



Meeting Agenda

Regular Meeting

Meeting No. 340
Wednesday, October 5, 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. August 3, 2022 Regular Meeting pg. 7

2. Airport Director's Reports
 - a. June 2022 pg. 11
 - b. July 2022 pg.17
 - c. August 2022 pg.23



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- 3. Approval of Resolution 22-06: Findings Allowing Continued Remote Meetings Under Brown Act pg. 29

REGULAR AGENDA

Public Comment received on Regular Agenda items prior to action.

- 4. **ACTION**: Adopt Conflict of Interest Code for the San Francisco Airport Community Roundtable, as revised by the California Fair Political Practices Commission pg. 34
 Lauren Carroll, County of San Mateo Deputy County Attorney

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 Update**

Bert Ganoung, SFO Aircraft Noise Office Manager

- b. **GBAS 2A Concepts – Comments and suggestions from the public for GBAS 2A procedures**

Paul Hannah, Consultant Chief Airspace and Flight Operations Engineer, SFO

- 7. **NIITE/HUSSH Update**
 Joseph Bert, Team Manager, Western Service Center, FAA

- 8. **Subcommittee Updates**

- a. **Technical Working Group Meeting of September 20, 2022** pg. 39
 Sam Hindi, Subcommittee Chairperson

- b. **Legislative Subcommittee Meeting of September 15, 2022** pg. 61
 Al Royle, Subcommittee Chairperson

- c. **Ground-Based Noise Subcommittee**
 Ann Schneider, Subcommittee Chairperson

MEETING CLOSURE

- 9. **Member Communications / Announcements**
 Roundtable Members and Staff

- 10. **Adjourn**
 Sam Hindi, Roundtable Chairperson

Information Only

- i. **HMMH FAA IFP Information Gateway Review – August & September 2022** pg. 70

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

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

Written Comments:

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

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

Spoken Comments:

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

1. The October 5, 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

September 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 EAST PALO ALTO
Regina Wallace-Jones
Alternate: Antonio Lopez

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
Richard Brown
Alternate: Vacant

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
Joseph Bert, Team Manager, Western Service Center

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. 339 Minutes
Wednesday, August 3, 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. Roundtable Coordinator, Kathleen Wentworth, 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) (*joined after roll call*)
Terry O’Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame (*joined after roll call*)
John Goodwin – Town of Colma
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 Gee – City of Redwood City
Mark Addiego – City of South San Francisco

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor’s Office
Town of Atherton
City of Belmont
City of Daly City
City of Half Moon Bay
Town of Portola Valley
City of San Bruno
City of San Carlos
City of San Mateo
Town of Woodside

ROUNDTABLE STAFF PRESENT

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

ADDITIONAL ATTENDEES PRESENT

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

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Aircraft Noise Office Manager

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FAA STAFF

Faviola Garcia – Acting Deputy Regional Administrator

Carlette Young – Acting Supervisory Senior Advisor

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

Public Comments for Items NOT on the Agenda (00:06:52)

Chairman Hindi opened public comments.

Peter Grace from Brisbane commented on meeting transparency.

Darlene Yaplee from Palo Alto commented on FAA SERFR procedure presentation at previous regular meeting.

Chairman Hindi closed public comments.

Due to an initial lack of quorum, items on the agenda were rearranged.

5. Chairman's Update (00:14:49)

Chairman Hindi noted that Deputy County Counsel Lauren Carroll will provide an update regarding the Conflict of Interest Code at the next regular SFORT meeting. He noted what staff will be doing to enhance minutes. New member packets will be circulated with new members.

Ms. Garcia noted that the FAA is running late on a segment of the Noise 101 training but anticipates it will be complete at the end of August.

6. Airport Director Update (00:19:19)

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, resuming flights & cancelations. He spoke on the Shoreline Protection Program. He provided a timeline for the Program and said that draft EIR will be circulated.

(00:23:30) Luis Moreno, SFO Project Manager NIP, presented updates on the SFO Noise Insulation Program. Mr. Moreno answered questions from Vice Chair Royse, Member Schneider and Member Addiego.

(00:37:50) Bert Ganoung, SFO Aircraft Noise Office Manager, gave a verbal update to the Roundtable and shared slides. He gave an update on Noise Office task items, NIITE/HUSSH, and Noise Action Plan. Discussion ensued with Mr. Ganoung, Member Schneider, Member Taylor, Member Pine, Ms. Garcia and Member Ortiz.

Chairman Hindi opened public comment for item 6.

Mark Shull from Palo Alto commented on NIITE/HUSSH routes and low frequency noise. Peter Grace from Brisbane thanked Mr. Ganoung for sharing data and effective outreach to community, he commented on outdated data in Airport Director Reports.

Darlene Yaplee from Palo Alto commented on departure noise reduction and metrics.

Chairman Hindi closed public comment for item 6.

Action to set Agenda and to Approve Consent Items 1-3 (01:15:57)

Quorum was established and Chairman Hindi resumed order of agenda. Chairman opened public comment on consent items 1 through 3.

Peter Grace from Brisbane commented on draft minutes.

Chairman Hindi closed public comments for consent items.

ACTION: Ricardo Ortiz **MOVED** to set agenda and to approve consent items 1-3. The motion was seconded by Dave Pine and **CARRIED**, roll call vote passed.

4. Accept New Member – City of East Palo Alto & Update Bylaws to Reflect New Member(s) (01:19:55)

Ms. Wentworth gave a verbal presentation to the Membership and referred to staff report in packet pages 31-39. She noted that the City of East Palo Alto has completed all steps per Roundtable Bylaws to establish membership in the SFORT. Member Schneider disagrees with a statement in the Roundtable MOU Preamble which states that airport air quality issues are being addressed by other public agencies.

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

ACTION: Ricardo Ortiz **MOVED** to approve item 4. The motion was seconded by Cecilia Taylor and **CARRIED**, roll call vote passed.

7. Subcommittee Updates (01:29:51)

a. Technical Working Group Meeting of July 8, 2022 (01:30:15)

Chairman Hindi gave a verbal update to the Roundtable and summarized the July 8, 2022 meeting. The topics discussed were summarized. Meeting may viewed [here](#). He invited membership to upcoming TWG meeting in September 2022. He thanked the FAA for the process and collaboration in regard to NIITE/HUSSH.

b. Ground-Based Noise Subcommittee Meeting of July 21, 2022 (01:33:15)

Subcommittee Chairperson Schneider gave a verbal update to the Roundtable and summarized the July 21, 2022 GBN meeting. Meeting may be viewed [here](#). She summarized the concerns of aircraft ground-based noise. She welcomed the membership to the upcoming GBN meeting in November 2022.

c. Legislative Subcommittee (01:38:30)

Subcommittee Chairperson Royse gave a brief update to the membership. He welcomed the membership to the upcoming Legislative Subcommittee meeting in September 2022. He welcomed suggestions for legislative advocacy from the Membership.

Member Ortiz thanked Subcommittee Chairpersons for their work and he appreciates the new approach in GBN.

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Chairman Hindi opened public comment for item 7a-c.

Mark Shull from Palo Alto commented on study accumulating noise from backblast.

Chairman Hindi closed public comment.

8. Member Communications/Announcements (Minute 01:47:25)

Member Schneider stated that for the 65th anniversary of the crash of Pan Am Flight 7, Millbrae will be honoring victims and survivors with a memorial plaque.

Chairman Hindi thanked staff and all support to the SFORT for their continued work.

9. Adjourn

Chairman Hindi adjourned the meeting at approximately 8:50 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 October 5, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
June 2022



San Francisco
International
Airport

Aircraft Noise Levels

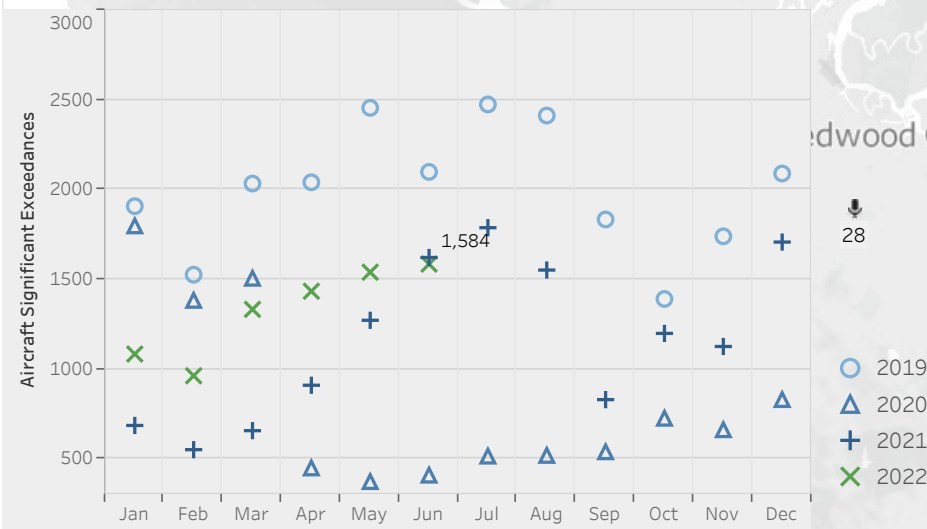
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Aircraft			Community	
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	183	71	92	80	67
2	San Bruno	25	52	84	73	65
3	SSF	41	60	89	72	63
4	SSF	133	66	88	77	60
5	San Bruno	161	65	87	76	62
6	SSF	115	63	86	75	59
7	Brisbane	12	48	82	72	61
8	Millbrae	45	56	84	71	65
9	Millbrae	2	33	83	72	59
10	Burlingame	1	35	86	71	59
11	Burlingame	1	35	85	73	58
12	Foster City	277	61	82	71	59
13	Hillsborough	1	32	86	71	57
14	SSF	97	58	83	72	61
15	SSF	103	57	81	71	60
16	SSF	86	57	82	71	61
17	SSF	83	57	82	70	59
18	Daly City	110	62	85	74	60
19	Pacifica	78	59	85	73	58
20	Daly City	14	45	81	70	60
21	San Francisco	7	39	78	67	62
22	San Bruno	51	55	82	72	62
23	San Francisco	39	51	81	70	62
24	San Francisco	11	43	80	69	62
25	San Francisco	20	45	81	66	58
26	San Francisco	3	41	86	69	58
27	San Francisco	3	38	82	69	60
28	Redwood City	2	32	80	68	54
29	San Mateo	6	46	87	74	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

June 2022

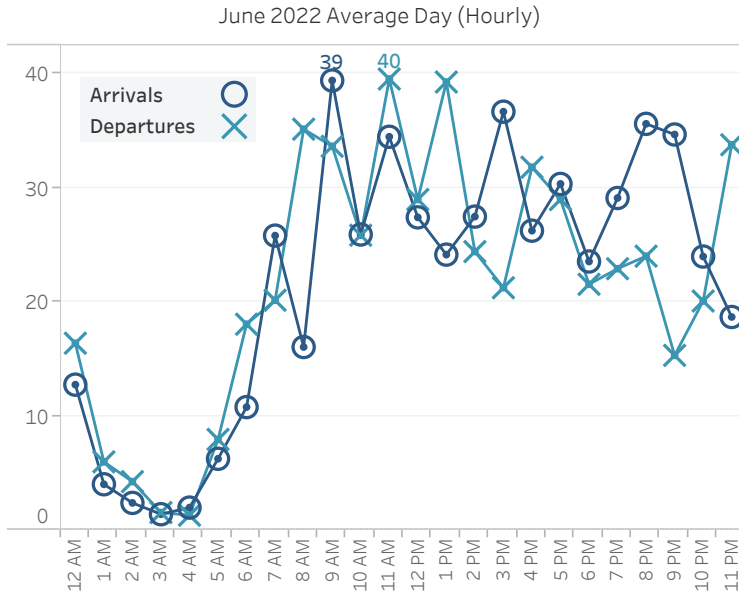
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
31,169	1,039	26,990	30%

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%



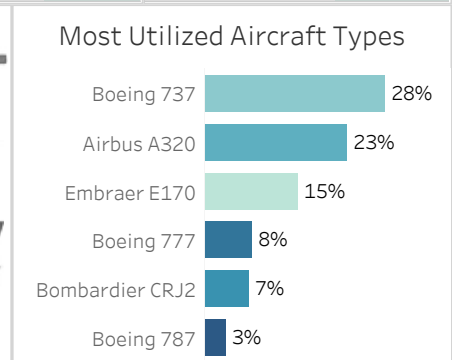
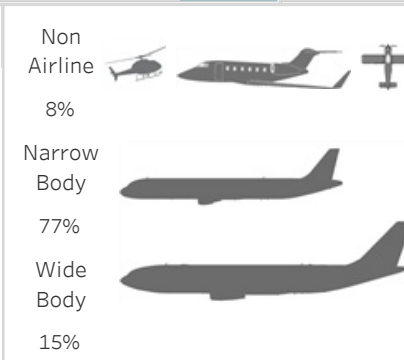
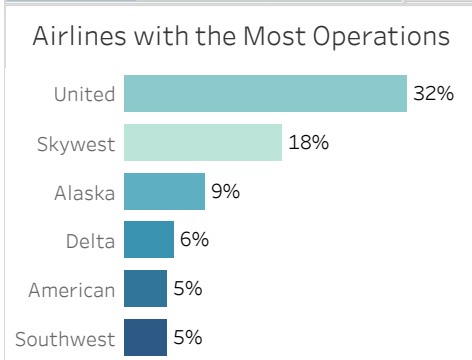
Top Destinations

Los Angeles	JFK	San Diego
7%	4%	4%

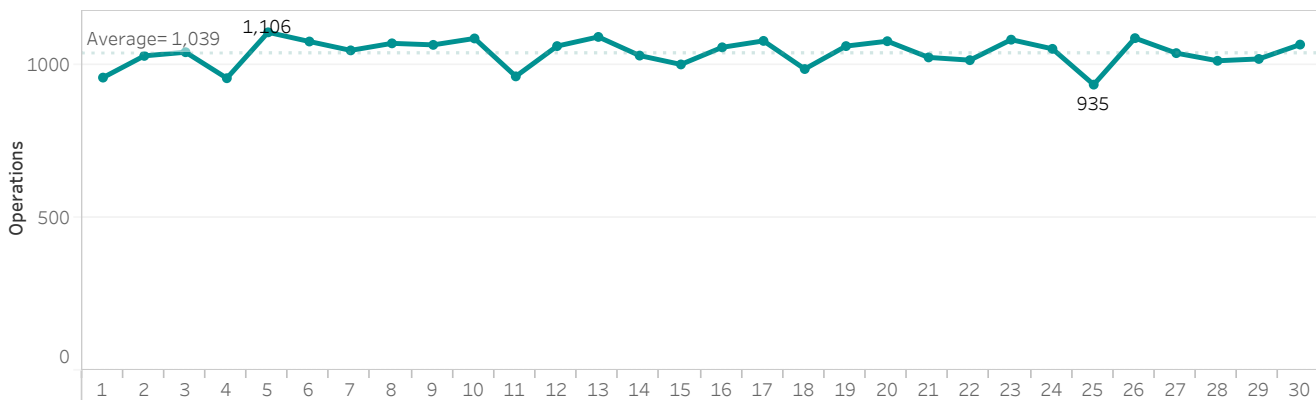
Down the Bay vs Peninsula

1.1 Down the Bay Visual	39%
1.2 BDEGA Arrival	61%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	30%	A. GAP	25%
2. DYAMD	35%	B. SSTIK	23%
3. SERFR	28%	C. NIITE	9%
4. PIRAT	7%	D. TRUKN RWY 01	32%
		D. TRUKN RWY 28	11%



Daily Aircraft Operations



Runway Usage and Nighttime Operations

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

Runway Utilization

	Arrivals	Departures
01 L/R		65% 9,427
10 L/R		0% 3
28 L/R	100% 14,513	35% 5,063

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

	Departures
10 L/R	1% 3
01 L/R	48% 270
28 L/R	51% 286

Runway Utilization

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

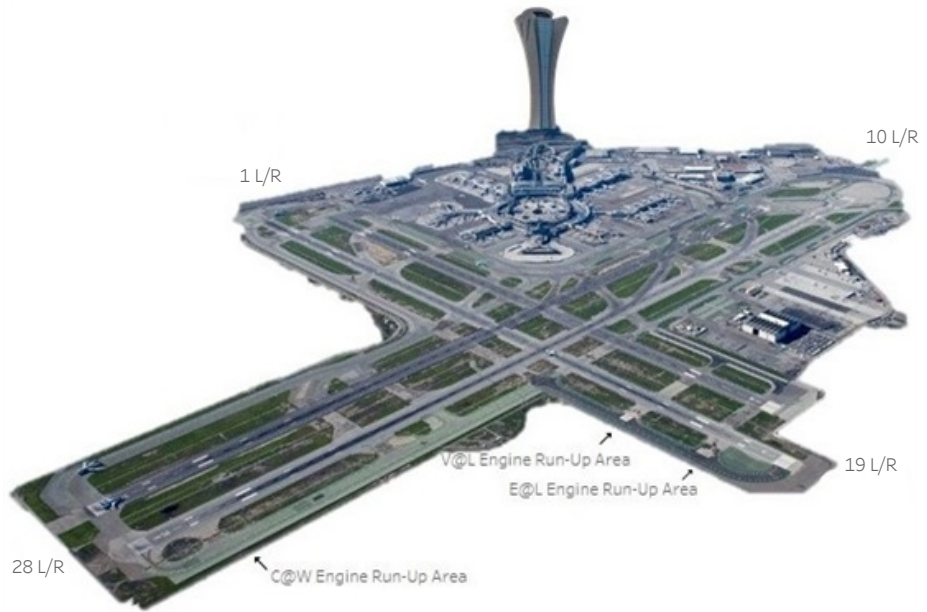
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	7
American Airlines	7
United Airlines	5

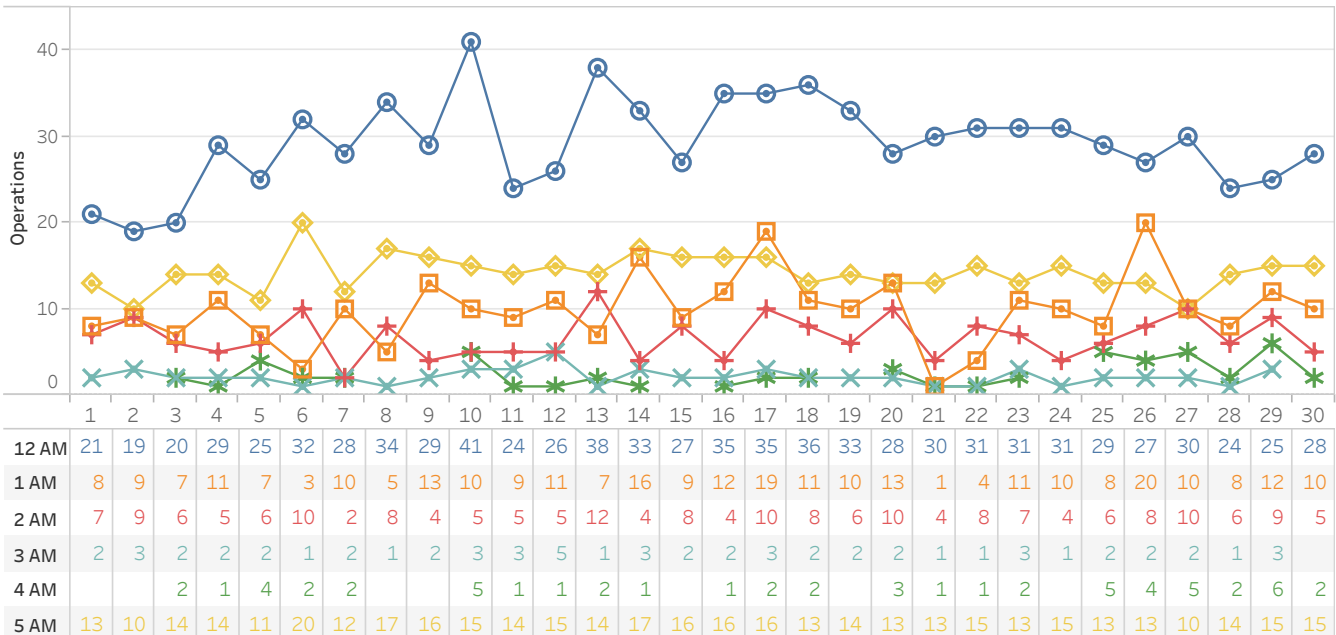
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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

June 2022

	Noise Reporters	Noise Reports
Roundtable		
Atherton	4	70
Brisbane	18	304
Burlingame	3	15
Daly City	8	1,674
El Granada	1	1,152
Foster City	6	57
Half Moon	1	1
Hillsborough	3	42
Menlo Park	11	2,026
Millbrae	5	12
Montara	1	587
Pacifica	20	845
Portola Valley	25	17,289
Redwood City	7	1,247
San Bruno	7	565
San Carlos	3	116
San Francisco	13	2,365
San Mateo	9	953
South San Francisco	13	6,096
Woodside	6	1,863
Other		
Alameda	2	3
Aptos	3	14
Ben Lomond	1	4
Berkeley	1	364
Boulder Creek	2	6
Capitola	6	79
Castro Valley	1	31
Cupertino	1	150
East Palo Alto	1	8
Emerald Hills	3	464
Felton	3	173
Fremont	1	449
Los Altos	54	11,346
Los Altos Hills	11	1,756
Los Gatos	39	7,299
Moraga	3	403
Mountain View	19	2,671
Oakland	15	3,472
Orinda	1	19
Palo Alto	112	26,305
Penngrove	1	1
Richmond	2	225
San Jose	1	2
Santa Cruz	73	13,840
Saratoga	1	2
Scotts Valley	30	5,289
Soquel	36	4,974
Stanford	4	675
Sunnyvale	4	50
Union City	1	628
Watsonville	1	88
Grand Total	597	118,069

Reporters Annual AVG

634

Reports Annual AVG

111,073

New Reporters

16

New Reporters Top City

Daly City
Millbrae
Palo Alto
Santa Cruz
South San Francisco

Furthest Report

64 miles

Reports per SFO Operation

4

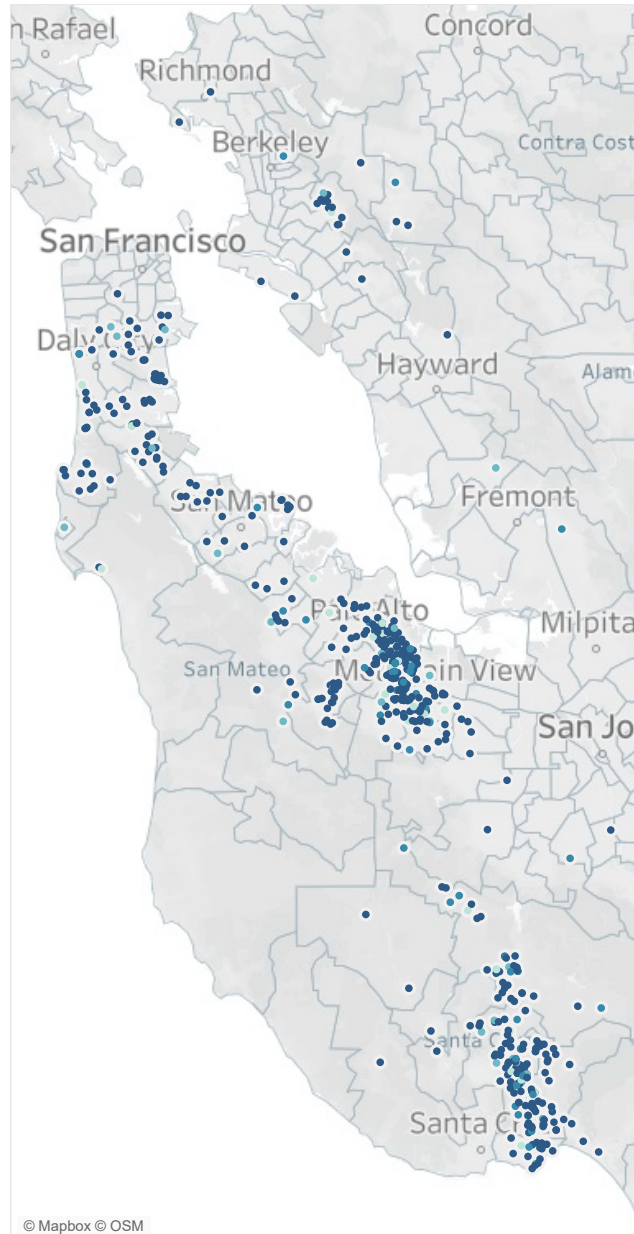
Top Aircraft Types

B737
A320
E75L

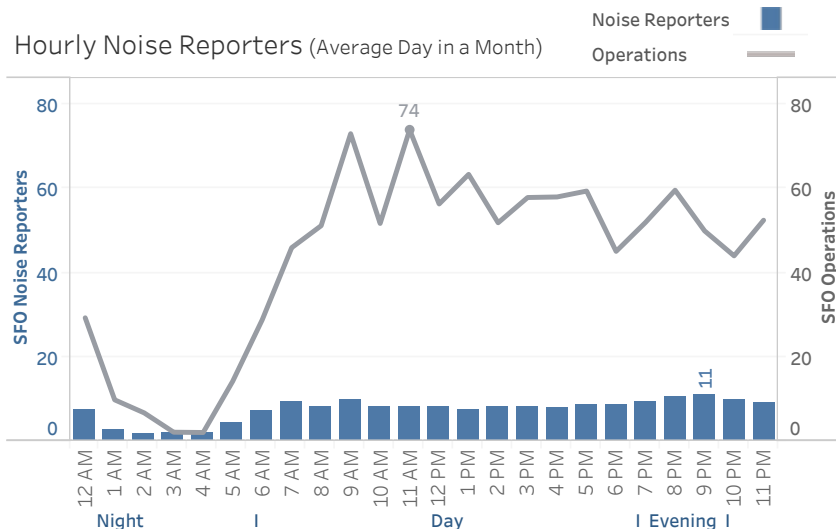
Top Flight Numbers

UAL2235
UAL1174
ASA1273

Noise Reporters Location Map

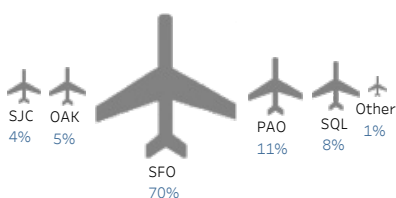


Hourly Noise Reporters (Average Day in a Month)



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

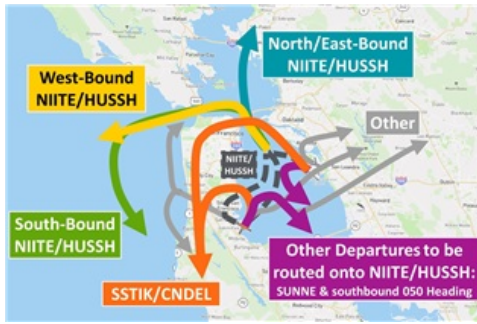
Noise Reports by Airport



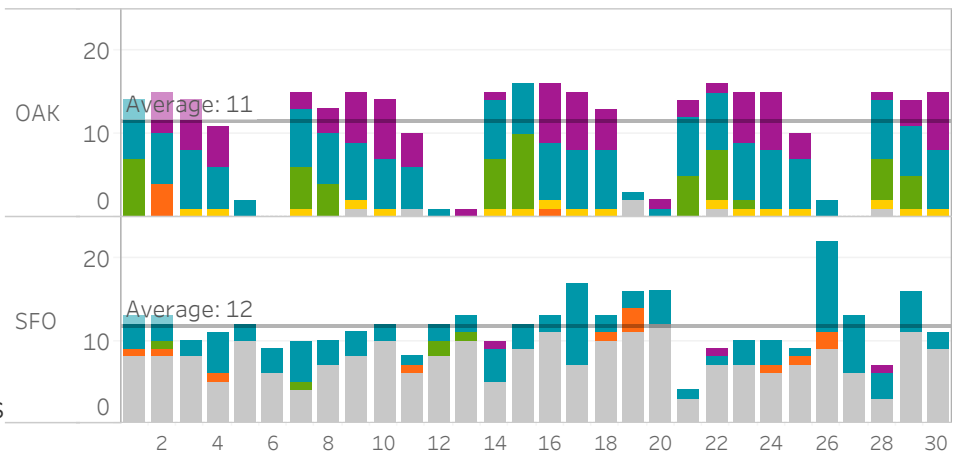
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

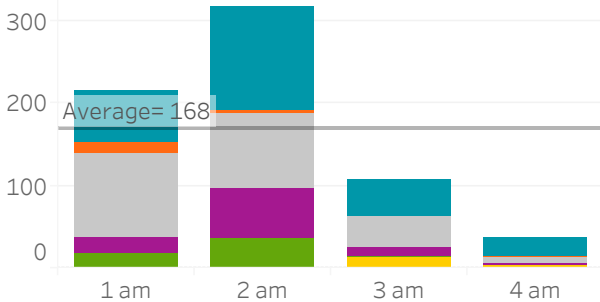
NIITE to GOBBS 1 am to 5 am (June 2022)



Count of Departures per Night



Average Total Departures per Hour

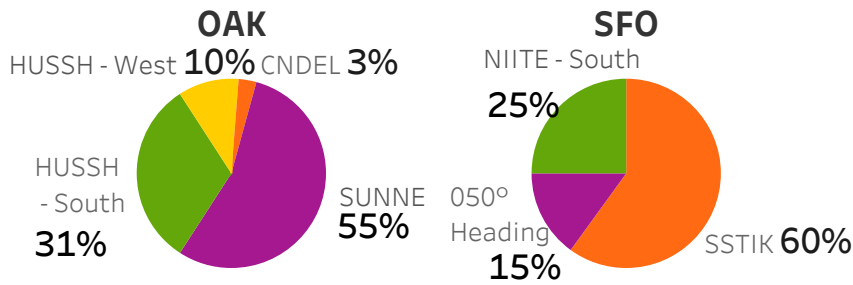


- 050°/SUNNE
- NIITE/HUSSH - West
- NIITE/HUSSH - North & East
- NIITE/HUSSH - South
- SSTIK/CNDEL
- Other

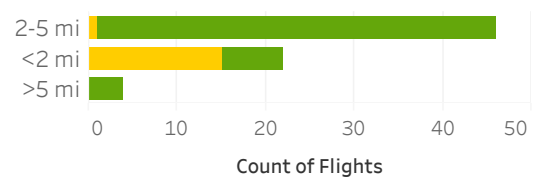
Departure Runway Usage

Airport	Runway	Usage %
OAK	28L	0%
	28R	1%
	30	98%
SFO	01L	7%
	01R	14%
	10L	0%
	10R	1%
	28L	42%
	28R	36%

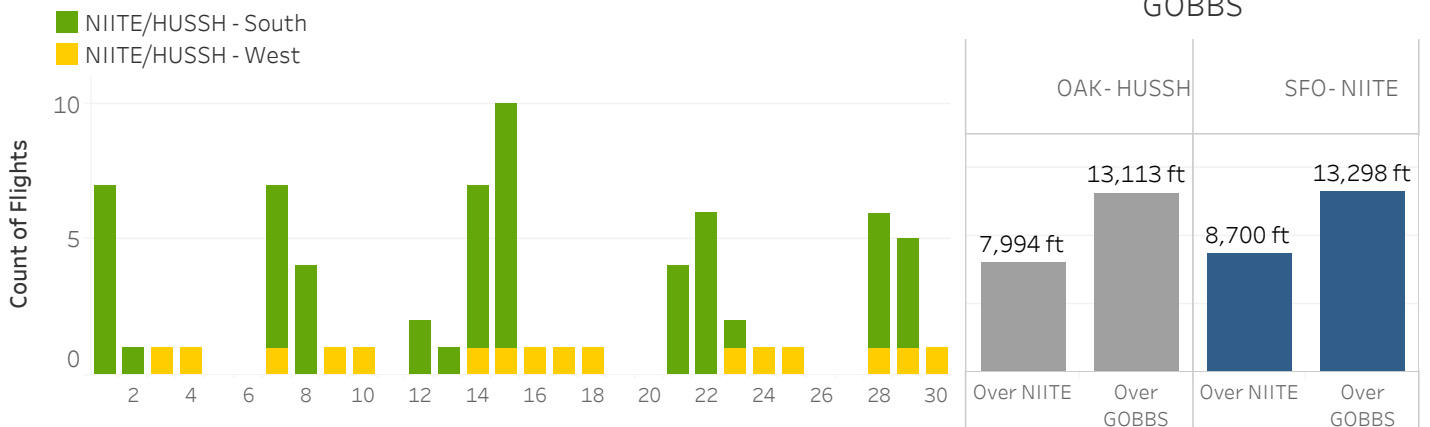
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





Airport Director's Report

Presented at the October 5, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
July 2022



San Francisco
International
Airport

Aircraft Noise Levels

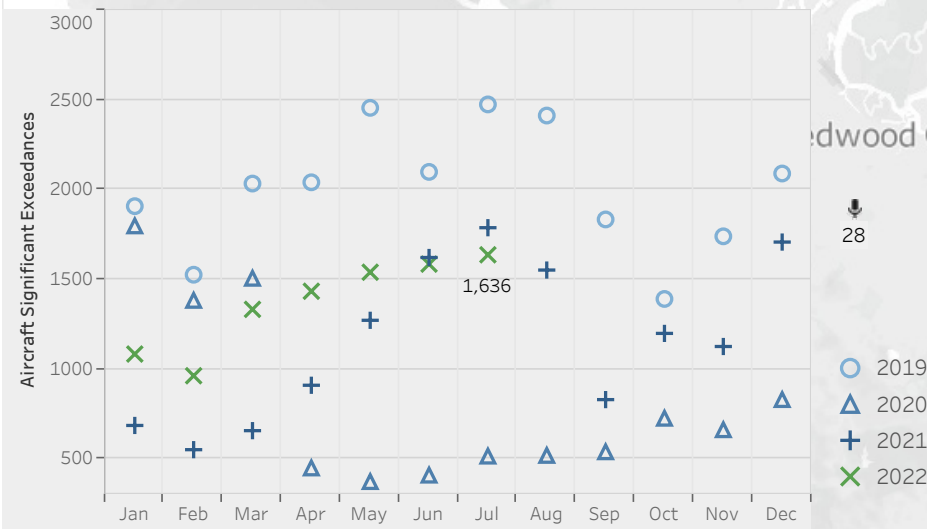
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Aircraft			Community	
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	130	71	93	82	72
2	San Bruno	40	52	82	71	64
3	SSF	29	55	85	70	65
4	SSF	106	65	89	78	59
5	San Bruno	111	65	88	77	65
6	SSF	98	63	87	76	57
7	Brisbane	12	46	80	70	59
8	Millbrae	29	54	84	71	66
9	Millbrae	4	36	79	66	56
10	Burlingame	3	37	83	66	57
11	Burlingame	6	37	78	65	56
12	Foster City	314	62	82	71	58
13	Hillsborough	2	39	88	69	60
14	SSF	85	58	83	71	63
15	SSF	109	56	81	70	59
16	SSF	79	56	82	71	62
17	SSF	76	56	81	70	59
18	Daly City	91	61	86	75	60
19	Pacifica	71	57	83	72	62
20	Daly City	34	52	82	67	63
21	San Francisco	18	43	77	64	61
22	San Bruno	44	57	85	71	63
23	San Francisco	48	64	89	70	76
24	San Francisco	29	55	84	68	63
25	San Francisco	21	44	79	65	57
26	San Francisco	5	39	79	65	65
27	San Francisco	3	40	83	70	58
28	Redwood City	3	37	85	69	55
29	San Mateo	42	49	81	66	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

July 2022

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
32,178	1,038	27,603	23%

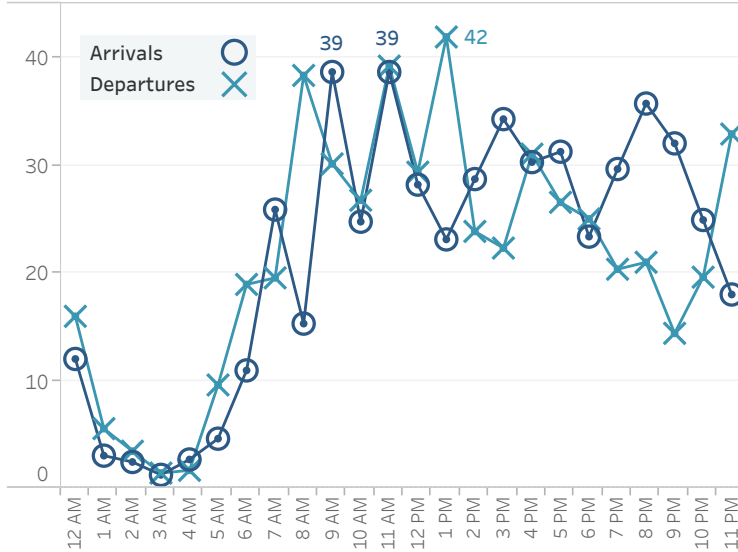
Major Arrival and Departure Routes (West Flow)



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

West Flow
100%

July 2022 Average Day (Hourly)

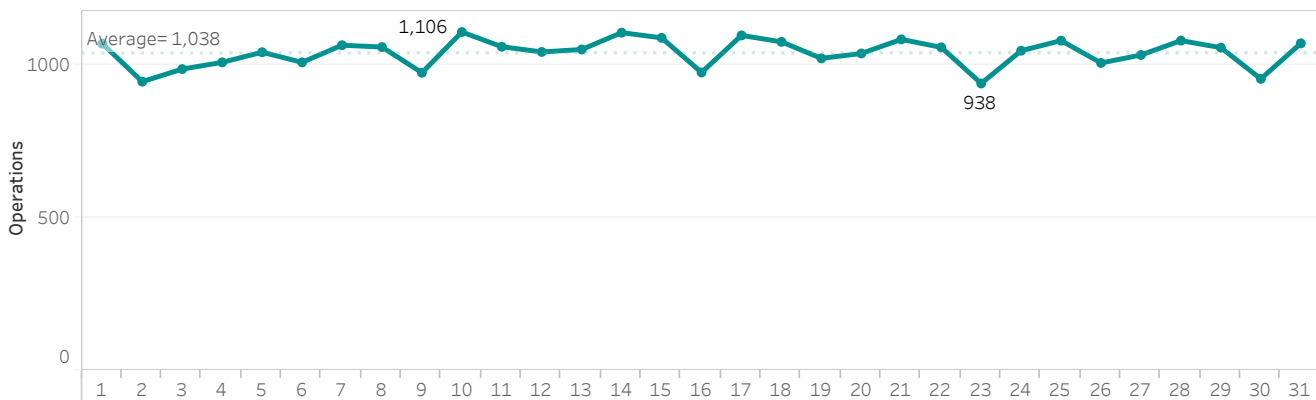


Top Destinations			Down the Bay vs Peninsula	
Los Angeles	JFK	Seattle	1.1 Down the Bay Visual	42%
7%	4%	4%	1.2 BDEGA Arrival	58%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	31%	A. GAP	20%
2. DYAMD	34%	B. SSTIK	27%
3. SERFR	28%	C. NIITE	11%
4. PIRAT	6%	D. TRUKN RWY 01	39%
		D. TRUKN RWY 28	3%

Airlines with the Most Operations	Aircraft Types
<ul style="list-style-type: none"> United: 33% Skywest: 18% Alaska: 9% Delta: 6% American: 5% Southwest: 5% 	<ul style="list-style-type: none"> Boeing 737: 27% Airbus A320: 24% Embraer E170: 14% Boeing 777: 8% Bombardier CRJ2: 7% Boeing 787: 3%




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		 78% 11,757
28 L/R	 100% 15,200	 22% 3,337

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

	Departures
01 L/R	 54% 324
28 L/R	 46% 273

Runway Utilization

Arrivals	
28L	28R
 37%	 63%
Night (10pm-7am)	
 19%	 81%

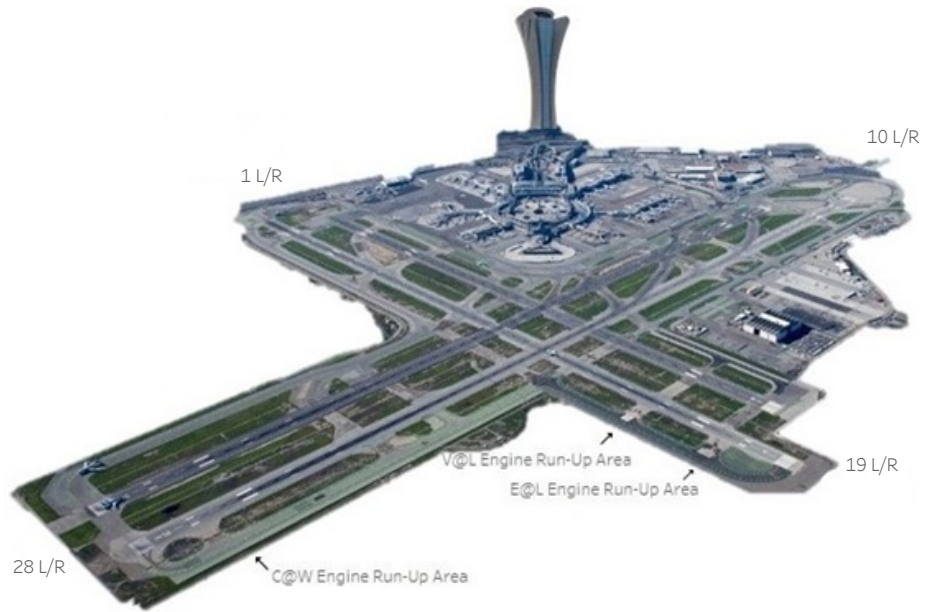
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	6
American Airlines	6
United Airlines	9

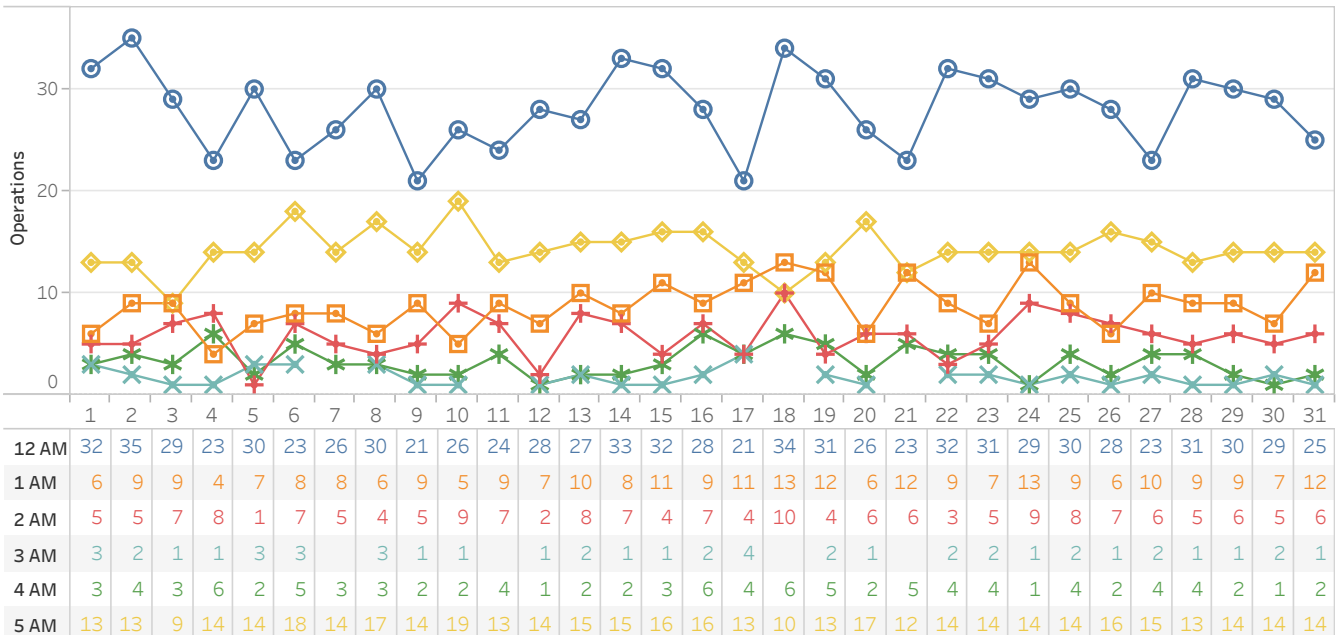
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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

July 2022

	Noise Reporters	Noise Reports
Roundtable		
Atherton	4	160
Belmont	1	1
Brisbane	13	375
Burlingame	4	4
Daly City	7	1,809
El Granada	1	1,149
Foster City	6	73
Hillsborough	2	12
Menlo Park	12	1,511
Millbrae	2	8
Montara	1	774
Pacifica	12	750
Portola Valley	21	15,841
Redwood City	9	1,074
San Bruno	5	174
San Carlos	3	168
San Francisco	19	1,921
San Mateo	9	1,171
South San Francisco	7	7,660
Woodside	6	1,634
Other		
Alameda	2	13
Aptos	2	4
Ben Lomond	2	4
Berkeley	1	314
Boulder Creek	2	4
Capitola	6	343
Castro Valley	1	11
Cupertino	1	58
East Palo Alto	2	8
Emerald Hills	4	599
Felton	2	113
Fremont	1	309
Los Altos	56	10,671
Los Altos Hills	13	1,889
Los Gatos	39	7,883
Moraga	3	163
Mountain View	19	3,036
Oakland	14	3,181
Orinda	1	17
Palo Alto	120	27,104
Richmond	2	303
Santa Cruz	73	16,845
Scotts Valley	27	6,666
Soquel	39	6,526
Stanford	4	618
Sunnyvale	3	37
Union City	1	1,551
Watsonville	1	81
Grand Total	585	124,620

Reporters Annual AVG

621

Reports Annual AVG

111,618

New Reporters

19

New Reporters Top City

Redwood City
San Francisco
S San Francisco

Furthest Report

64 miles

Reports per SFO Operation

4

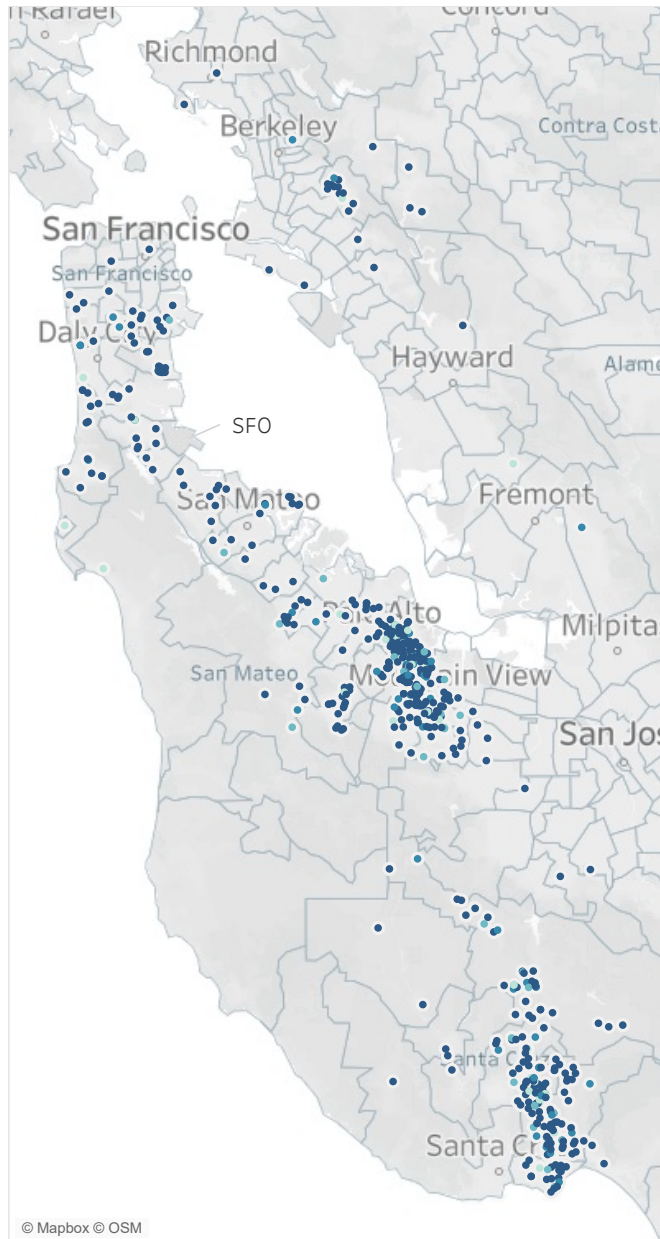
Top Aircraft Types

A320
B737
E75L

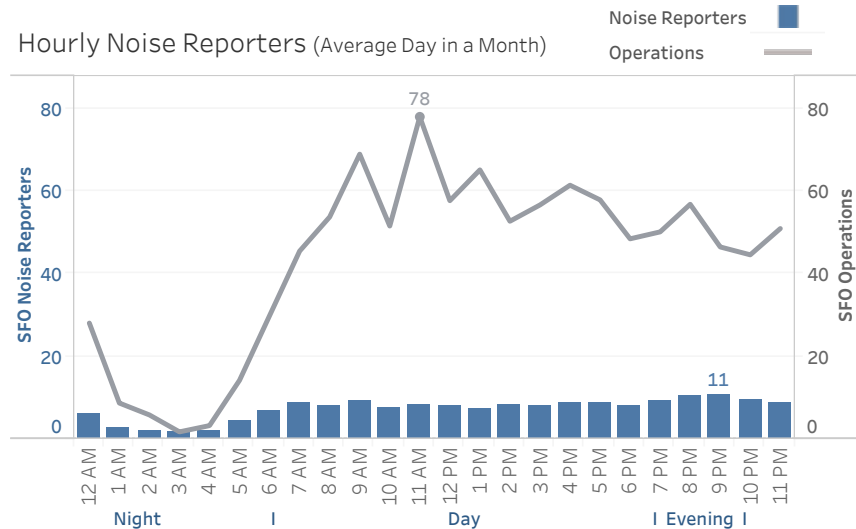
Top Flight Numbers

UAL2235
UAL1761
TAI560
AAL686

Noise Reporters Location Map

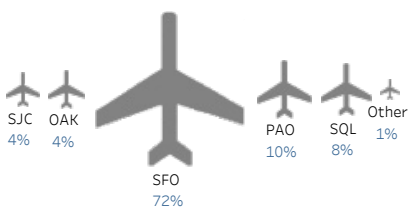


Hourly Noise Reporters (Average Day in a Month)



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

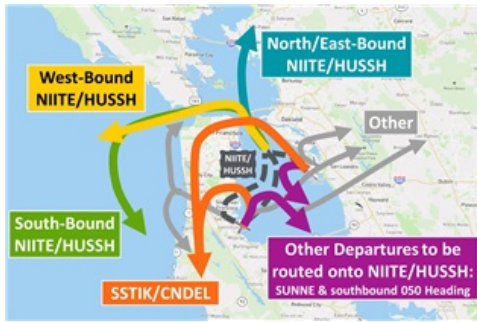
Noise Reports by Airport



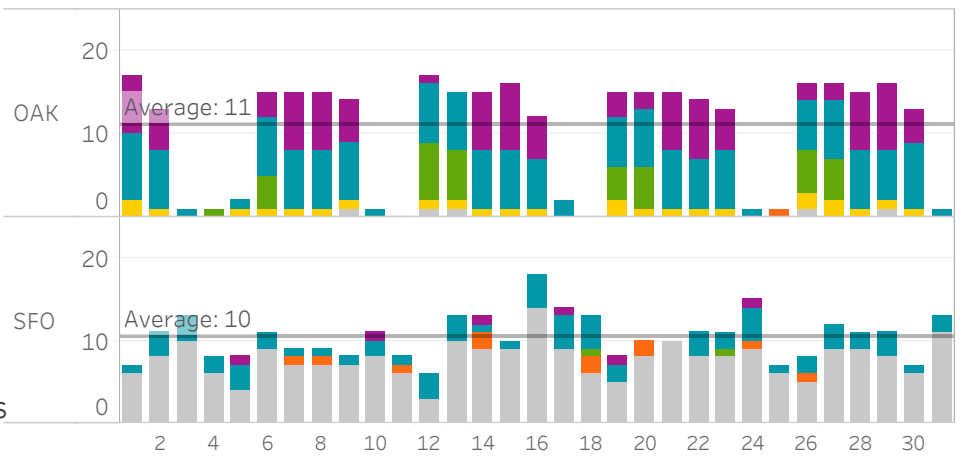
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

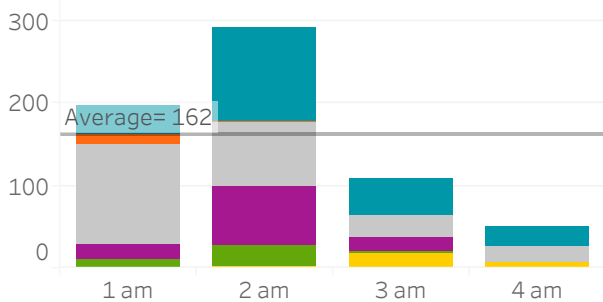
NIITE to GOBBS 1 am to 5 am (July 2022)



Count of Departures per Night



Average Total Departures per Hour

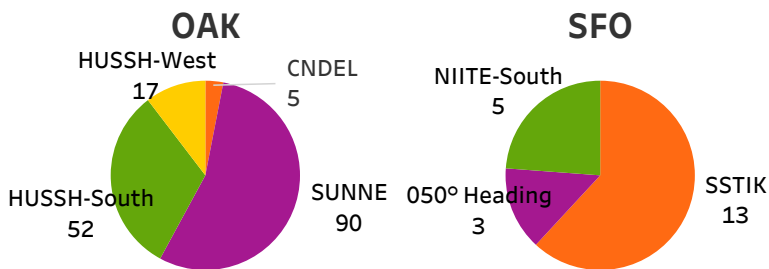


- 050°/SUNNE
- NIITE/HUSSH - North & East
- NIITE/HUSSH - South
- NIITE/HUSSH - West
- SSTIK/CNDEL
- Other

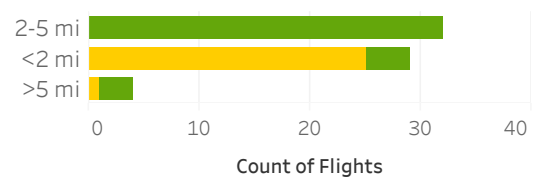
Departure Runway Usage

Airport	Runway	Usage %
OAK	28R	2%
	30	98%
SFO	01L	4%
	01R	13%
	28L	59%
	28R	24%

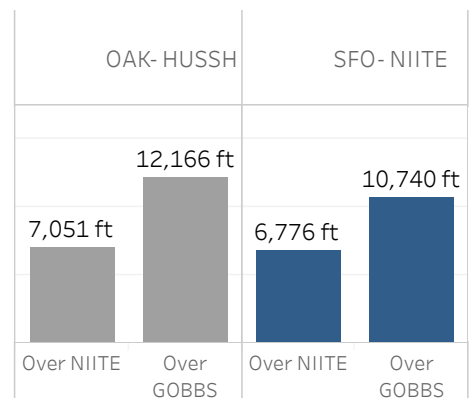
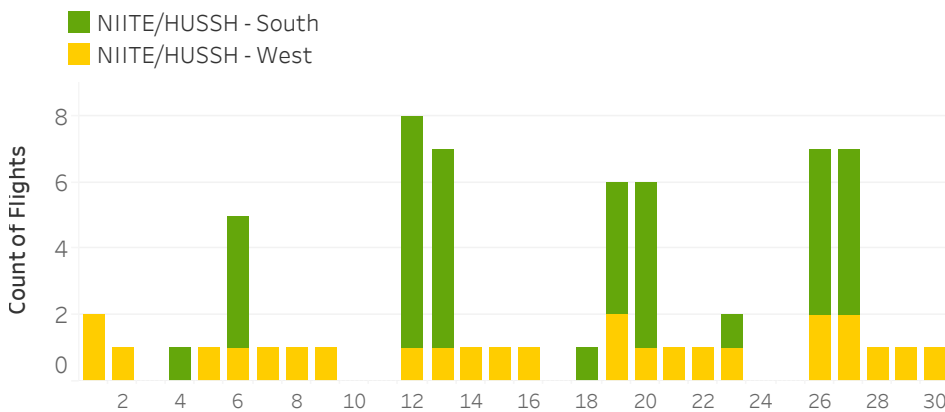
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





Airport Director's Report

Presented at the October 5, 2022
Airport/Community Roundtable Meeting

Aircraft Noise Office
August 2022

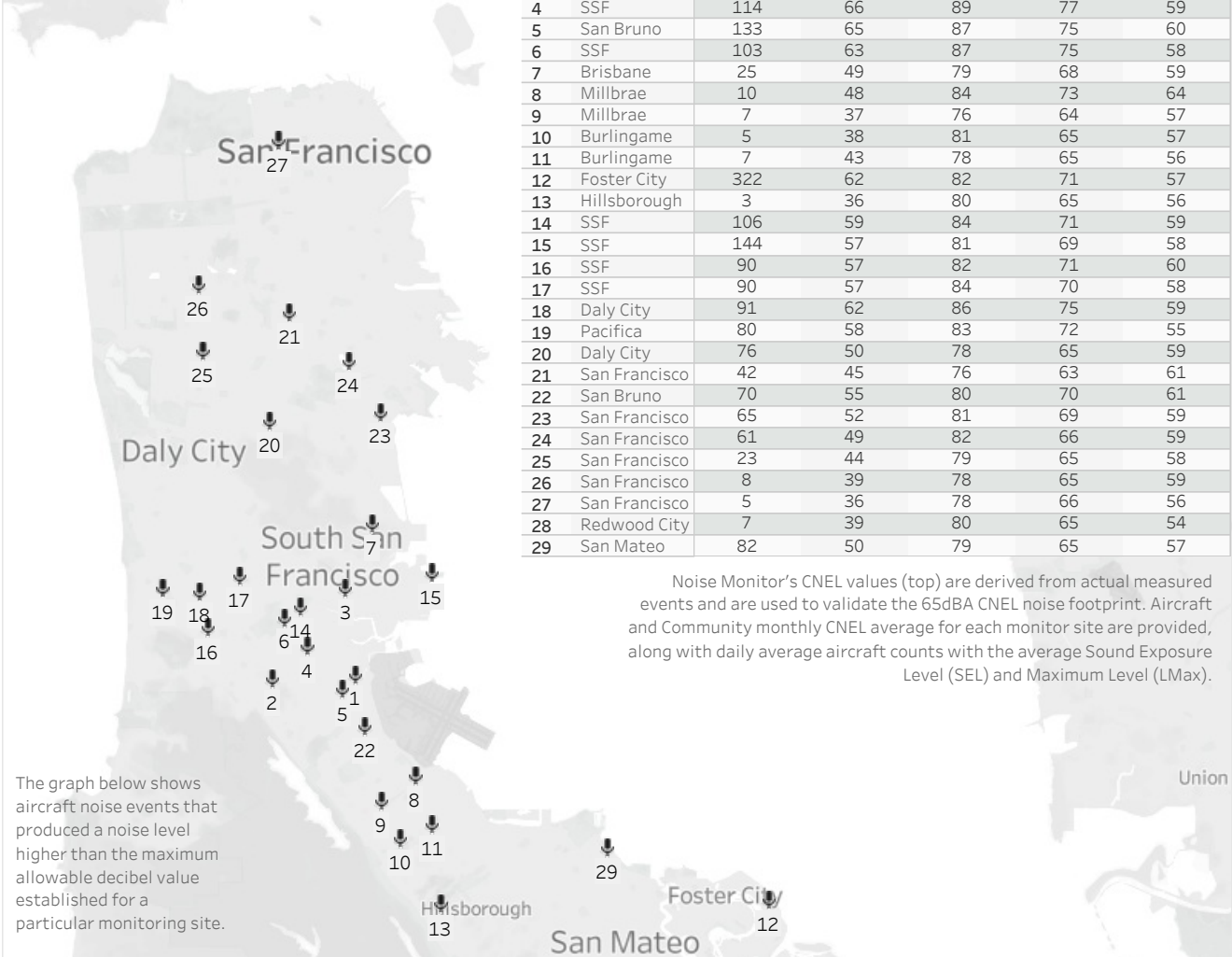


San Francisco
International
Airport

Aircraft Noise Levels

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

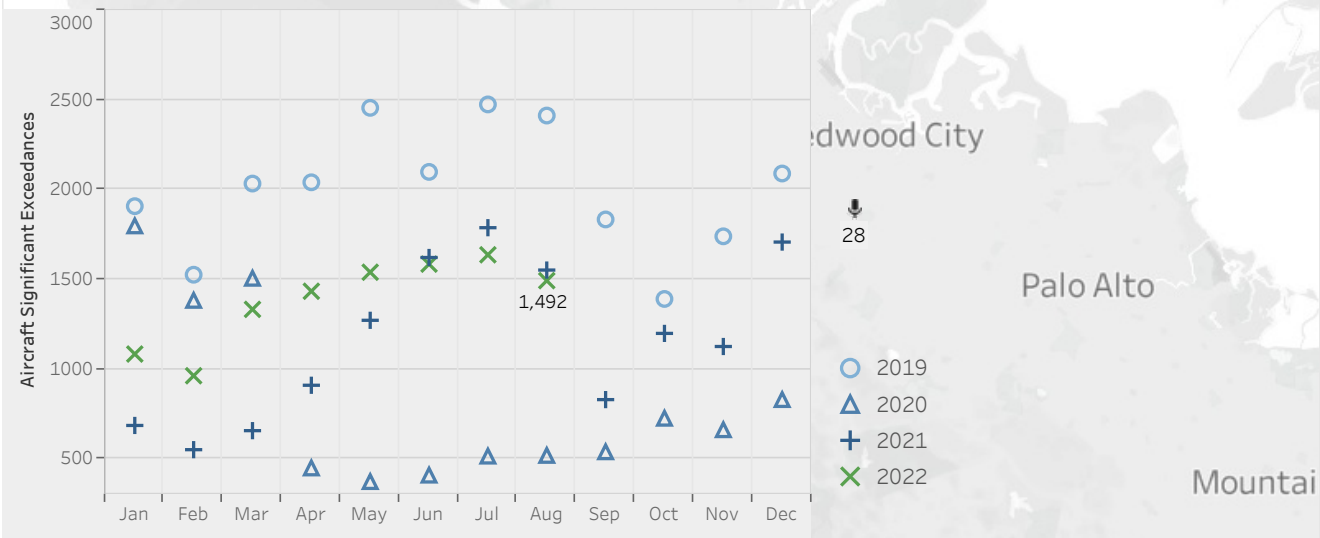
Site	City	Aircraft			Community	
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)
1	San Bruno	129	71	93	82	67
2	San Bruno	79	57	85	70	64
3	SSF	58	53	80	68	59
4	SSF	114	66	89	77	59
5	San Bruno	133	65	87	75	60
6	SSF	103	63	87	75	58
7	Brisbane	25	49	79	68	59
8	Millbrae	10	48	84	73	64
9	Millbrae	7	37	76	64	57
10	Burlingame	5	38	81	65	57
11	Burlingame	7	43	78	65	56
12	Foster City	322	62	82	71	57
13	Hillsborough	3	36	80	65	56
14	SSF	106	59	84	71	59
15	SSF	144	57	81	69	58
16	SSF	90	57	82	71	60
17	SSF	90	57	84	70	58
18	Daly City	91	62	86	75	59
19	Pacifica	80	58	83	72	55
20	Daly City	76	50	78	65	59
21	San Francisco	42	45	76	63	61
22	San Bruno	70	55	80	70	61
23	San Francisco	65	52	81	69	59
24	San Francisco	61	49	82	66	59
25	San Francisco	23	44	79	65	58
26	San Francisco	8	39	78	65	59
27	San Francisco	5	36	78	66	56
28	Redwood City	7	39	80	65	54
29	San Mateo	82	50	79	65	57



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

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

Significant Exceedances



Operations

August 2022

Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
31,770	1,025	28,120	20%

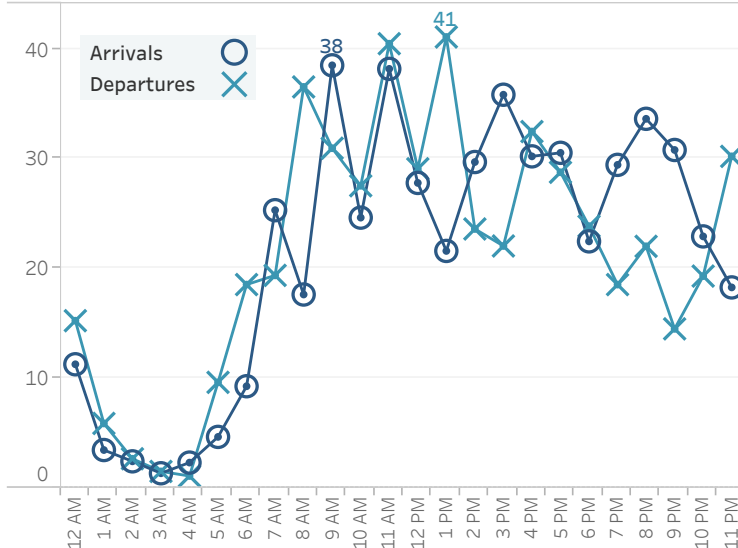
Major Arrival and Departure Routes (West Flow)



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

West Flow
100%

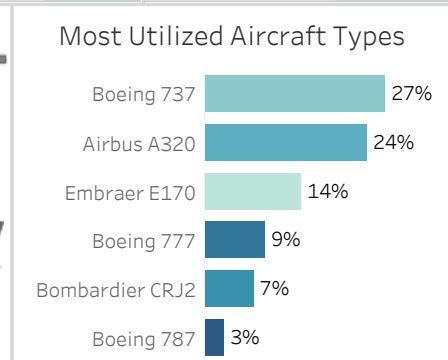
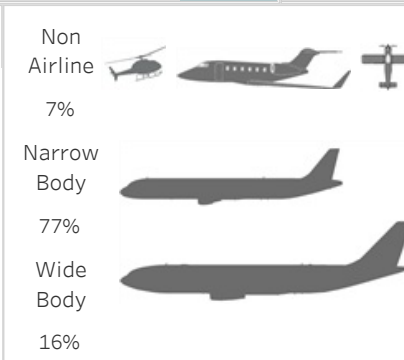
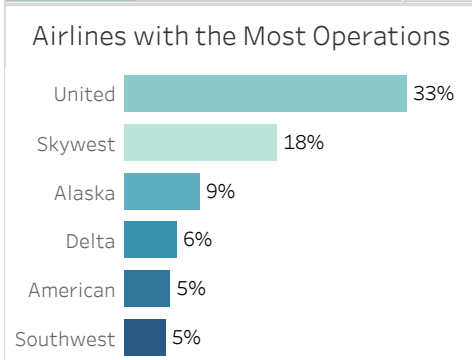
August 2022 Average Day (Hourly)



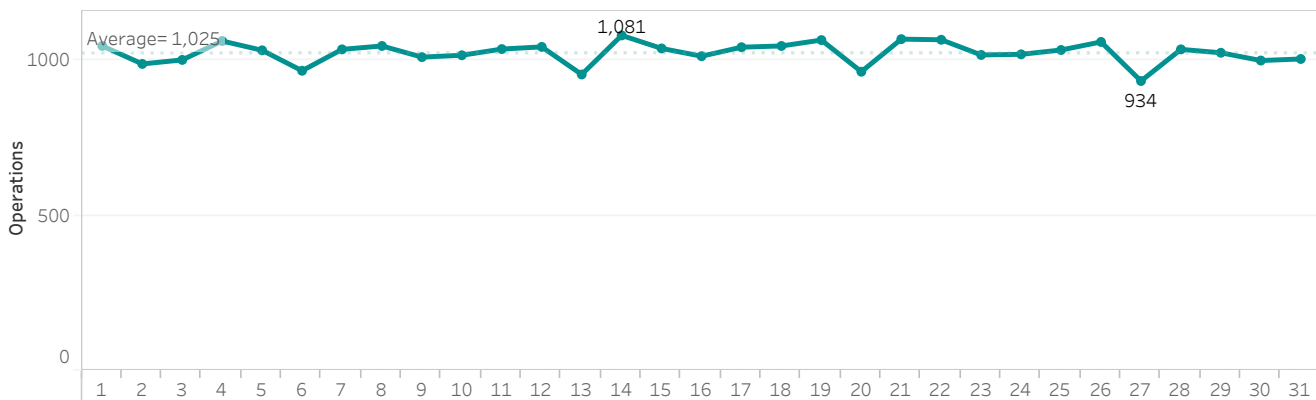
Top Destinations		
Los Angeles	JFK	Seattle
7%	4%	4%

Down the Bay vs Peninsula	
1.1 Down the Bay Visual	43%
1.2 BDEGA Arrival	57%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	31%	A. GAP	20%
2. DYAMD	35%	B. SSTIK	27%
3. SERFR	28%	C. NIITE	11%
4. PIRAT	6%	D. TRUKN RWY 01	39%
		D. TRUKN RWY 28	3%



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		78% 11,661
10 L/R		0% 3
28 L/R	100% 14,907	22% 3,244

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

	Departures
10 L/R	1% 3
01 L/R	57% 323
28 L/R	42% 239

Runway Utilization

	Arrivals		Arrivals
	28L		28R
	36%		64%
Night (10pm-7am)			
	16%		84%

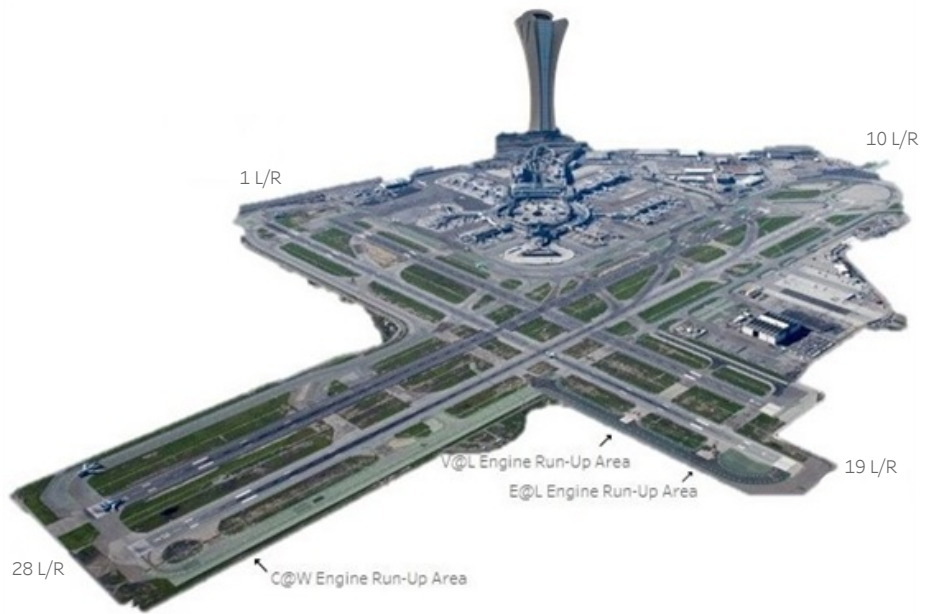
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	8
American Airlines	9
United Airlines	7
Delta Air Lines	1

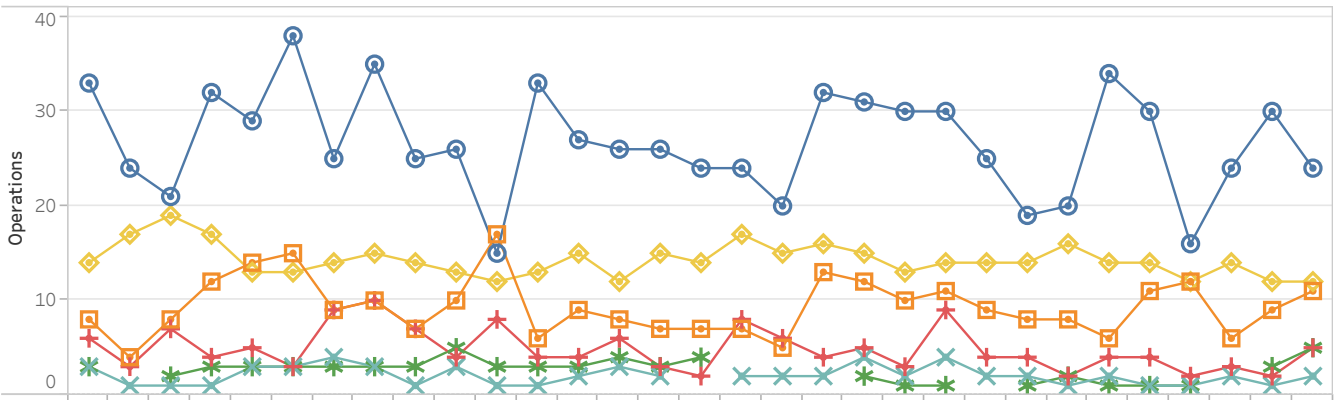
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
12 AM	33	24	21	32	29	38	25	35	25	26	15	33	27	26	26	24	24	20	32	31	30	30	25	19	20	34	30	16	24	30	24
1 AM	8	4	8	12	14	15	9	10	7	10	17	6	9	8	7	7	7	5	13	12	10	11	9	8	8	6	11	12	6	9	11
2 AM	6	3	7	4	5	3	9	10	7	4	8	4	4	6	3	2	8	6	4	5	3	9	4	4	2	4	4	2	3	2	5
3 AM	3	1	1	1	3	3	4	3	1	3	1	1	2	3	2		2	2	2	4	2	4	2	2	1	2	1	1	2	1	2
4 AM	3		2	3	3	3	3	3	3	5	3	3	3	4	3	4				2	1	1		1	2	1	1	1		3	5
5 AM	14	17	19	17	13	13	14	15	14	13	12	13	15	12	15	14	17	15	16	15	13	14	14	14	16	14	14	12	14	12	12

Noise Reports

August 2022

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	4	62
Belmont	3	5
Brisbane	14	664
Burlingame	1	1
Daly City	6	1,544
El Granada	1	1,111
Foster City	9	106
Half Moon Bay	1	1
Hillsborough	3	25
Menlo Park	15	1,954
Millbrae	2	4
Montara	1	190
Pacifica	14	1,131
Portola Valley	20	17,979
Redwood City	10	952
San Bruno	9	1,052
San Carlos	2	158
San Francisco	17	2,392
San Mateo	8	1,551
South San Francisco	6	3,982
Woodside	5	1,552
Alameda	2	7
Aptos	1	10
Ben Lomond	1	5
Berkeley	1	622
Boulder Creek	2	2
Capitola	4	305
Castro Valley	1	18
Cupertino	1	30
Emerald Hills	6	633
Felton	2	125
Fremont	1	409
Los Altos	55	11,116
Los Altos Hills	12	1,914
Los Gatos	41	6,103
Moraga	3	171
Mountain View	18	2,709
Oakland	14	3,779
Orinda	1	4
Palo Alto	121	28,972
Richmond	2	247
Santa Cruz	63	11,090
Scotts Valley	29	5,539
Soquel	35	5,894
Stanford	4	688
Sunnyvale	2	19
Union City	1	478
Watsonville	1	74
Grand Total	575	117,379

Roundtable

Other

Reporters Annual AVG

610

Reports Annual AVG

111,591

New Reporters

17

New Reporters Top City

Foster City

Furthest Report

64 miles

Reports per SFO Operation

4

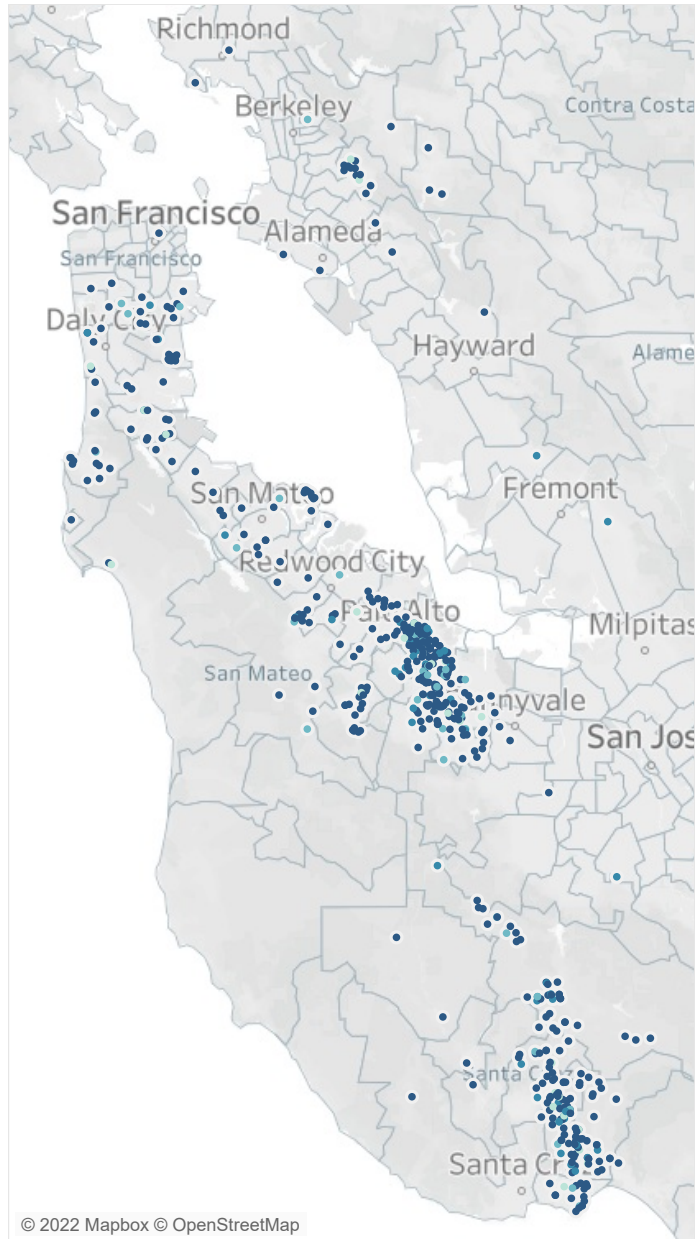
Top Aircraft Types

A320
B737
E75L

Top Flight Numbers

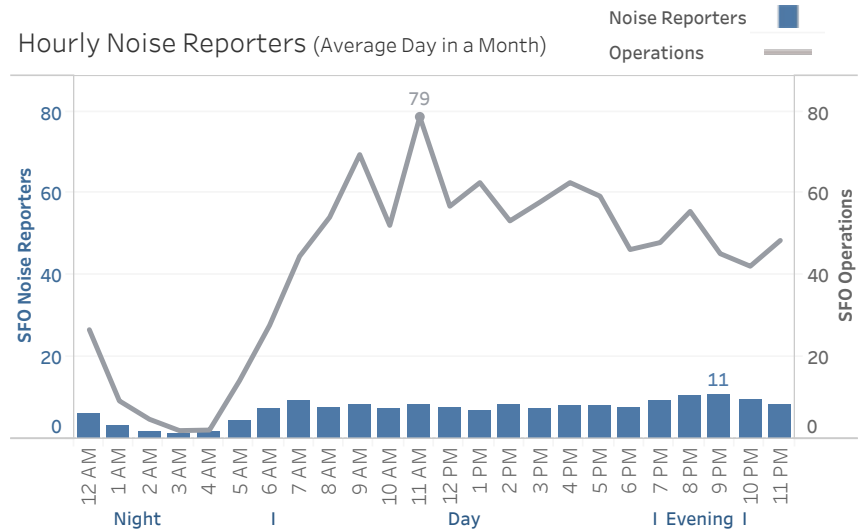
ASA1273
UAL2235
UAL832

Noise Reporters Location Map



© 2022 Mapbox © OpenStreetMap

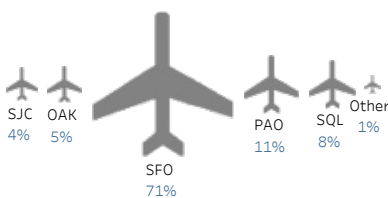
Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

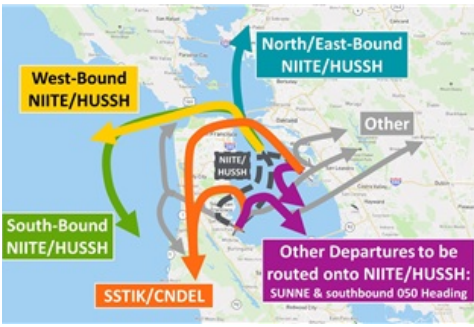
Notes: Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

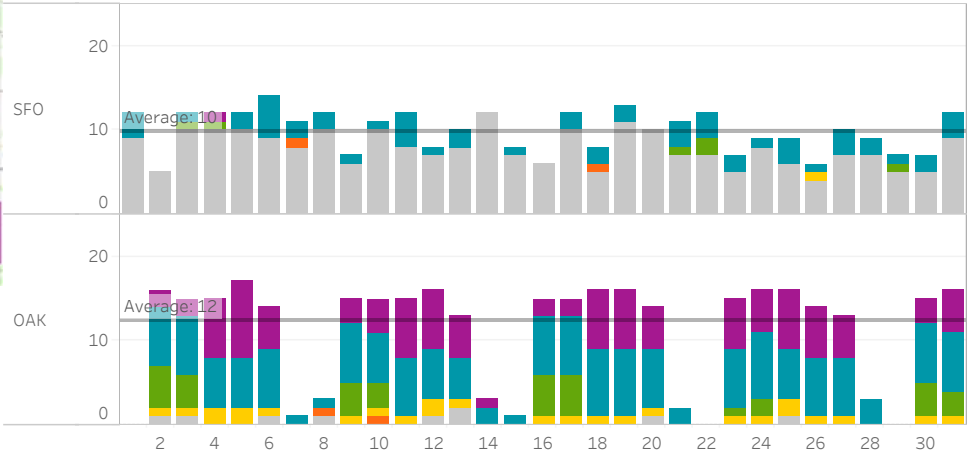


99% of noise reports correlate to a flight origin/destination airport.

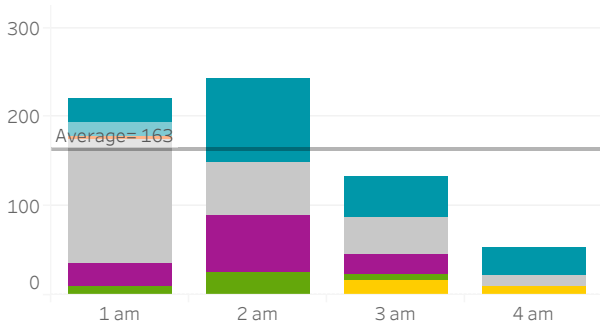
NIITE to GOBBS 1 am to 5 am (August 2022)



Count of Departures per Night



Average Total Departures per Hour

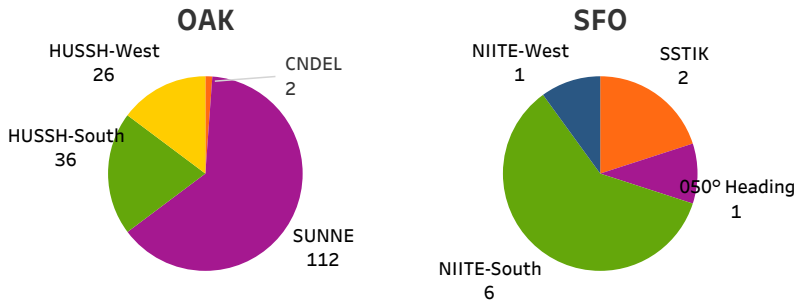


- 050°/SUNNE
- NIITE/HUSSH - North & East
- NIITE/HUSSH - South
- NIITE/HUSSH - West
- SSTIK/CNDEL
- Other

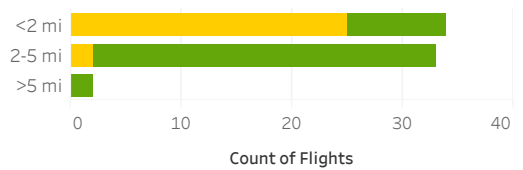
Departure Runway Usage

Airport	Runway	Usage (%)
OAK	28L	0%
	28R	3%
	30	97%
SFO	01L	2%
	01R	15%
	10L	1%
	28L	56%
	28R	26%

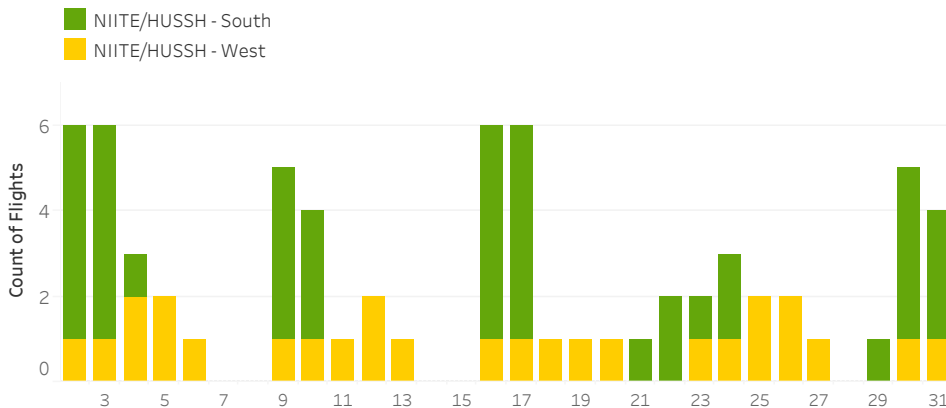
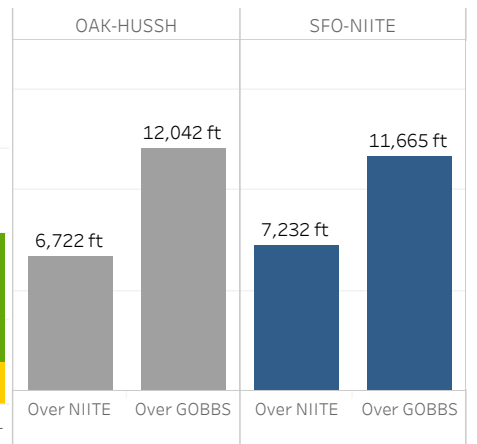
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





September 28, 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 meeting of August 3, 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 risks to the health or safety of attendees.

The August 3, 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 the Membership continue to 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

Attachment(s)

a. Resolution No. 22-06

RESOLUTION NO. 22-06

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 August 3, 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 August 3, 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



September 25, 2022

Special Notice / Hearing: None
Vote Required: Majority

TO: Members of the SFO/Community Roundtable

FROM: Lauren Carroll, Deputy County Attorney

SUBJECT: Revised Conflict of Interest Code

RECOMMENDATION:

Adopt Conflict of Interest Code for the San Francisco Airport Community Roundtable (Roundtable), as revised by the California Fair Political Practices Commission (FPPC).

DISCUSSION:

Earlier this year, the FPPC determined that the Roundtable members are subject to the Political Reform Act, which regulates campaign finance and government ethics in California. To comply with this determination, the Roundtable, at its June 1, 2022, meeting, considered and adopted a Conflict of Interest Code. Following this meeting, the Roundtable submitted its Conflict of Interest Code to the FPPC for approval, as required. The FPPC then made some revisions to the Roundtable's proposed Conflict of Interest Code. Now, the Roundtable must re-adopt the Conflict of Interest Code to incorporate the FPPC's revisions.

The FPPC's proposed changes largely concern the types of financial information Roundtable members must disclose when filing their Form 700 Statements of Economic Interests. Under the FPPC's revised Conflict of Interest Code, Roundtable members and the Roundtable Coordinator will have to disclose any:

- Investments and business positions in business entities and sources of income (including receipt of gifts, loans and travel payments) if the business entity or source provides leased facilities, products, equipment, vehicles, machinery or services (including training or consulting services) of the type utilized by the San Francisco International Airport/Community Roundtable.
- Interests in real property located in whole or in part (1) within the boundaries of San Francisco and San Mateo Counties or (2) within two miles of the boundaries of the San Francisco International Airport.

- Investments and business positions in business entities and sources of income (including receipt of gifts, loans and travel payments) if the business entity or source engages in land development, construction, or the acquisition or sale of real property within the jurisdiction of San Francisco and San Mateo Counties.

If the Roundtable approves the proposed Conflict of Interest Code, it will likely become effective in late December, and initial Form 700 Statements of Economic Interests will likely be due in late January. Roundtable members would most likely file electronically using the FPPC's online portal. Members who are elected officials and already file Form 700s with the FPPC will likely be able to file a single expanded Form 700, rather than a Form 700 for each position.

The disclosure requirements described above are subject to certain limitations and exceptions. If you have questions about your own personal reporting obligations, please review the additional resources listed below and/or consult your legal counsel.

ADDITIONAL RESOURCES:

FPPC Form 700 Reference Pamphlet: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Form%20700/2021-22/Ref_Pamphlet_2021.pdf

FPPC Form 700 FAQ: https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Form%20700/2020-21/Form_700_FAQs_2020.pdf

Update of Rules Regarding the Filing of Expanded Statements of Economic Interests by Public Officials with Multiple Positions:
<https://www.fppc.ca.gov/content/dam/fppc/NS-Documents/TAD/Form%20700/2020-21/Expanded%20SEI%20Fact%20Sheet.pdf>

SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE
CONFLICT OF INTEREST CODE

The Political Reform Act (Government Code Sections 81000 et seq.) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission has adopted a regulation (2 California Code of Regulations, Section 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the standard code may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission are hereby incorporated by reference. This regulation and the attached Appendix, designating positions and establishing disclosure categories, shall constitute the conflict of interest code of the **San Francisco International Airport/Community Roundtable**.

Officials and employees holding positions listed in this code must file their statements of economic interests electronically with the **Fair Political Practices Commission**. All statements must be made available for public inspection and reproduction under Government Code Section 81008.

APPENDIX

List of Designated Positions

Designated Positions	Disclosure Category
Roundtable Members	1, 2, 3
Roundtable Coordinator	1, 2, 3
Consultants/New Positions*	*

* Consultants/new positions shall be included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The Roundtable Coordinator may determine in writing that a particular consultant or new position, although a “designated position,” is hired to perform a range of duties that is limited in scope and thus is not required to comply fully with the disclosure requirements described in this section. Such determination shall include a description of the consultant’s or new position’s duties and, based upon that description, a statement of the extent of disclosure requirements. The Roundtable Coordinator determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code (Gov. Code Sec. 81008).

Disclosure Categories

Category 1. Investments and business positions in business entities and sources of income (including receipt of gifts, loans and travel payments) if the business entity or source provides leased facilities, products, equipment, vehicles, machinery or services (including training or consulting services) of the type utilized by the San Francisco International Airport/Community Roundtable.

Category 2. Interests in real property located in whole or in part (1) within the boundaries of San Francisco and San Mateo Counties or (2) within two miles of the boundaries of the San Francisco International Airport.

Category 3. Investments and business positions in business entities and sources of income (including receipt of gifts, loans and travel payments) if the business entity or source engages in land development, construction, or the acquisition or sale of real property within the jurisdiction of San Francisco and San Mateo Counties.



Meeting Announcement

Technical Working Group

Tuesday, September 20, 2022

4:00 p.m. – 5:30 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. NIITE/HUSSH

a. FAA Update

Joseph Bert, Team Manager, Western Service Center, FAA

b. Monitoring Discussion

Sam Hindi, Chairperson

4. SFO Updates

a. Ground Based Augmentation System (GBAS) Update

Attachments: SFO GBAS & GLS Presentation

Paul Hannah, Consultant Chief Airspace and Flight Operations Engineer, SFO

Christian Valdes, Senior Managing Consultant. SFO

Bert Ganoung, SFO Aircraft Noise Office Manager

i. GBAS 2A Concepts – Comments and suggestions from the public for GBAS 2A procedures



Paul Hannah, Consultant Chief Airspace and Flight Operations Engineer, SFO

b. ANEEM Update

Bert Ganoung, SFO Aircraft Noise Office Manager

5. 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 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.



September 15, 2022

TO: Technical Working Group

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 Technical Working Group (TWG) of the San Francisco Airport/Community Roundtable 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 TWG does continue to hold video and teleconference meetings, to meet the requirements of AB 361, the TWG will need to adopt a resolution at every meeting.



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

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

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

As noted above, under AB 361, local agency bodies were required to return to in-person meetings on October 1, 2021, unless they chose to continue with fully teleconferenced meetings and made the prescribed findings related to the existing state of emergency. At its meeting of August 3, 2022, the Roundtable membership continued to adopt a resolution wherein the membership found, and it continues to be the case that, among other things, as a result of the continuing COVID-19 state of emergency, meeting in-person would present imminent risks to the health or safety of attendees.

DISCUSSION:

We recommend that your subcommittee avail itself of the provisions of AB 361 allowing continuation of online meetings by adopting findings to the effect that conducting in-person meetings would present an imminent risk to the health and safety of attendees. A resolution to that effect and directing staff to return each 30 days with the opportunity to renew such findings, is attached hereto.

FISCAL IMPACT:

None

Attachments:

A. Resolution TWG22-04

RESOLUTION NO. TWG22-04

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 TECHNICAL WORKING GROUP, OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE, WOULD PRESENT IMMINENT RISKS TO THE HEALTH OR SAFETY OF ATTENDEES

RESOLVED, by the Technical Working Group that

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

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

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

WHEREAS, on September 16, 2021, Governor Newsom signed AB 361 that provides that a legislative body subject to the Brown Act may continue to meet without fully complying with the teleconferencing rules in the Brown Act provided the legislative body determines that meeting in person would present imminent risks to the health or safety of attendees, and further requires that certain findings be made by the legislative body every thirty (30) days or when meeting next; and,

WHEREAS, the Technical Working Group 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 August 3, 2022, the San Francisco Airport/Community Roundtable continued to adopt, by unanimous vote, a resolution wherein the membership found, *inter alia*, that as a result of the continuing COVID-19 state of emergency, meeting in person would present imminent risks to the health or safety of attendees: and

WHEREAS, The San Francisco Airport/Community Roundtable has not met since its regular meeting in August 3, 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 an safety of attendees, and thus intends to invoke the provisions of AB 361 related to teleconferencing;

NOW, THEREFORE, IT IS HEREBY DETERMINED AND ORDERED that

1. The recitals set forth above are true and correct.
2. The Technical Working Group 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 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 Technical Working Group of _____.

Sam Hindi
Subcommittee Chairperson

Date

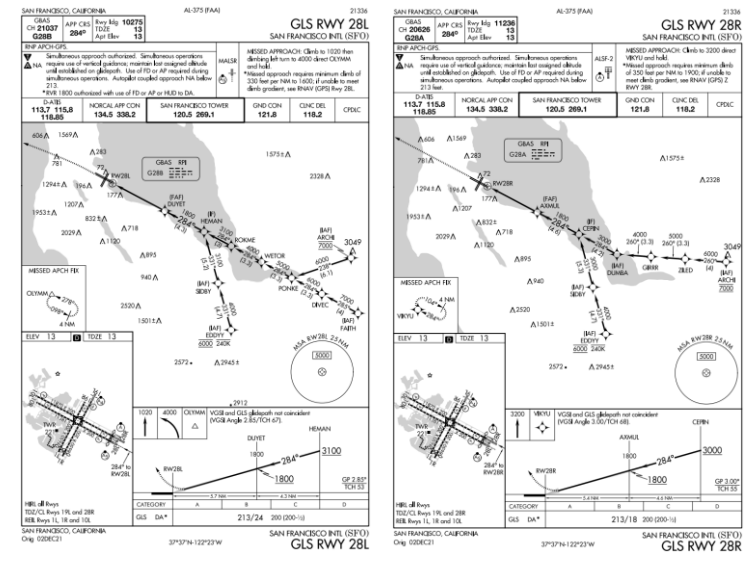


San Francisco International Airport GBAS and GLS

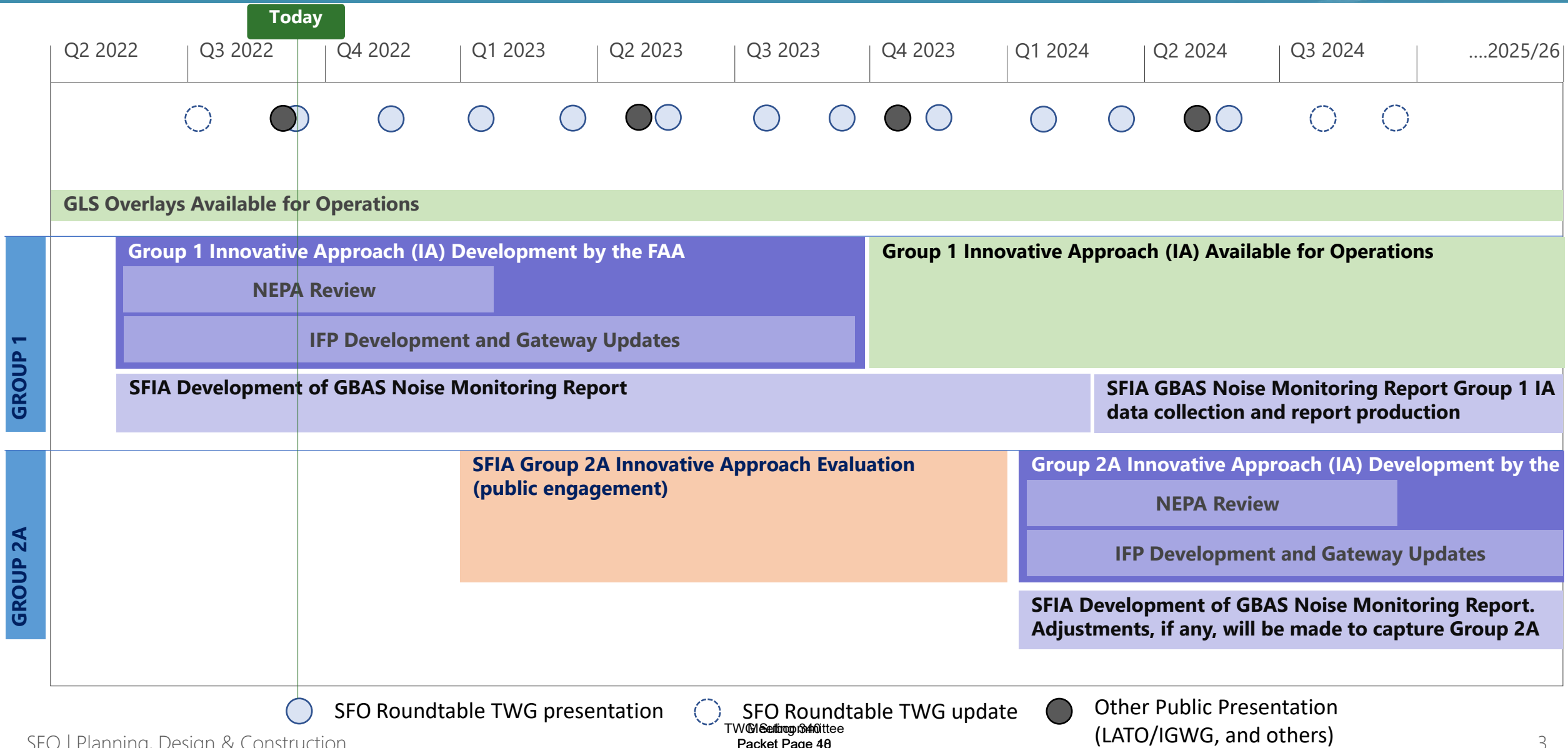
SFO Roundtable Technical Working Group
September 20, 2022



1. Current GBAS Project Timeline
2. Group 1 IA Noise monitoring and reporting
3. Identifying GLS Flight Operations and Data Gathering
4. Next Steps



SFIA GLS Procedure Development Schedule and Planned Outreach



Acquisition

SFO Ground Based Augmentation System (GBAS) is the first navigational aid (NAVAID) of its kind in the world acquired with the primary goal of noise reduction

Design

SFO GBAS Landing System approach procedures (GLS) are designed via an airport lead initiative with input from FAA, Industry and the community

SFO GLS procedures undergo independent noise analysis and community review prior to FAA request for development

Operation

SFO GBAS is the first public use NAVAID of its kind in the Bay Area, California and the FAA Western Service Area

SFO GBAS is the first non-Federal NAVAID operated by SFO

Implementation & Enhancement

SFO is the first airport to measure and report on GLS procedures the overall NAVAIDs ability to deliver on the original project goals

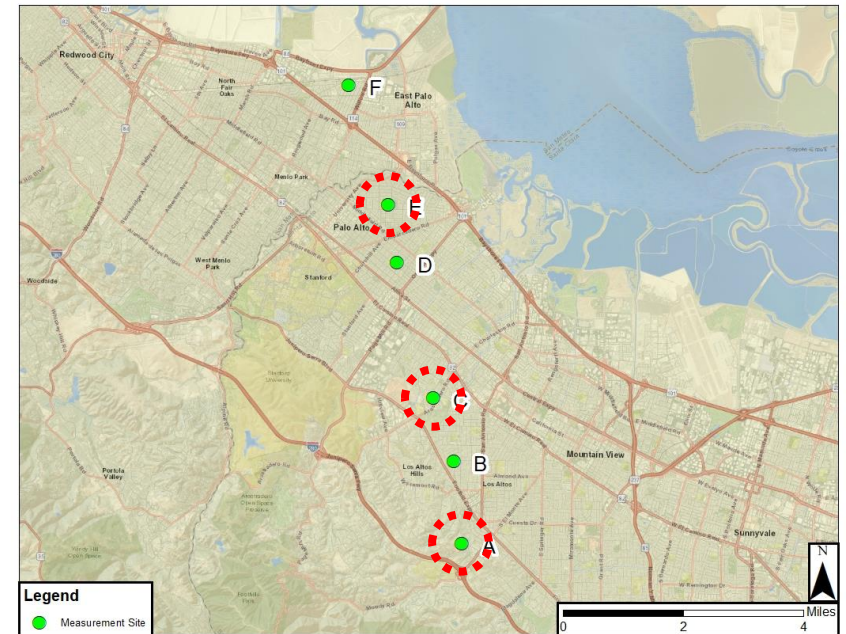
SFO is the only US hub airport with the ability to "turn off" a precision approach that doesn't meet the project goals

Group 1 Monitoring Following FAA Implementation

SFO is currently evaluating quarterly monitoring and reporting practices to be implemented upon FAA publication of Group 1 Innovative Approaches

Key Considerations:

- 3 temporary noise monitoring locations (A, C, E) , supplemented by permanent monitor site 12 data (Foster City)
- SFO GBAS Project team is working with FAA on how SFO will be informed about GBAS usage and specific GLS procedure utilization
- SFO will actively investigate GLS approaches that do not perform as expected
- SFO's noise reduction goal is for Group 1 GLS approaches to maintain average noise levels at each noise monitor that are lower than non-GLS approaches
- Similar to the GBAS Measurement Report, the GLS Monitoring Report will include Lmax and SEL noise levels, altitude, speed of GLS approaches and comparable non-GLS approaches and describe whether the GLS approaches are meeting the Airport's expectations



Areas considered for Temporary noise monitors

Reporting on Innovative Group 1 GLS Approaches

Roundtable Portable Monitoring

GBAS Noise Measurement Report

MEMORANDUM
 TO: PALO ALTO COMMUNITY
 FROM: SAN FRANCISCO INTERNATIONAL AIRPORT
 SUBJECT: PALO ALTO SHORT TERM NOISE MONITORING
 DATE: February 11, 2021

The San Francisco International Airport (SFO) in Palo Alto to determine the noise levels with monitoring occurs 4 times per year for approval period occurred between December 16 and 17 with the assistance of a Palo Alto resident.

Palo Alto is located approximately 17 miles south of SFO. Approximately 75% and 6% of aircraft noise events traversed the monitoring site while SFO (departures) and non-aircraft sources of noise which caused a noise from a generator, and tree-trimming at the site.

The noise monitor thresholds were 52 dBA for period, the overall Aircraft Community Noise CNEL and Total CNEL were 52 dBA and 55 dBA CNEL by 2.3 dBA.

During the noise monitoring period, the SFO Palo Alto residents. Most of the noise reports were from the majority of SFO aircraft noise events. The noise monitor was located in a quiet suburb with noise above ambient levels may have been heard flights due to the proximity of the Airport.

This report includes 15 parts (charts and graphs) data (values are subject to rounding) collected used in this report are described in the Appendix.

GBAS Noise Measurement Report

Group 1 Innovative Approach Procedures

March 2022

PREPARED BY
 San Francisco International Airport

San Francisco International Airport
 March 2022

H - Noise Levels of the Most Frequent Aircraft

Site A			Site B			Site C			
Aircraft / Events	Avg SEL (dB)	Avg Lmax (dB)	Aircraft / Events	Avg SEL (dB)	Avg Lmax (dB)	Aircraft / Events	Avg SEL (dB)	Avg Lmax (dB)	
E75L / 266	67	54	37	E75L / 66	53	40	E75L / 341	67	53
A320 / 219	69	56	40	A320 / 244	69	56	A320 / 270	70	57
B738 / 158	70	57	41	CRJ2 / 162	64	50	B738 / 224	70	56

I - Noise Levels of Loudest SFO Aircraft Arrival Events*

Site A			Site B			Site C					
Aircraft / Date / Time	SEL (dB)	Lmax (dB)	Duration (s)	Aircraft / Date / Time	SEL (dB)	Lmax (dB)	Duration (s)	Aircraft / Date / Time	SEL (dB)	Lmax (dB)	Duration (s)
B748 / 12/16/2021 0:39	82	74	59	B748 / 12/16/2021 0:39	83	74	69	B748 / 12/16/2021 0:39	84	76	59
B748 / 12/20/2021 0:38	82	70	62	B748 / 12/20/2021 0:38	82	70	66	B748 / 12/20/2021 0:13	83	73	58
B748 / 12/22/2021 0:13	81	71	38	B748 / 12/22/2021 0:13	82	72	56	B748 / 12/22/2021 0:38	82	72	52

*Noise events in BOLD were made up of simultaneous aircraft noise and community noise.

J - Comparison of Existing and GLS Approach Procedures (Boeing 737)

Approach Type	Number of Arrivals	Site A			Site B			Site C											
		Avg SEL / Lmax (dB)	Avg Altitude (ft)	Avg Speed (kts)	Avg SEL / Lmax (dB)	Avg Altitude (ft)	Avg Speed (kts)	Avg SEL / Lmax (dB)	Avg Altitude (ft)	Avg Speed (kts)									
Non-GLS Approaches	5	71/58	6,206	236	72/59	5,957	236	72/60	5,656	236	75/64	5,062	219	75/63	4,827	214	75/63	4,231	201
Test RNAV Approaches	4	68/56	5,900	252	68/55	5,799	253	68/55	5,505	254	71/59	4,912	251	71/59	4,673	245	75/62	4,174	229
Test GLS Approaches	3	66/54	5,883	252	67/54	5,833	251	67/54	5,625	253	72/57	5,199	238	72/57	5,010	232	69/56	4,472	229

San Francisco International Airport
 March 2022

Appendix A

Test Approach Noise Events					
Site	Date/Time	Procedure	SEL (dB)	Lmax (dB)	Duration (s)
A	12/20/21 18:40	RNAV (GPS) RWY 28L	68.4	58	51
A	12/20/21 18:57	GLS-A RWY 28L	65.4	52.7	37
A	12/20/21 19:19	RNAV (GPS) 2 RWY 28R	68	63.1	32
A	12/20/21 19:38	GLS-A RWY 28R	65.8	52.8	57
A	12/16/2021 8:35	RNAV (RNP) Y RWY 28R	69.4	57.7	36
A	12/16/2021 8:53	RNAV (GPS) RWY 28L	69.3	56.7	31
A	12/16/2021 9:10	GLS-R RWY 28R	69.7	55.5	35
A	12/16/2021 9:28	GLS-A RWY 28L	67.6	55.9	41
B	12/20/21 18:40	RNAV (GPS) RWY 28L	65.4	52	57
B	12/20/21 18:57	GLS-A RWY 28L	65.4	51.3	56
B	12/20/21 19:19	RNAV (GPS) 2 RWY 28R	64.1	50.9	35
B	12/20/21 19:39	GLS-A RWY 28R	64.9	51.8	57
B	12/16/2021 8:35	RNAV (RNP) Y RWY 28R	69.5	58.5	36
B	12/16/2021 8:54	RNAV (GPS) RWY 28L	69.3	57.7	32
B	12/16/2021 9:10	GLS-R RWY 28R	69.9	57.7	42
B	12/16/2021 9:28	GLS-A RWY 28L	68.4	55.5	53
C	12/20/21 18:40	RNAV (GPS) RWY 28L	64.7	52.8	44
C	12/20/21 18:57	GLS-A RWY 28L	64.3	51.1	61
C	12/20/21 19:19	RNAV (GPS) 2 RWY 28R	64.9	51.8	49
C	12/20/21 19:39	GLS-A RWY 28R	64.2	51.5	48
C	12/16/2021 8:35	RNAV (RNP) Y RWY 28R	68.2	57.5	29
C	12/16/2021 8:54	RNAV (GPS) RWY 28L	70.1	62.4	33
C	12/16/2021 9:10	GLS-R RWY 28R	70.4	59.3	34
C	12/16/2021 9:28	GLS-A RWY 28L	68.8	57.6	35
D	12/20/21 18:41	RNAV (GPS) RWY 28L	68.6	58.3	33
D	12/20/21 18:57	GLS-A RWY 28L	69.3	62.2	45
D	12/20/21 19:19	RNAV (GPS) 2 RWY 28R	70.1	57.2	46
D	12/20/21 19:39	RNAV (GPS) RWY 28R	65.2	52.7	45
D	12/16/2021 8:36	RNAV (RNP) Y RWY 28R	70.5	59.5	32
D	12/16/2021 8:54	RNAV (GPS) RWY 28L	72.1	60.7	32
D	12/16/2021 9:11	GLS-R RWY 28R	70.8	65.2	35
D	12/16/2021 9:29	GLS-A RWY 28L	70.1	58.1	54
E	12/20/21 18:41	RNAV (GPS) RWY 28L	66.4	55.5	29
E	12/20/21 18:58	GLS-A RWY 28L	69.1	63	28
E	12/20/21 19:20	RNAV (GPS) 2 RWY 28R	72.8	63.6	34
E	12/20/21 19:40	GLS-A RWY 28R	64.5	53.1	26
E	12/16/2021 8:36	RNAV (RNP) Y RWY 28R	70.5	58.1	31

GBAS Noise Monitoring Report

Data Gathering and Identifying GLS Flight Operations

SFO identifies flight procedure utilization using established methods involving both human examination and machine processing of flight track data

This information enables the team to relate a flight number, aircraft type, aircraft altitude, speed and location on the ground to one or more noise events

The process of relating a GLS flight over portable noise monitors to a noise event is aided by technology (ANOMS) but this can still take several days to achieve an accurate result

In situations where it isn't clear which procedure was used, SFO works collaboratively with other stakeholders to examine and report on the flight operation

Data Gathering and Identifying GLS Flight Operations

Flight Procedure Information Available to Each Stakeholder

Flight Procedure Information	SFO	FAA	Airlines
Method of Data Collection	ANOMS (SWIM/ADS-B)	IOAA (SWIM/ADS-B, CPDLC)	Post Flight Reporting and Logbooks
Ground Track Information	Available	Available	N/A
Altitude	Available	Available	N/A
Indicated Airspeed	Calculated	Calculated	N/A
Noise	Monitored	N/A	N/A
GLS Procedure Usage	Inferred and available	As cleared or Inferred, when requested by an airport	As cleared or recorded, voluntary reporting from airlines only

Data Gathering and Identifying GLS Flight Operations

FAA/SFO have a limited ability to identify GLS approach operations under good weather conditions

- 85% of flight operations into SFO occur under visual meteorological conditions (VMC)
- During VMC, NCT/SFO ATCT will frequently clear flight crews to use either a named visual approach (Bridge Visual, Tipp Toe) or a generic visual approach
- If the flight crew accepts the visual clearance, they can choose to use one of the overlay or innovative GLS approaches* as a reference path to make the approach and landing, but NCT and SFO ATCT will not likely be aware of this decision
- Flight crews do not currently report which approach was used during a visual clearance to either SFO or FAA

When SFO is operating under visual conditions, there is a possibility that neither the FAA or SFIA will be aware of which aircraft flew a GLS approach requiring airlines assistance

*If the flight crew is cleared to a named visual approach (Tipp Toe, Bridge Visual) then they could only potentially use the corresponding Innovative Group 1 GLS procedure as a backup navigational aid

Data Gathering and Identifying GLS Flight Operations

Type of GLS Approach		ATC Clearance	
		Instrument Approach	Visual Approach
GLS Approach is Unique	Procedures	GLS Rwy 10L, GLS Rwy 10R, GLS-W Rwy 28R	N/A
	Method of Analysis	SFO ANOMS	
	Time to Identify	10 Days	
GLS Same Lateral Path, Unique Altitudes	Procedures	GLS-U Rwy 28R	N/A
	Method of Analysis	FAA IOAA	
	Time to Identify	90 Days	
GLS Identical to Existing Procedure	Procedures	GLS-Z Rwy 28R, GLS-Z Rwy 28L, GLS-Y Rwy 28L, GLS-X Rwy 28R, GLS-T RWY 28R, GLS Rwy 19R, GLS Rwy 19L	GLS-Z Rwy 28R, GLS-Z Rwy 28L, GLS-Y Rwy 28L, GLS-X Rwy 28R, GLS-T RWY 28R
	Method of Analysis	FAA IOAA	Airlines*
	Time to Identify	90 Days	60 Days*

* SFIA is currently exploring voluntary reporting options with airlines

Data Gathering and Identifying GLS Flight Operations

Initial GBAS noise monitoring report will likely be made available to the public several months following the start of Innovative Group 1 approach operations

Future GBAS noise monitoring reports will be provided at least 120 days following the period of operations

SFO GBAS Project team will continue working with air carriers on voluntary reporting of GLS usage to minimize the amount of time it takes to collect the data

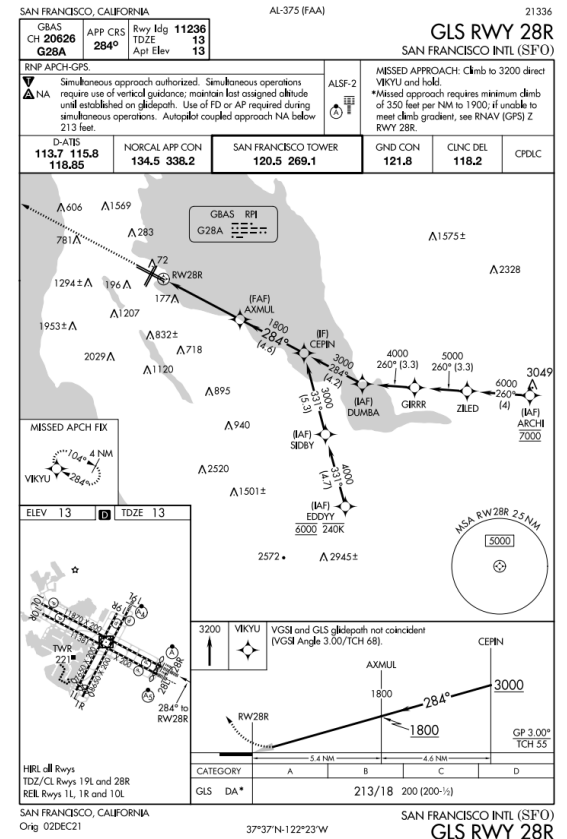
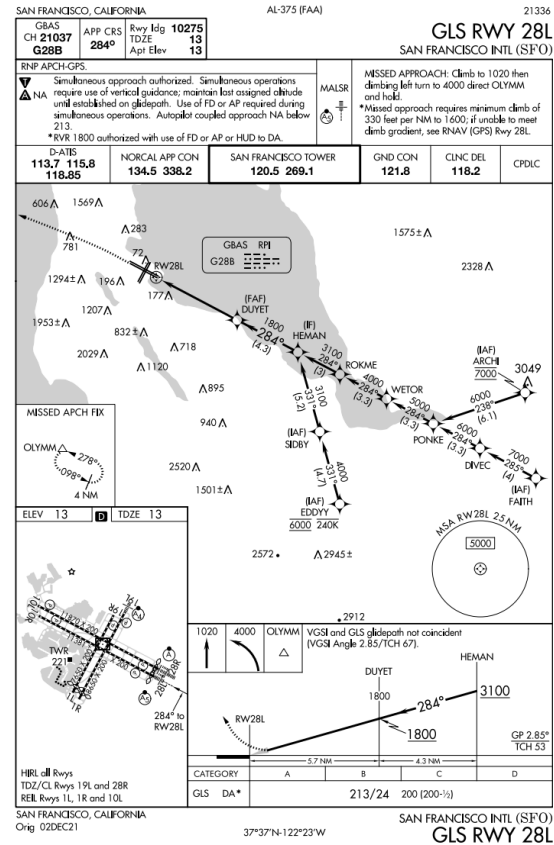
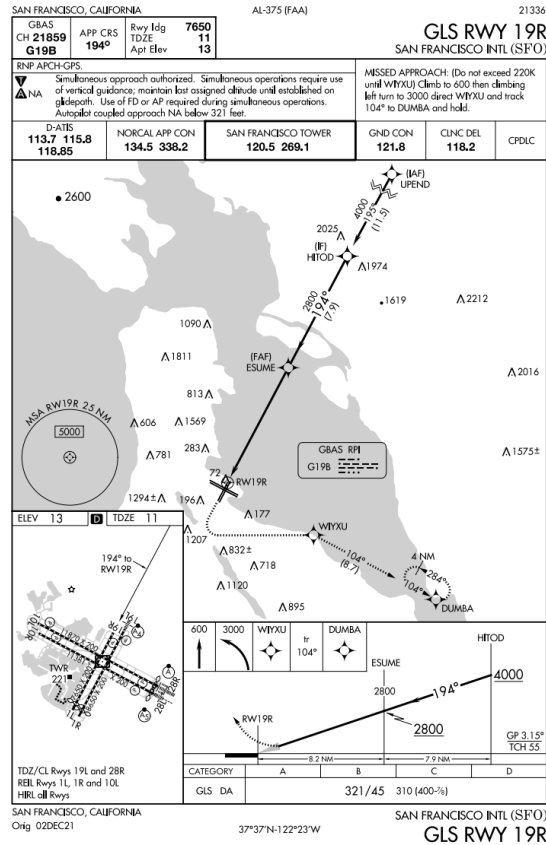
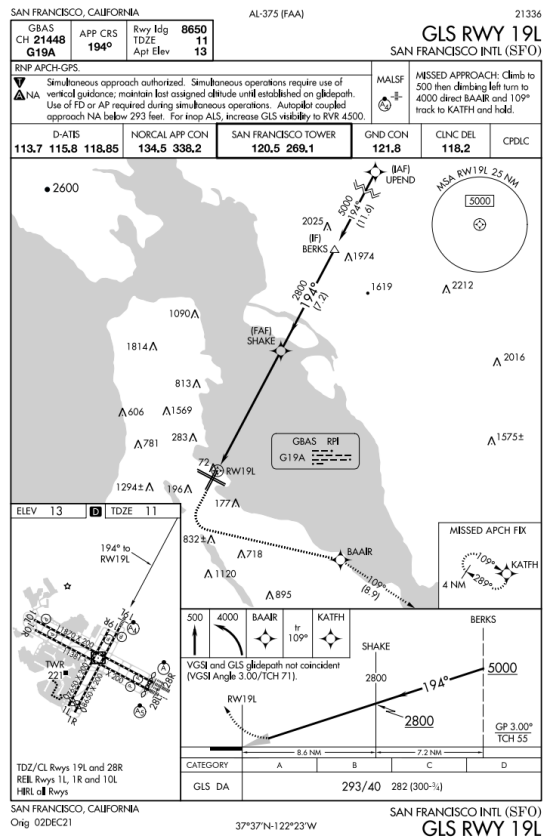
1. Continue to gain experience operating the GBAS
2. Refine GBAS Noise Monitoring Report
3. Continue to submit Group 2A procedure concepts to gbas@flysfo.com
4. Continue to answer questions from the public
(<https://noise.flysfo.com/2021/05/17/presentations-and-answers-to-public-questions-regarding-gbas/>)

Questions



<https://niso.flysfo.com>

Gain Experience: Current SFO GLS Overlay Approaches



GLS Overlays published on 02DEC21 with new missed approach on 19L/19R

19L ILS, RNAV and 19R RNAV missed approach updates are now scheduled to be published 15JUN23

GLS Updates in the IFP Gateway (16AUG22)

GLS RWY 10L, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA
GLS RWY 10R, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA
GLS U RWY 28R, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA
GLS W RWY 28R, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA
GLS X RWY 28R, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA
GLS Y RWY 28L, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA
GLS Y RWY 28R, ORIG	SAN FRANCISCO INTL	SFO (KSFO)	SAN FRANCISCO, CA	6/15/2023	Pending	✉ Email FAA

← GLS-A Rwy 10L

← GLS-A Rwy 10R

← GLS-R Rwy 28R

← GLS-DB Rwy 28R

← GLS-BV Rwy 28R

← GLS-TT Rwy 28L

← GLS-TT Rwy 28R

SFIA will be required to monitor the utilization, performance and noise of the procedures for at least 1 year following implementation

Anticipated publication date for these procedures will slip past 15JUN23

SFIA GBAS Project Team has updated CFPP Flight Inspection Graphics to reflect FAA approach ident

GLS-T Rwy 28R may need to be added for GLS-BVE due to challenge combining the Bridge Visual from ARCHI and the Bridge Visual from EDDYY to meet at the same IF.



Meeting Announcement

Legislative Subcommittee

Thursday, September 15, 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/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.

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

AGENDA

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

Al Royse, Legislative Subcommittee 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

CONSENT AGENDA

1. Action to Set Agenda and Approve Consent Agenda
2. Brown Act Remote Meetings Resolution
Attachments: Memo and Resolution of Approval

AGENDA ITEMS

3. Introduction & Update from Prior Meeting,
Al Royse, Legislative Subcommittee Chairperson
4. National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.) Update
Emily Tranter, Executive Director & National Coordinator
 - a. Update on FAA Reauthorization
 - b. Interesting new legislative proposals
 - c. Actions by other aviation Roundtables
 - d. Suggestions for action by SFO Airport/Community Roundtable

Legislative Subcommittee Meeting

September 15, 2022

Page 2 of 2

5. Discussion of Legislative Subcommittee Priorities and Goals

Al Royse, Legislative Subcommittee Chairperson

6. Items of current interest

Al Royse, Legislative Subcommittee Chairperson

a. Airport Noise Report: *“Good Sleepers Have Lower Risk of Heart Disease and Stroke, French Study Finds”* pg. 8

7. Adjourn

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

During videoconference of the Legislative subcommittee meeting, members of the public may address the Roundtable as follows:

Written Comments:

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

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

Spoken Comments:

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

1. The Legislative subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/93404696648>. The meeting ID: 934 0469 6648. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering meeting ID: 934 0469 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.



September 12, 2022

TO: Legislative Subcommittee & 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 meeting of August 3, 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 risks to the health or safety of attendees.

The August 3, 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 an imminent risk to the health and safety of attendees. A resolution to that effect and directing staff to return each 30 days with the opportunity to renew such findings, is attached hereto.

FISCAL IMPACT:

None

RESOLUTION NO. 22-02LEG

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

RESOLVED, by the San Francisco Airport Community Roundtable that

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

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

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

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

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

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

WHEREAS, at its meeting August 3, 2022, the San Francisco Airport/Community Roundtable continued to adopted, by unanimous vote, a resolution wherein the membership found, *inter alia*, that as a result of the continuing COVID-19 state of emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, The San Francisco Airport/Community Roundtable has not met since its regular meeting on August 3, 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 Legislative Subcommittee Meeting 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 Legislative Subcommittee meeting of _____.

Chairperson

Date



Research

GOOD SLEEPERS HAVE LOWER RISK OF HEART DISEASE AND STROKE, FRENCH STUDY FINDS

[Following is a news release from the European Society of Cardiology on a study, “Healthy sleep score and incident cardiovascular diseases: the Paris Prospective Study III (PPS3)” presented Aug. 27 at the Society’s 2022 Congress. Exposure to nighttime aircraft noise has been linked to cardiovascular disease.]

Nine in ten people do not get a good night’s sleep, according to research presented at the European Society of Cardiology (ESC) 2022 Congress held in Barcelona. The study found that suboptimal sleep was associated with a higher likelihood of heart disease and stroke. The authors estimated that seven in ten of these cardiovascular conditions could be prevented if everyone was a good sleeper.

“The low prevalence of good sleepers was expected given our busy, 24/7 lives,” said study author Dr. Aboubakari Nambiema of INSERM (the French National Institute of Health and Medical Research), Paris, France.

“The importance of sleep quality and quantity for heart health should be taught early in life when healthy behaviors become established. Minimizing night-time noise and stress at work can both help improve sleep.”

Previous studies on sleep and heart disease have generally focused on one sleep habit, such as sleep duration or sleep apnea, where breathing stops and starts while sleeping. In addition, prior studies have often assessed sleep at baseline only.

The current study used a healthy sleep score combining five sleep habits. The researchers investigated the association between the baseline sleep score, and changes over time in the sleep score, and incident cardiovascular disease.

This study included 7,200 participants of the Paris Prospective Study III (PPP3), an observational community based prospective cohort. Men and women aged 50 to 75 years and free of cardiovascular disease were recruited in a preventive medical centre between 2008 and 2011. The average age was 59.7 years and 62% were men. Participants underwent a physical examination and completed questionnaires on lifestyle, personal and family medical history, and medical conditions.

Questionnaires were used to collect information on five sleep habits at baseline and two follow up visits. Each factor was given 1 point if optimal and 0 if not. A healthy sleep score ranging from 0 to 5 was calculated, with 0 or 1 considered poor and 5 considered optimal. Those with an optimal score reported sleeping 7 to 8 hours per night, never or rarely having insomnia, no frequent excessive daytime sleepiness, no sleep apnea, and an early chronotype (being a morning person). The

researchers checked for incident coronary heart disease and stroke every two years for a total of 10 years.

At baseline, 10% of participants had an optimal sleep score and 8% had a poor score. During a median follow up of eight years, 274 participants developed coronary heart disease or stroke.

The researchers analyzed the association between sleep scores and cardiovascular events after adjusting for age, sex, alcohol consumption, occupation, smoking, body mass index, physical activity, cholesterol level, diabetes, and family history of heart attack, stroke or sudden cardiac death.

They found that the risk of coronary heart disease and stroke decreased by 22% for every 1 point rise in the sleep score at baseline. More specifically, compared to those with a score of 0 or 1, participants with a score of 5 had a 75% lower risk of heart disease or stroke.

The researchers estimated the proportion of cardiovascular events that could be prevented with healthier sleep. They found that if all participants had an optimal sleep score, 72% of new cases of coronary heart disease and stroke might be avoided each year.

Over two follow ups, almost half of participants (48%) changed their sleep score: in 25% it decreased whereas in 23% it improved. When the researchers examined the association between the change in score and cardiovascular events, they found that a 1 point increment over time was associated with a 7% reduction in the risk of coronary heart disease or stroke.

Dr. Nambiema said: "Our study illustrates the potential for sleeping well to preserve heart health and suggests that improving sleep is linked with lower risks of coronary heart disease and stroke. We also found that the vast majority of people have sleep difficulties. Given that cardiovascular disease is the top cause of death worldwide, greater awareness is needed on the importance of good sleep for maintaining a healthy heart."

Study Funding

The PPS3 was supported by grants from the National Research Agency (ANR), the Region Ile de France (Domaine d'Intérêt Majeur), the Research Foundation for Hypertension (RFHTA), the Research Institute in Public Health (IRESF), Horizon 2020 ESCAPE-NET, and FRM Team grant.

The European Society of Cardiology brings together health care professionals from more than 150 countries, working to advance cardiovascular medicine and help people lead longer, healthier lives. It is the world's largest gathering of cardiovascular professionals, disseminating ground-breaking science both onsite in Barcelona and online.



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: August 16, 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 the proposed changes and the reason for the changes. There were no updates concerning SFO, OAK, or SJC on the FAA IFP Information Gateway for the August 11, 2022 publication. There are currently no open comment periods. The next publication is expected on September 8, 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:

- None

Open Comment Periods:

- None

Next Publication:

We expect the following updates in the September 8, 2022 publication:

- OAK
 - SILENT THREE DEPARTURE
 - Currently Awaiting Publication
 - Publication Date of September 8, 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: September 15, 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 five updates at SFO and one update at OAK. One comment period at SFO is currently open. The next publication is expected on October 6, 2022.

Important Terms and Items:

- FAA Stage Definitions
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Updates:

- SFO GLS RWY 19L AMDT 0A
 - Status changed to Under Development
 - Scheduled Publication Date of February 23, 2023
- SFO GLS RWY 19R AMDT 0A
 - Status changed to Under Development
 - Scheduled Publication Date of February 23, 2023
- SFO GLS RWY 28L AMDT 0A
 - Status changed to Under Development
 - Scheduled Publication Date of February 23, 2023
- SFO GLS RWY 28R AMDT 0A
 - Status changed to Under Development
 - Scheduled Publication Date of February 23, 2023
- SFO GNNRR THREE DEPARTURE (RNAV)
 - Status changed to Under Development
 - Scheduled Publication Date of December 29, 2022
- OAK SILENT THREE DEPARTURE
 - Status changed to Published
 - Actual Publication Date of September 8, 2022

Open Comment Periods:

- GNNRR THREE DEPARTURE (RNAV) at SFO
 - Comment period ends October 12, 2022
 - Changes:
 - ALLBE, BAART, and ALANN transitions would be removed
 - BEBOP and CINNY transitions would be added
 - Minimum crossing altitude of at or above 2,400 ft (MSL) would be added at GNNRR waypoint
 - Climb gradient for Runway 28L would be changed to: 500 ft per nautical mile up to an altitude of 514 ft (MSL) then 380 ft per nautical mile up to an altitude of 1,400 ft (MSL)
 - Climb gradient for Runway 28R would be changed to: 500 ft per nautical mile up to an altitude of 1,300 ft (MSL)
 - * All changes to transitions occur over the ocean and after waypoint GNNRR
 - * The FAA does not anticipate the altitudes of aircraft to decrease with the amended procedure
 - 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-%20GNNRR%20THREE%20\(RNAV\)&procedureName=GNNRR%20THREE%20\(RNAV\)&airportCode=%20OSFO&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-%20GNNRR%20THREE%20(RNAV)&procedureName=GNNRR%20THREE%20(RNAV)&airportCode=%20OSFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

Next Publication:

We do not expect any updates in the October 6, 2022 publication.