available. Where use is allowed, habitable structures shall be provided with at least 50 percent more exits than required by applicable codes. Where the 50-percent factor results in a fraction, the number of additional exits shall be rounded to the next highest whole number.

Incompatible Use is not compatible in the indicated zones and cannot be permitted.

2/ Definitions:

- Biosafety Level 3 and 4 facilities: Medical and biological research facilities involving the storage and processing of extremely toxic or infectious agents. See Policy SP-3 for additional detail.
- Children's schools: Public and private schools serving preschool through grade 12, excluding commercial services.
- Controlled Activity Area: The lateral edges of the RPZ, outside the Runway Safety Area (RSA) and the extension of the RSA, which extends to the outer edge of the
- RPZ. See FAA Advisory Circular 150/5300-13, *Airport Design*, Section 212a.(1)(b).
- Critical public utilities: Facilities that, if disabled by an aircraft accident, could lead to public safety or health emergencies. They include the following: electrical power generation plants, electrical substations, wastewater treatment plants, and public water treatment facilities.
- Hazardous uses: Uses involving the manufacture, storage, or processing of flammable, explosive, or toxic materials that would substantially aggravate the consequences of an aircraft accident. See Policy SP-3 for additional detail.
- Large child day care centers: Commercial facilities defined in accordance with Health and Safety Code, Section 1596.70, et seq., and licensed to serve 15 or more children. Family day care homes and noncommercial employer-sponsored facilities ancillary to place of business are allowed.

3/ Structures serving specific aeronautical functions are allowed, in compliance with applicable FAA design standards.

4/ Examples include parking lots and outdoor equipment storage.

Source: The City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport*, Table IV-2, "Safety Compatibility Criteria," November 2012.

* * *

While the concerns detailed in this letter address the SFO ALUCP specifically, the same principles apply to every Bay Area airport with a published ALUCP. Therefore, the Airport requests that the draft TOC policy be revised as follows:

1. State explicitly that the TOC policy does not supersede any published airport land use compatibility plan, nor may the TOC policy be used as justification for overriding any component of a published ALUCP.
2. Exclude all housing density requirements from any parcels within the 70 dB CNEL contour of any airport with a published ALUCP.
3. Exclude hazardous uses, including but not limited to Biosafety Level 3 and 4, from any density requirements which would conflict with a published ALUCP.
4. Incorporate by reference the height compatibility policies for permanent facilities near airports, as defined in published ALUCPs, and caution cities and developers on the complex and potentially onerous requirements which may be placed on tall temporary cranes which would interfere with the safe, efficient operations of local airports.

The Airport supports the draft TOC policy's goals of encouraging the use of mass transit and increasing the housing supply in the Bay Area, especially as many Airport workers must endure long commutes due to a lack of affordable local options. However, meeting these goals cannot come at the expense of decades of research and experience regarding incompatible land uses near Airports. The Airport believes there are many opportunities to densify developments near airports without introducing incompatible land uses; for example, by encouraging higher-density office uses which are typically compatible with the SFO ALUCP.

K. Vuicich, MTC

June 23, 2022

Page 8 of 8

The Airport appreciates the opportunity to provide input on this important policy to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support ridership, but that increase residential and commercial development densities in high-quality transit areas. If I can be of assistance, please do not hesitate to me at (650) 821-6678 or at nupur.sinha@flysfso.com.

Sincerely,

DocuSigned by:

Audrey Park

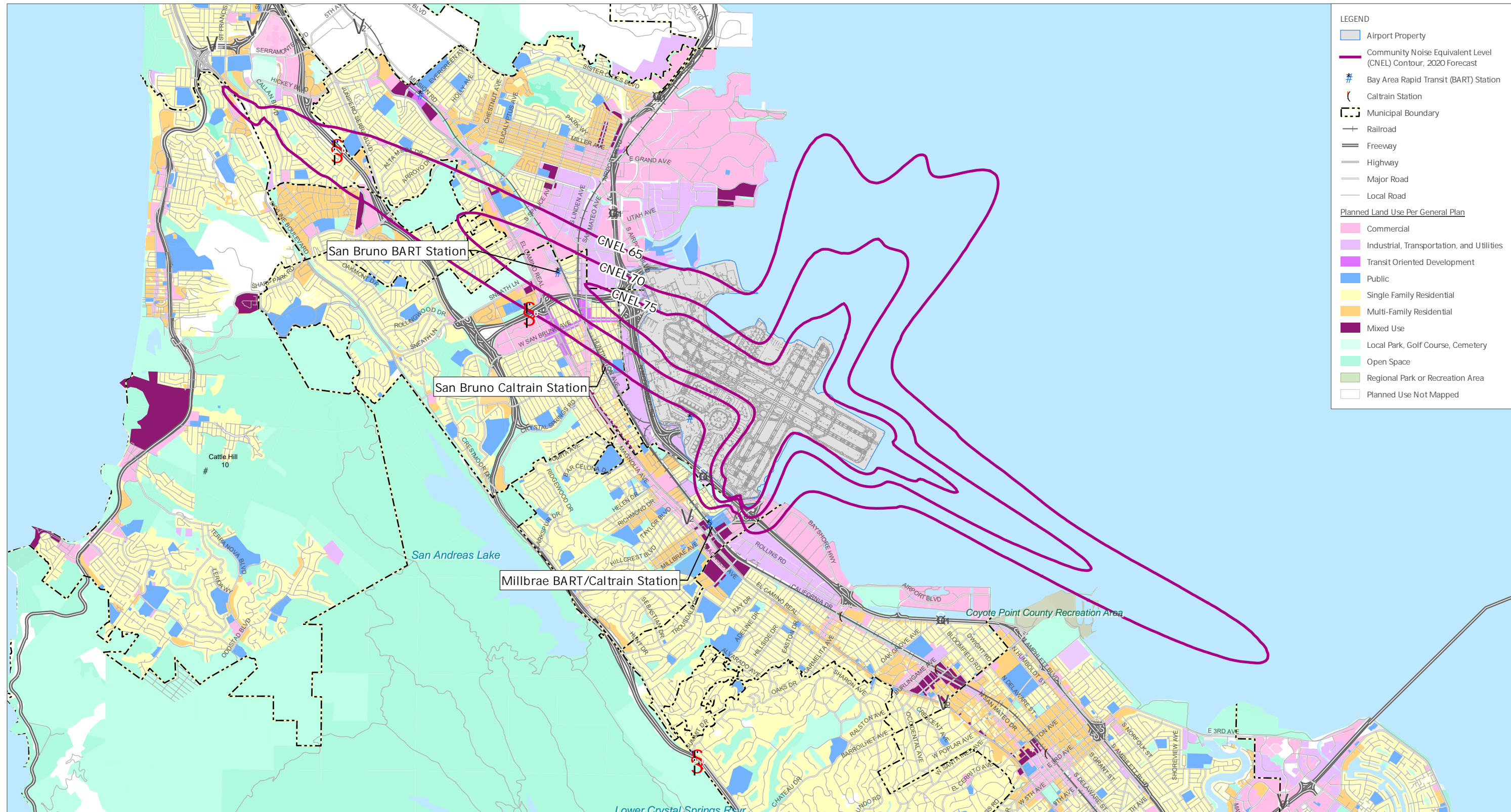
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Nupur Sinha

Director of Planning and Environmental Affairs

Attachments

cc: Faviola Garcia, Western-Pacific Deputy Regional Administrator, Acting, FAA
Laurie Suttmeier, Manager, Western-Pacific Region, FAA San Francisco Airports District Office
Phillip Miller, Acting, Chief Division of Aeronautics, Caltrans
Jim Lites, Executive Director of California Airports Council
Therese McMillan, Executive Director, Association of Bay Area Governments
Mark Shorett, Principal Regional Planner, Association of Bay Area Governments
Sam Hindi, Chairperson, SFO Airport/Community Roundtable
Sean Charpentier, Executive Director, City/County Association of Governments of San Mateo County

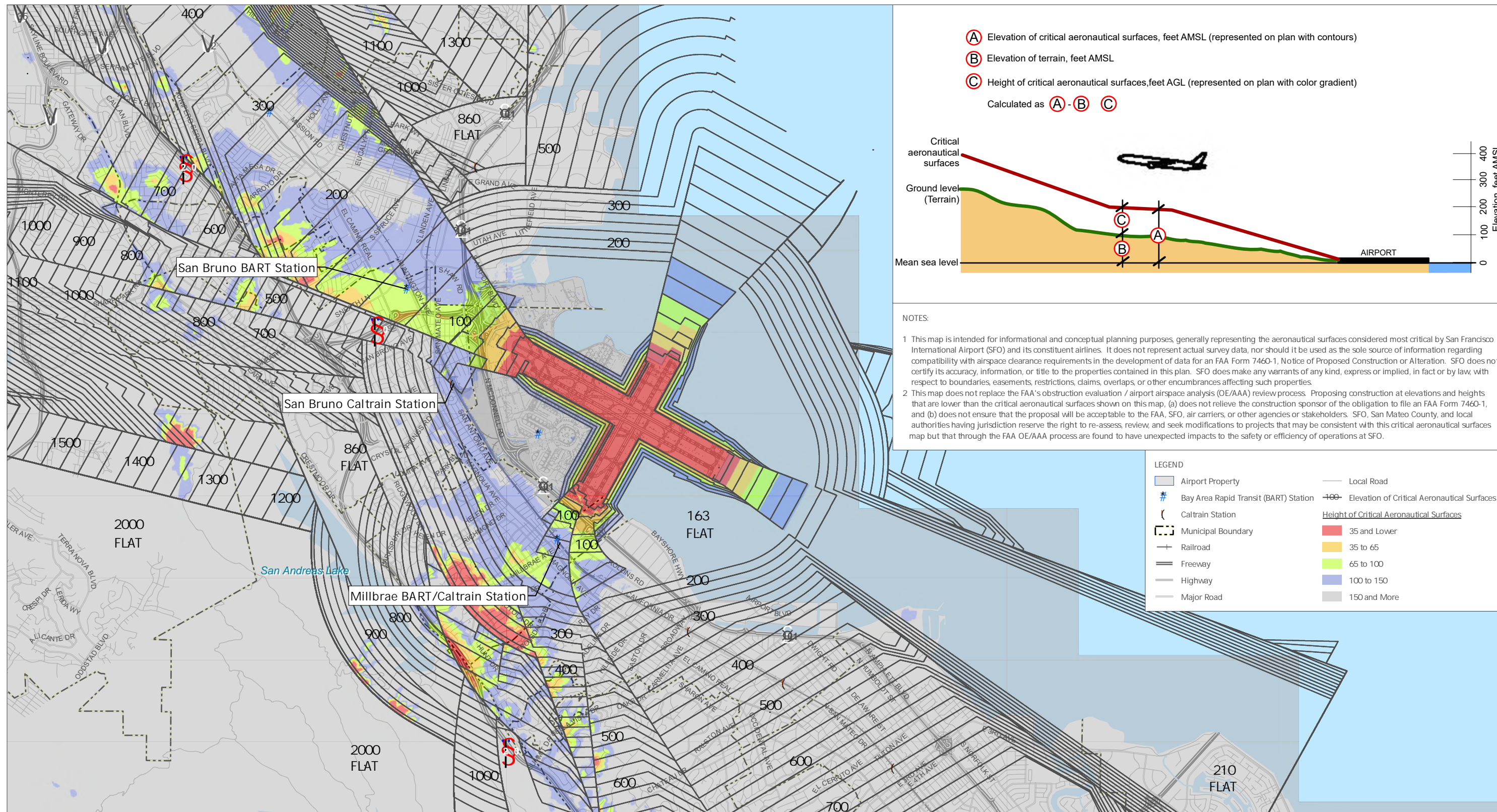


SOURCES: Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport, URS Corporation and BridgeNet International, June 2011 (noise contours); San Mateo County Planning & Building Department, 2007; Burlingame Bayfront Specific Area Plan, August 2006; Burlingame Downtown Specific Plan, January 2009; Burlingame General Map, September 1984; North Burlingame/Rollins Road Specific Plan, February 2007; Colma Municipal Code Zoning Maps, December 2003; Daly City General Plan Land Use Map, 1987; Hillsborough General Plan, March 2005; Millbrae Land Use Plan, November 1998; Pacifica General Plan, August 1996; San Bruno General Plan, December 2008; San Mateo City Land Use Plan, March 2007; San Mateo County Zoning Map, 1992; South San Francisco General Plan, 1998.

EXHIBIT 1



NOISE COMPATIBILITY ZONES

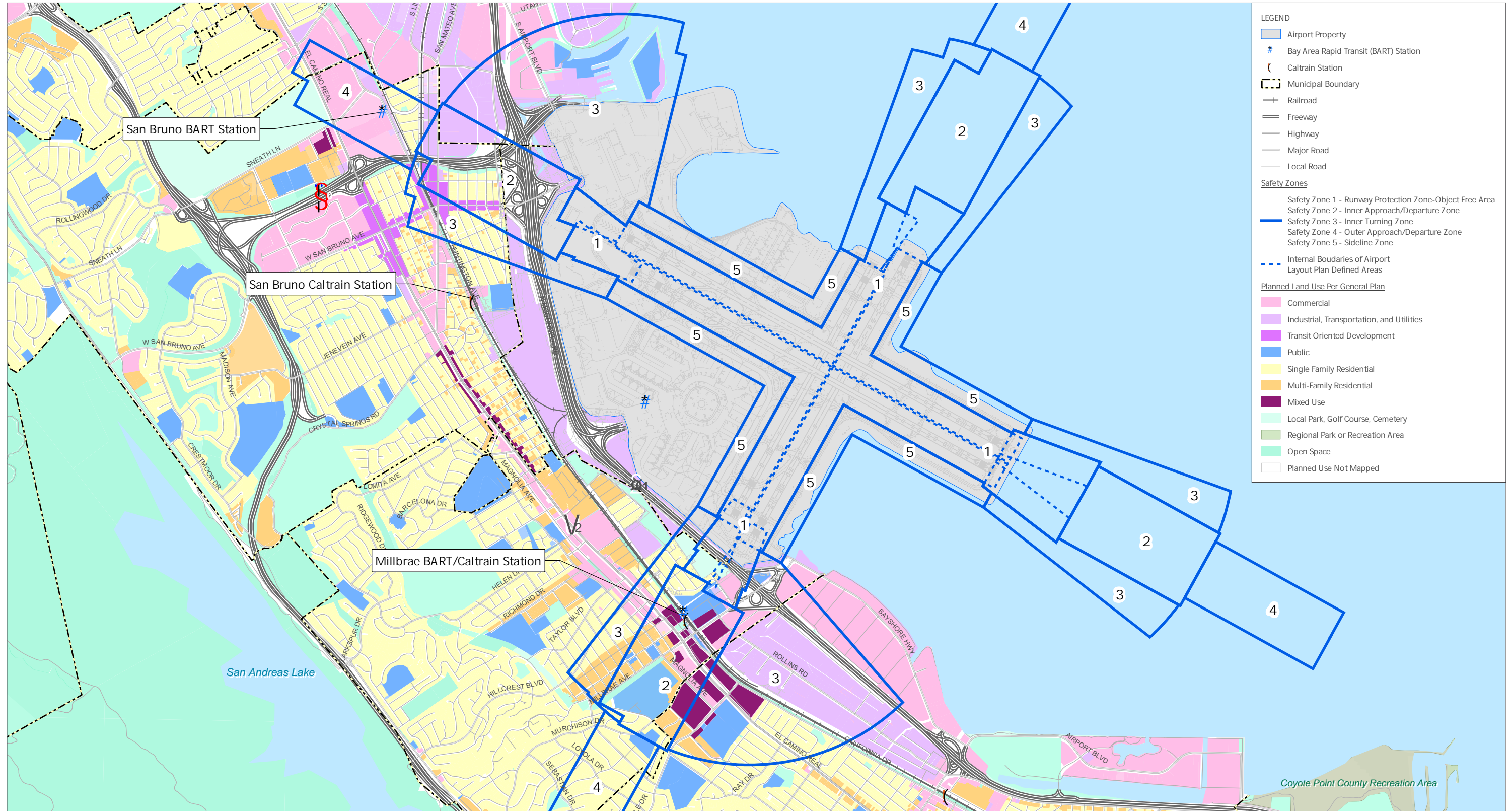


SOURCES: San Francisco International Airport, Jacobs Consultancy, and Planning Technology Inc., 2009.

EXHIBIT 2



CRITICAL AERONAUTICAL SURFACES



SOURCES: Draft Environmental Assessment, Proposed Runway Safety Area Program, San Francisco International Airport, URS Corporation and BridgeNet International, June 2011; San Mateo County Planning & Building Department, 2007; Burlingame Bayfront Specific Area Plan, August 2006; Burlingame Downtown Specific Plan, January 2009; Burlingame General Map, September 1984; North Burlingame/Rollins Road Specific Plan, February 2007; Colma Municipal Code Zoning Maps, December 2003; Daly City General Plan Land Use Map, 1987; Hillsborough General Plan, March 2005; Millbrae Land Use Plan, November 1998; Pacifica General Plan, August 1996; San Bruno General Plan, December 2008; San Mateo City Land Use Plan, March 2007; San Mateo County Zoning Map, 1992; South San Francisco General Plan, 1998.

EXHIBIT 3



SAFETY COMPATIBILITY ZONES



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of the Regional Administrator

777 S. Aviation Blvd.
El Segundo, CA 90245

May 18, 2022

Mr. Jovan D. Grogan
City Manager
City of San Bruno
567 El Camino Real
San Bruno, CA 94066-4247

RE: Concerns regarding the Reimagining Tanforan Redevelopment Project

Dear Mr. Grogan:

The purpose of this letter is to advise the City of San Bruno that the Federal Aviation Administration (FAA) is concerned about potential impacts to San Francisco International Airport (SFO), land use changes, and the introduction of airport incompatible land use relating to the redevelopment of the Tanforan Shopping Mall (Tanforan Mall) in San Bruno, California. As currently planned, the proposed Reimagining Tanforan Redevelopment Project (Tanforan Project) would introduce new land use compatibility issues and increase noise incompatibility due to arrival and departure operations from SFO. The FAA’s mission is to provide the safest and most efficient aerospace system in the world. Within the context of our mission, the FAA continues to seek ways to mitigate the effects of aviation-related noise by providing financial and technical assistance to airport sponsors on airport compatible land use, noise reduction planning and abatement activities.

The *Reimagining San Bruno Land Use Fact Sheet* (San Bruno Fact Sheet) states, “...the goal of this early engagement is to identify redevelopment solutions that are financially viable and provide long term benefits to the San Bruno community by streamlining the entitlement approval process to mitigate risks and accelerate the investments.” While there are many benefits to living in a transit-oriented development that is closely connected to mass transit, the FAA is concerned about maintaining compatibility of the existing land use and introducing high-density residences within an area known to be adversely affected by aircraft noise within the Tanforan development. The FAA is aware that the California Department of Transportation (Caltrans) shares similar concerns, as detailed in their January 20, 2022, letter to the City of San Bruno. We are also aware that SFO has expressed concerns regarding the proposed redevelopment. The FAA is additionally concerned about the environmental justice implications of affordable housing provided in noise-incompatible land.

The City of San Bruno is directly responsible for ensuring proper planning in partnership with state, local, and private entities, and notifying purchasers of real estate and prospective residents of their exposure to direct overflight and extreme and persistent airport noise. In the past, the City of San Bruno directly received federal funding for residential sound insulation to mitigate land use compatibility issues. On May 14, 2008, the FAA reminded the City of San Bruno, via enclosure 1, of the importance of taking appropriate action to adopt zoning and further restrict the introduction of additional non-compatible land uses adjacent to or in the vicinity of SFO. The

enclosure to that letter provides Appendix A, Table 1- Land Use Compatibility Guidelines from 14 Code of Federal Regulations Part 150 – *Airport Noise Compatibility Planning* (Part 150). As shown in enclosure 2, the 2019 Noise Exposure Map from the SFO Noise Compatibility Program¹, a majority of the Tanforan Mall area is within the Community Noise Equivalent Level (CNEL) 70 decibel (dB) contour and is heavily affected by SFO departures from Runways 28L and 28R. The FAA continues to provide Airport Improvement Program (AIP) funding for qualified impacted City of San Bruno residences through the SFO Residential Sound Insulation Program. In accordance with FAA *Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects* (63 FR 16409), structures and new non-compatible development built after October 1, 1998, are not eligible for approval of remedial noise mitigation measures under Part 150 or AIP funding. In other words, residences in the Tanforan Project would not receive any AIP funding for residential sound insulation.

According to the San Bruno Fact Sheet, the city may add at least 1,000 and as many as 3,165 residential units. This plan would expose thousands of new residents to significant noise (above 65 dB CNEL), approximately 2,500 to 8,000 persons, using the average number of 2.62 persons per household according to the United States Census Bureau. Given that there are currently 440,000 persons nationwide exposed to significant noise, this development alone would increase the number of people exposed.

SFO primary operations use Runways 28L and 28R for landing and Runways 01R and 01L for departures. In this configuration, Runway 28R is also used for departures of heavy jets on long routes, which need the longest SFO runway (Runway 28R) due to the aircraft weight. The Tanforan Mall area aligns with the SFO Runways 28R and 28L. Use of Runway 28R for departures is not optional for these long-haul flights.

In 2019 there were an average of about 88 heavy jet departures per day; out of those heavy jet departures, 72% departed from Runway 28R or Runway 28L. On August 17, 2019, SFO's peak departure was 209 heavy jets. Heavy jets were departing Runways 28R and 28L, from 0.5 nautical miles before the proposed development to 0.5 nautical miles after the proposed development. The proposed development is approximately 1.1 nautical miles from the end of Runways 28R and 28L. Therefore, the average altitude of departing heavy jets over the Tanforan site is 1300 to 1800 feet mean sea level.

Also, Runways 28R and 28L are used for departures when winds are strong enough from the West Southwest to no longer allow for Runways 01R and 01L to be used due to unacceptably high tailwinds/crosswinds. Use of SFO Runways 28R and 28L for all departures is not a preferred configuration for SFO. Instead, it is required based on the weather (winds), specific needs of long-haul departures, or aircraft types which require the longest possible runway. In 2019, all aircraft departed only Runway 28L or Runway 28R 7.9% of the time, the second-most-frequent runway configuration at SFO. Additionally, there are occasions when weather forces the use of Runways 10R and 10L for SFO arrivals. Such an occurrence happened on January 22, 2022; enclosure 3 is a photo of an aircraft preparing to land at SFO directly over the Tanforan Mall area. Proposed Tanforan residential units would be exposed to the type, frequency, and severity of aviation activity described above.

¹ The San Francisco International Airport, Noise Compatibility Program (NCP) Update 2018 was prepared pursuant to 14 Code of Federal Regulations Part 150 requirements. The first FAA Record of Approval for a SFO NCP was issued on September 7, 1983.

As shown in enclosures 4 and 5, Tanforan Mall is located within the footprint for the Approach/Departure Obstruction Clearance Surface (OCS)² for existing Runway 10R/28L and Runway 10L/28R. Maintaining clearance and protection of the OCS is among critical safety factors for protecting the Nation's airspace and aviation operations to and from SFO. Proposed structures' heights must be below the OCS.

Noise and land use compatibility planning are complex issues that need active engagement by the City of San Bruno together in partnership with the City and County of San Francisco, Airport Commission; San Mateo County; aeronautical users such as United Airlines; the business community; and residences to establish a cohesive strategy for the health and well-being of the entire community. Please review the FAA [Airport Noise Compatibility Planning Toolkit \(Land Use Compatibility and Airports, A Guide for Effective Land Use Planning \[PDF\]\)](#). The City/County Association of Governments (C/CAG) also maintains an Airport Land Use Commission (ALUC) and Comprehensive Airport Land Use Compatibility Plan for the Environs of SFO. This government entity and legal document prepared under State of California Law may indicate further restrictions on the site to maintain airspace, noise, and safety compatibility. Compliance with FAA guidelines and federal law does not exempt a project sponsor from complying with local regulations.

Should the City of San Bruno, known to be a noise-sensitive community representative in the SFO Airport/Community Roundtable, proceed with the Tanforan Project, exposing as many as 8,000 residents to significant aviation noise, there will be little if any mitigation the FAA would be able to implement for these residents because of the Tanforan Project's proximity to SFO runways. Therefore, we strongly encourage the City of San Bruno and San Mateo County officials to consider the FAA's concerns and look to develop and maintain compatible land uses around SFO.

If you have any questions, please contact my office at (424) 405-7000.

Sincerely,

Tamara A. Swann

Tamara A. Swann
Regional Administrator (A)

Enclosures

cc:

Sam Hindi, Roundtable Chairperson, San Francisco
Tom Hamilton, Council member, City of San Bruno
Pamela Wu, Director, Community and Economic Development, City of San Bruno
Therese McMillan, Executive Director, Association of Bay Area Governments
United States Congresswoman Jackie Speier, CA – 14th District
Phillip Miller, Acting, Chief Division of Aeronautics, Caltrans

² Defined in FAA Advisory Circular (AC) 150/5300-1, Meeting 389 Design, and Engineering Brief 99A.
Packet Page 108



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

San Francisco ADO
831 Mitten Road, Suite 210
Burlingame, CA 94010

May 14, 2008

Aaron Aknin
Community Development Director
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Dear Mr. Aknin:

Subject: San Bruno General Plan 2025 and associated Draft
Environmental Impact Report

The Federal Aviation Administration (FAA) has completed a cursory review of the subject documents. As a result of that review the FAA is concerned that the San Bruno General Plan (General Plan) and Environmental Impact Report did not consider the City of San Bruno's (City) airport land use compatibility program obligations.

As noted in the General Plan on page 7-9, the City has accepted federal funds for insulation projects in areas impacted by noise from San Francisco International Airport (SFO). The federal funds were made available to the City as a result of the City and County of San Francisco's SFO Noise Compatibility Plan (NCP) prepared pursuant to 14 Code of Federal Regulations Part 150, *Airport Noise Compatibility Planning* (Part 150). The NCP identified noise impact areas and measures developed to achieve compatible land use with SFO operations.

When the City accepted the federal Airport Improvement Program (AIP) funds for the noise insulation projects, the City acknowledged its obligation to take appropriate action to adopt appropriate zoning and further restrict introduction of additional non-compatible land uses adjacent to or in the vicinity of the airport. The AIP grant obligations are identified in the Non-Airport Sponsors Grant Assurances. The most recent AIP grant is 3-06-0021-29.

The General Plan Guiding Policies encourage additional residential housing in areas that are impacted by airport noise. The majority of the area designated for redevelopment is in the Community Noise Equivalent Level (CNEL) 70 decibel (dB) contour. Proposed high density residential and mixed use developments are located within the CNEL 65 dB contour. Introduction of additional non-compatible development within the CNEL 65 dB through CNEL 70 dB is inconsistent with the NCP. Table 1 from Part 150 provides federal compatible and non-compatible land use guidelines (enclosed).

Development of local land use plans that are compatible with airport operations is key to ensuring consistency with the City's grant obligations. The FAA encourages the City to take appropriate action to

Enclosure (1)

maintain compliance with its certification that it will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines and requirements as they relate to use of federal funds for land use compatibility.

If you have any questions or concerns regarding this matter, I am available at (650) 876-2778 extension 613.

Sincerely,

(Original Signed by:)

Camille Garibaldi
Environmental Protection Specialist

Enclosure

cc:

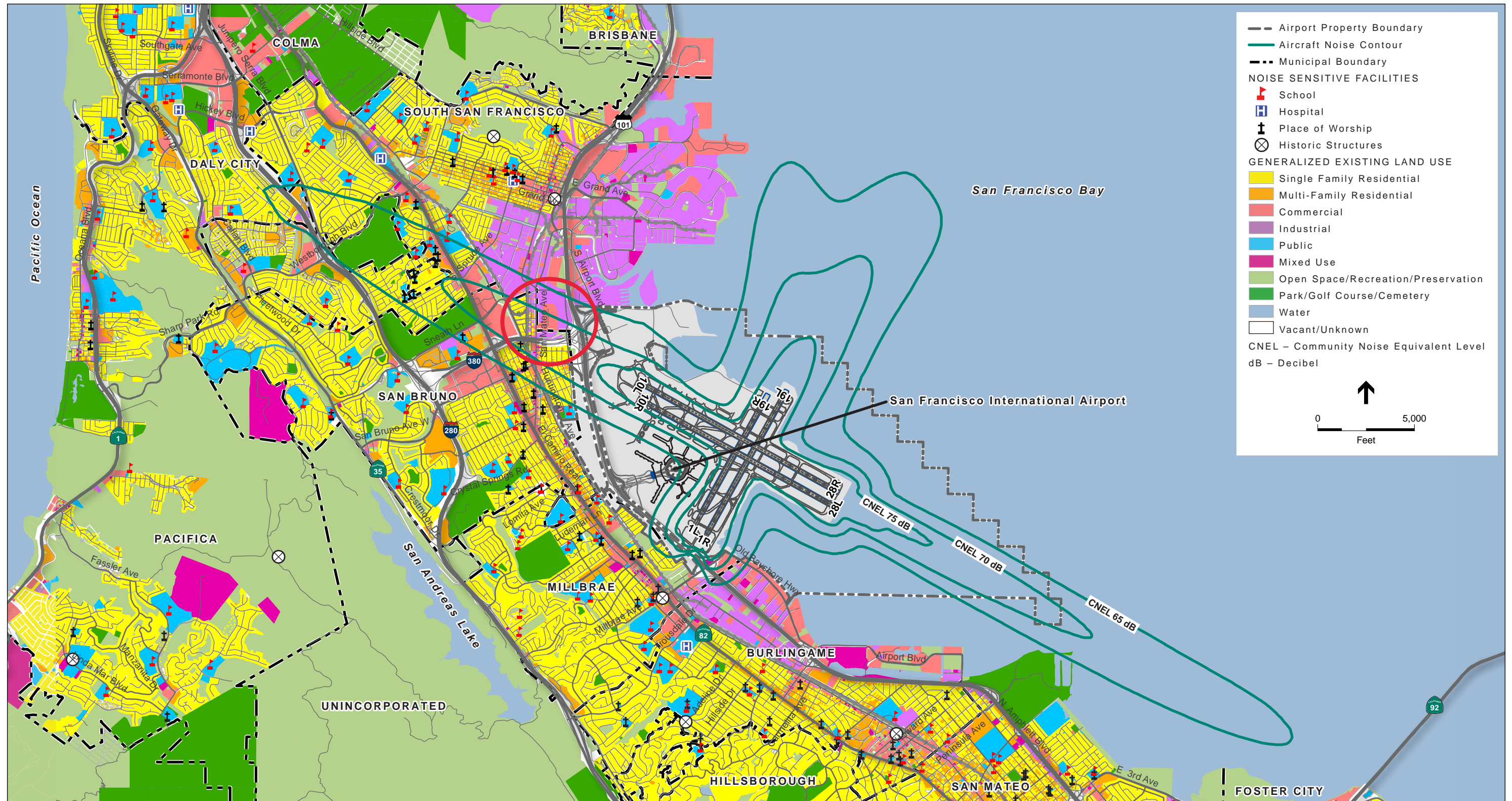
Danielle Rinsler, San Francisco International Airport
Nixon Lam, San Francisco International Airport
Sandy Hesnard, California Department of Transportation

TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND

Land Use	Yearly day-night average sound level (L_{dn}) in decibels					
	< 65	65-70	70-75	75-80	80-85	> 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N (1)	N (1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N (1)	N (1)	N (1)	N	N
Public Use						
Schools	Y	N (1)	N (1)	N	N	N
Hospitals, nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y (2)	Y (3)	Y (4)	Y (4)
Parking	Y	Y	Y (2)	Y (3)	Y (4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail- building materials, hardware and farm equipment	Y	Y	Y (2)	Y (3)	Y (4)	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y (2)	Y (3)	Y (4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y (2)	Y (3)	Y (4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y (6)	Y (7)	Y (8)	Y (8)	Y (8)
Livestock farming and breeding	Y	Y (6)	Y (7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y (5)	Y (5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N
Numbers in parenthesis refer to notes; see continuation of Table 1 for notes and key.						
The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.						
(more)						

TABLE 1—LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS (CONTINUED)

Key to Table 1	
Y (YES)	Land Use and related structures compatible without restrictions.
N (NO)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, or 35	Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.
Notes for Table 1	
(1)	Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
(2)	Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3)	Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4)	Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(5)	Land use compatible provided special sound reinforcement systems are installed.
(6)	Residential buildings require an NLR of 25.
(7)	Residential buildings require an NLR of 30.
(8)	Residential buildings not permitted.
(end of Table 1)	



SOURCES: ESRI, 2014; San Mateo County Planning and Building Department, 2014; BridgeNet International, 2014; ESA Airports, 2014

SFO 14 CFR Part 150 Noise Exposure Map Report . 120832

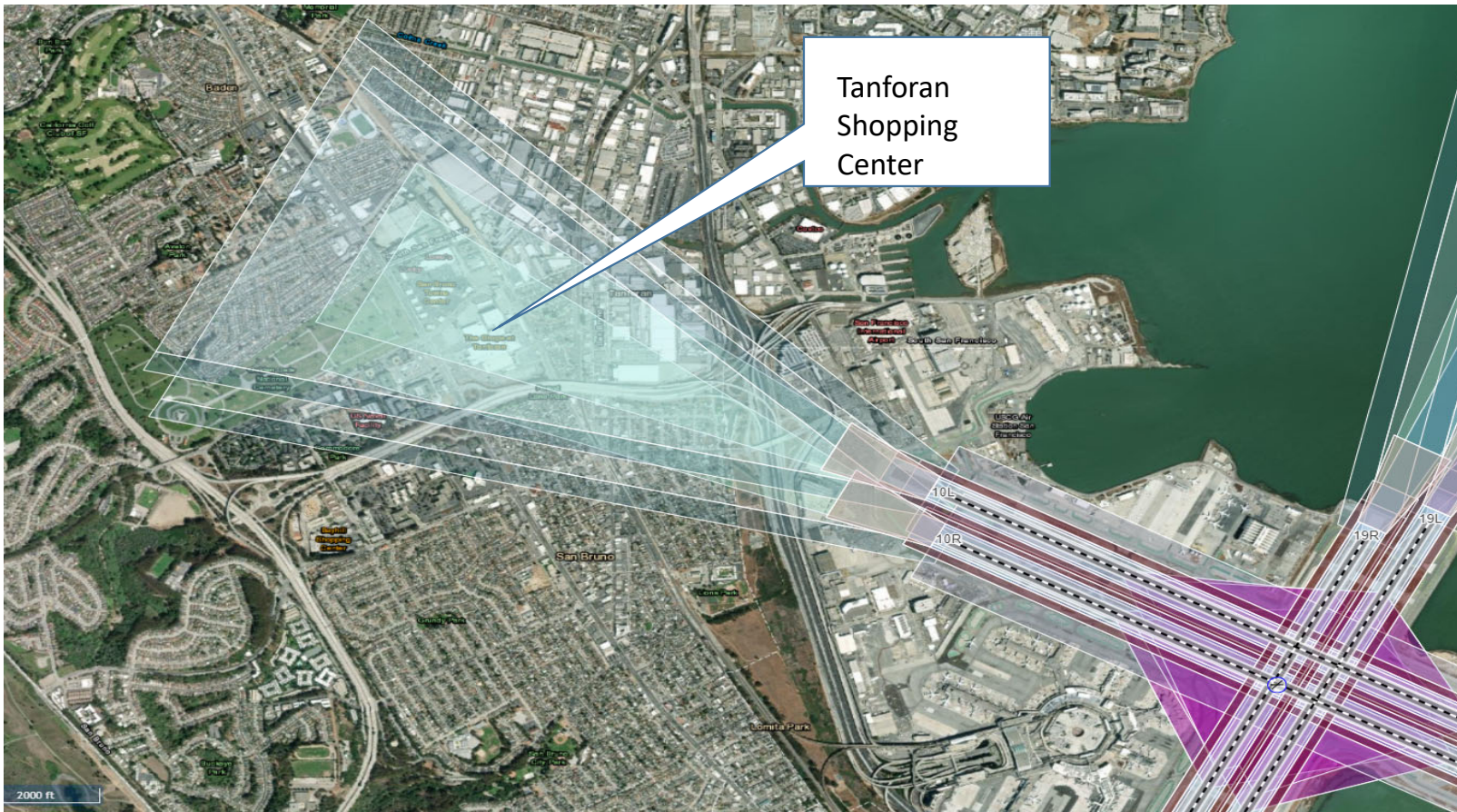
Exhibit 5-2
2019 Noise Exposure Map – San Francisco International Airport

San Francisco International Airport Arrival

Preparing for landing at SFO to Runway 10 end. Photo taken on January 22, 2022.



Airport Design Approach/Departure Obstruction Clearance Surface (OCS) for SFO Runway 10R/28L and Runway 10L/28R and Location of Current Tanforan Shopping Center



Enclosure {4}

Approach/Departure OCS Profiles



Enclosure {5}