



## AGENDA

### SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

#### *Eighth Regular Meeting of the Roundtable*

**October 23, 2019  
1:00 – 4:00 PM**

CITY OF SANTA CLARA, COUNCIL CHAMBERS  
1500 Warburton Ave, Santa Clara, CA 95050  
Tel. (408) 615-2200 Fax (408) 241-6771 TDD (800) 735-2922

Steve Preminger, Santa Clara County, will be participating from 10830 Ridgeview Way, San Jose 95127

1:00 PM	1. Welcome/Review of the Meeting Format – <i>Steve Alverson, Roundtable Facilitator</i>	Information
1:05 PM	2. Call to Order and Identification of Members Present – <i>Chairperson Bernald</i>	Information
1:10 PM	3. Briefing on the 2020 UC Davis Aviation Noise and Emissions Symposium – <i>Sandra Hall, UC Davis</i>	Information
1:20 PM	Public Comment	
1:25 PM	4. Briefing on FAA’s Work on the SUNNE ONE SID (aka OAK 120° Departure Down the Bay) – <i>Steve Alverson, Roundtable Facilitator</i>  Possible Roundtable actions include monitoring the SUNNE ONE SID development process and providing feedback to the FAA as appropriate	Information/Action
1:45 PM	Public Comment	
1:55 PM	5. Briefing on Business and Commercial Supersonic Aircraft Noise Regulations – <i>Steve Alverson, Roundtable Facilitator</i>  Possible Roundtable actions include adopting a position on the certified noise levels of future business and commercial supersonic aircraft	Information/Action
2:15 PM	Public Comment	

2:25 PM	6. Strategic Plan and Work Program Ad Hoc Committee Report – <i>Lisa Matichak, Ad Hoc Committee Chair</i>  Possible Roundtable actions include the adoption and approval of the Strategic Plan and Work Program	Information/Action
2:55 PM	Public Comment	
3:05 PM	7. Consider/Set Future Meeting Dates  Possible Roundtable actions include the adoption and approval of future meeting dates	Information/Action
3:15 PM	Public Comment	
3:25 PM	8. Member Discussion - Chair's Report	Information
3:35 PM	Public Comment	
3:45 PM	9. Comments from the Public for Items not on the Agenda - <i>Speakers are limited to a maximum of two minutes or less depending on the number of speakers. Roundtable members cannot discuss or take action on any matter raised under this agenda item.</i>	
3:55 PM	10. Review of Roundtable Actions Taken – <i>Steve Alverson, Roundtable Facilitator</i>	Information
4:00 PM	11. Adjournment – <i>Chairperson Bernald</i>	

**Materials to be provided at the meeting:**

- Copies of the agenda packet

# memorandum

date           October 19, 2019

to             Roundtable Members and Interested Parties

cc

from          Steve Alverson, Santa Clara/Santa Cruz Counties Airport/Community Roundtable Facilitator

subject       Review of the Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP) Information Gateway

The FAA’s Instrument Flight Procedures Information Gateway (“IFP Gateway”) is a website used by the FAA to distribute aircraft instrument flight procedure details (“charts”) to the general public.<sup>1</sup> The FAA also uses the IFP Gateway to share its IFP Production Plan, which includes details on IFPs under development or amendment along with development status and tentative publication dates. Environmental Science Associates (ESA) monitors the IFP Gateway for proposed changes to IFPs associated with Norman Y. Mineta San Jose International Airport (SJC), San Francisco International Airport (SFO), and Oakland International Airport (OAK). Changes to IFPs associated with these airports may affect communities in Santa Clara and Santa Cruz counties.

The FAA publishes IFPs according to a specific publication cycle. The most recent publication date is October 10, 2019. The following information provides details on the IFP development process and IFPs under development or amendment:

## Stages of IFP Development

Development of IFPs typically follows five stages, described below. Depending on the nature of the IFP development or amendment, not all of these stages may occur.

1.     **FPT (Flight Procedures Team):**     This team reviews potential IFPs for feasibility and coordinates IFP development with relevant FAA lines of business and staff offices.
2.     **DEV:**                                 Procedure development.
3.     **FC (Flight Check):**                 The FAA performs a flight inspection of the procedure.
4.     **PIT (Production Integration Team):**     This team prepares procedure details to support publication.

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<sup>1</sup> [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/)

- 5. **CHARTING:** Procedures are made available to the public, typically in graphical, text, and electronic formats.

### IFP Development Status Indicators

The following terms are employed by the FAA to identify the status of the IFP during the development process.

<b>At Flight Check:</b>	The procedure is with FAA staff responsible for flight inspection.
<b>Awaiting Publication:</b>	The procedure has been developed and is awaiting an upcoming publication date.
<b>Awaiting Cancellation:</b>	The procedure will be removed from FAA flight procedure databases on an upcoming publication date.
<b>Complete:</b>	Procedure development has finished.
<b>On Hold:</b>	Procedure development has been paused while awaiting further information.
<b>Pending:</b>	Detailed development of the procedure will begin in the future.
<b>Published:</b>	The procedure has been made publicly-available.
<b>Terminated:</b>	Development has terminated for the procedure.
<b>Under Development:</b>	The procedure is being developed by the FAA.

### Key Terms

The following acronyms are employed by the FAA to describe the IFP, including some of the navigational equipment necessary to accommodate the IFP.

<b>AMDT:</b>	Amendment
<b>CAT:</b>	Category
<b>DME:</b>	Distance Measuring Equipment
<b>DP:</b>	Departure Procedure
<b>GPS:</b>	Global Positioning System
<b>GLS:</b>	Ground-Based Augmentation System (GBAS) Landing System
<b>IAP:</b>	Instrument Approach Procedure
<b>ILS:</b>	Instrument Landing System
<b>LOC:</b>	Localizer
<b>LDA:</b>	Localizer Type Directional Aid
<b>RNAV:</b>	Area Navigation
<b>RNP:</b>	Required Navigation Performance
<b>RWY:</b>	Runway
<b>SA:</b>	Special Authorization
<b>SID:</b>	Standard Instrument Departure
<b>STAR:</b>	Standard Terminal Arrival Route
<b>TBD:</b>	To Be Determined

## IFP Status

The following tables provide status updates on IFP production for procedures serving OAK, SFO, and SJC. Information highlighted in **turquoise** has been updated since the August 24, 2019 SCSC Roundtable IFP Gateway Review.

Norman Y. Mineta San Jose International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
SAN JOSE THREE	SID	Published	8/15/2019	Of medium importance to the Roundtable, as the proposed modifications add a heading to the chart but may not change the locations of overflights.
SUNOL ONE	SID	Published	8/15/2019	This is a modification to the SUNOL NINE procedure. Of high importance to the Roundtable, as the proposed modifications may change the locations of overflights.
ROBIE FIVE	STAR	Published	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
ILS OR LOC RWY 30L, AMDT 26	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 30L, AMDT 3	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 30R, AMDT 2	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 12L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available at this time.
RNAV (RNP) Z RWY 12R, AMDT 3B	IAP	Under Development	12/31/2020	No further information available at this time.
RNAV (RNP) Z RWY 30L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available at this time.
LOUPE FIVE	SID	Published	4/25/2019	Of high importance to the Roundtable, due to proposed modifications that may change the locations of overflights. <b>This procedure was removed from the IFP Gateway in July.</b>

San Francisco International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled/Actual Publication Date	Additional Notes (If Applicable)
SERFR FOUR	RNAV STAR	Awaiting Publication	12/5/2019	This change is of low importance to the Roundtable, as the fix locations, altitude restrictions, and airspeeds remain unchanged from SERFR THREE. Status changed as of July from "Under Development" to "Awaiting Publication". Fix name changed from NARWL to FOLET at ATC request due to a similar sounding fix name.
MODESTO NINE	STAR	Published	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights within the vicinities of Santa Clara and Santa Cruz counties.
ILS OR LOC RWY 19L, AMDT 22A	IAP	Published	6/20/2019	No further information available at this time. This procedure removed from the IFP Gateway between August-October.
AFIVA ONE	SID	Canceled	6/20/2019	No further information available at this time. . This procedure removed from the IFP Gateway between August-October.
GOLDEN GATE SEVEN	STAR	Canceled	6/20/2019	No further information available at this time. . This procedure removed from the IFP Gateway between August-October.
OFFSHORE TWO	SID	Published	4/25/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights. This procedure removed from the IFP Gateway in July.
PIRAT TWOSTAR	STAR	Published	4/25/2019	Of high importance to the Roundtable, as the proposed modifications may change aircraft altitudes. This procedure was removed from the IFP Gateway in July.
GLS OVERLAY RNAV (GPS) Z RWY 28R, AMDT, AMDT 6	GLS IAP	Pending	4/22/2020	No further information available at this time. Scheduled/Actual publication date changed from 3/26/2019.
GLS OVERLAY RNAV (GPS) RWY 19L, AMDT 3	GLS IAP	Pending	4/22/2020	No further information available at this time. Scheduled/Actual publication date changed from 3/26/2019.
GLS OVERLAY RNAV (GPS) RWY 19R, AMDT 2	GLS IAP	Pending	4/22/2020	No further information available at this time. Scheduled/Actual publication date changed from 3/26/2019.
GLS OVERLAY RNAV (GPS) RWY 28L, AMDT 6	GLS IAP	Pending	4/22/2020	No further information available at this time. Scheduled/Actual publication date changed from 3/26/2019.
POINT REYES THREE	STAR	Pending	12/31/2020	No further information available at this time.
STINS FOUR	STAR	Pending	12/31/2020	No further information available at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
OAKLAND FOUR	SID	Published	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
SKYLINE ONE	SID	Published	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
PANOCHÉ SIX	STAR	Published	8/15/2019	Of low importance to the Roundtable, as the proposed modifications are unlikely to change the locations of overflights.
ILS OR LOC RWY 12, AMDT 9	IAP	Pending	5/21/2020	No further information available at this time.
RNAV (GPS) Y RWY 12, AMDT 4	IAP	Pending	5/21/2020	No further information available at this time.
SILENT TWO	SID	Pending	5/21/2020	No further information available at this time.
AANET TWO	RNAV STAR	Pending	5/21/2020	No further information available at this time.
WNDSR THREE	RNAV STAR	Pending	5/21/2020	No further information available at this time.
ILS RWY 12 (SA CAT I), AMDT 8B	IAP	Under Development	3/26/2020	No further information available at this time.
OAKLAND FIVE	SID	Awaiting Publication (NFDC)	1/30/2020	No further information available at this time.
QUAKE ONE	SID	At Flight Check	1/30/2020	No further information available at this time.
SUNNE ONE	SID	At Flight Check	1/30/2020	Of high importance to the Roundtable due to concerns about a possible increase nighttime overflights.
CALSTATE VISUAL RWY, AMDT 30	IAP	Pending	1/30/2020	No further information available at this time. This procedure has been removed from the IFP Gateway.



# Aviation Noise & Emissions Symposium

March 1-3, 2020

San Diego Mission Valley Marriott

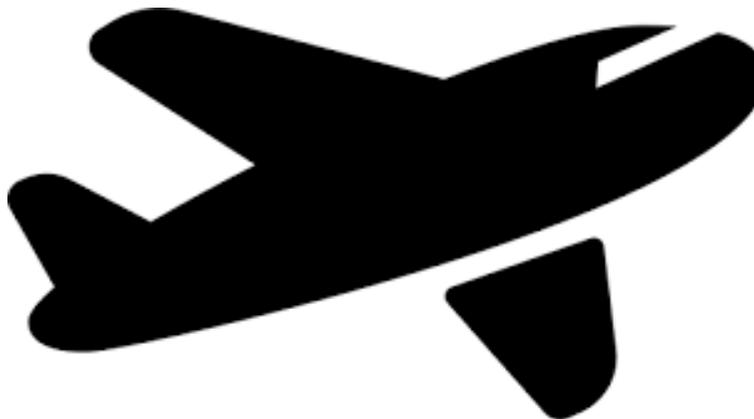
# What is the Symposium About?

- ▶ Defining the challenges and discussing real-world solutions
- ▶ Examining stakeholder engagement and communications
- ▶ Reviewing and analyzing
  - ▶ Aircraft & Airport Noise Management Practices
  - ▶ Aircraft & Airport Emissions Management Practices
- ▶ Study climate change issues in aviation
- ▶ Explore new technology and aircrafts in aviation



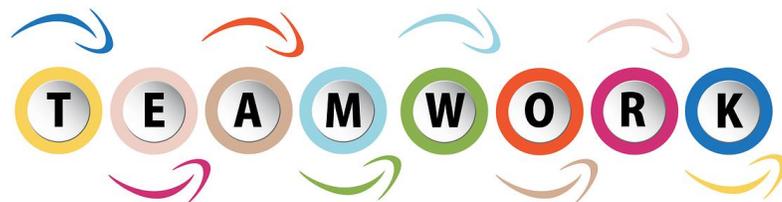
# Symposium Program Topics

- ▶ **Developing Elements of Success in Aviation Noise & Emissions Mitigation**
- ▶ **Successful Practices Airport Employees can use to Improve Community Engagement**
- ▶ **Aviation Noise & Emissions Related Legislative Status and Updates**
- ▶ **Assessing Health Effects of Aviation Noise & Emissions**
- ▶ **Non-Acoustic Factors in Aircraft Noise Impacts**
- ▶ **ATC Noise & Emissions Management in Practice**
- ▶ **Aircraft Operator Strategies for Reducing Noise & Emissions Impacts**
- ▶ **General Aviation Noise Initiatives**
- ▶ **Climate Change and Aviation**
- ▶ **Emerging Airspace Entrants**
- ▶ **Aviation Emission Reduction Efforts**

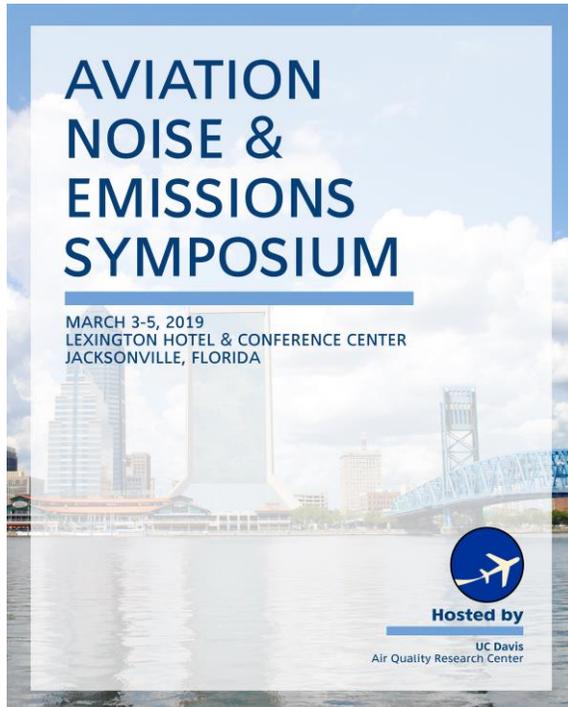


# Planning Committee

- ▶ *Steve Alverson, Environmental Science Associates*
- ▶ *Gabe Andino, Teterboro Airport*
- ▶ *Veronica Bradley, Airlines for America*
- ▶ *Dave Carbone, LGN Aviation Policy Group & NOISE*
- ▶ *Justin Cook, HMMH*
- ▶ *Alex Gertsen, National Business Aviation Association*
- ▶ *Robbie Gross, KB Environmental Sciences Inc*
- ▶ *Anne Hollander, Montgomery County Quiet Skies*
- ▶ *Ian Jopson, NATS*
- ▶ *Anne Kohut, Airport Noise Report/Airport Emissions Report*
- ▶ *Jennifer Landesman, Palo Alto Quiet Skies*
- ▶ *Jennifer Lewis, Metropolitan Airports Commission*
- ▶ *Xiaobo Liu, Port Authority of New York and New Jersey*
- ▶ *Mike McKee, Denver International Airport*
- ▶ *John Pehrson, CDM Smith*
- ▶ *Jorge Rodriguez Cifuentes, MITRE*
- ▶ *Jason Schwartz, Aviation Compatibility Consulting*
- ▶ *Sam Tan, DFW International Airport*



# Symposium Program Format



- ▶ Planning Committee chooses topics in August-September
- ▶ Planning Committee takes speaker suggestions and recruits session speakers October-December
- ▶ Symposium Schedule
  - ▶ Sunday Afternoon: Trainings
  - ▶ Sunday Evening: Specialty Group Meetings (Community Group / ANO Group)
  - ▶ Monday Daytime: Symposium Sessions with Q&A
  - ▶ Monday Evening: Symposium Awards Reception
  - ▶ Tuesday Daytime: Symposium Sessions with Q&A
  - ▶ Tuesday Evening: Happy Hour in San Diego

# It's all about the details!

- ▶ Location: San Diego Mission Valley Marriott
- ▶ Date: March 1-3, 2020
- ▶ Website: [anesymposium.aqrc.ucdavis.edu](http://anesymposium.aqrc.ucdavis.edu)
- ▶ Registration: Open in December @ \$280 early bird



# Thank You!

Sandra Hall

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(530) 754-8374

## **Strategic Plan/Work Plan Ad Hoc Committee Report**

**October 16, 2019**

The Ad Hoc Committee, Mary-Lynne Bernald, Lisa Matichak, Lydia Kou, and Anita Enander, met five times (September 25, October 2, 9, 11, and 14, 2019) to discuss and revise the Strategic Plan and Work Plan. The Committee has made substantial changes to the organization of the Work Plan and added several items. Separately, it recommends an approach to setting priorities that is based on that organization. The Committee is seeking concurrence of the Roundtable with these items. The Committee will then quickly finalize the complete draft of the Work Plan and separately recommend some changes to the Strategic Plan.

Below are the draft tasks for the Work Plan. Detail on outcomes, resources, etc. have been omitted for ease of review as to the tasks themselves and the organization of the Plan.

Following the Work Plan tasks is a recommended approach to setting priorities.

## **Work Plan**

**(Only the actual tasks are shown, for ease of review)**

**1.0 Propose actions to reduce aircraft noise and environmental impacts by reviewing proposed procedures and following up on previous committees' recommendations and reports.**

**1.1 Review, analyze, and comment on proposed changes to procedures and operations.**

1.1.1 Transition of SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure

1.1.2 PIRAT TWO STAR (and all previous PIRAT versions)

1.1.3 OAK 050 procedure

1.1.4 SJC south flow procedures

1.1.5 Other procedures and operations

**1.2 Advance other actions recommended through previous committees and reports and FAA additions.**

1.2.1 Ad Hoc Advisory Committee on South Flow Operations

1.2.2 Select Committee on South Bay Arrivals

1.2.3 FAA report, *"FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo, San Francisco Counties"*

**2.0 Advocate for legislation and policies to reduce aircraft noise and environmental impacts on Roundtable member communities.**

**2.1 Track legislative/regulatory actions.**

**2.2 Propose legislative/regulatory actions.**

**2.3 Understand and recommend changes to FAA's procedure development and environmental review process.**

**2.4 Evaluate and comment on potential impacts of supersonic aircraft operations.**

**2.5 Evaluate and comment on potential impacts of drone operations.**

**2.6 Evaluate and comment on technology to reduce aircraft noise and environmental impacts.**

2.6.1 Time-based flow management and its implications

2.6.2 GBAS/GLS

2.6.3 Other technologies

2.6.4 Aircraft 'stage' regulations for manufacture, flight management system enhancements, enhanced air traffic control tools and protocols, changes to OPD profiles, and similar.

### **3.0 Take actions to increase the effectiveness of the SCSC Roundtable.**

**3.1 Ensure that airport staffs (SFO, SJC) and Congressional Representative Staff actively participate in Roundtable meetings and relevant committee meetings.**

**3.2 Collaborate with other community roundtables and forums to leverage resources and maximize effectiveness.**

**3.3 Solicit airline participation on an as-needed basis.**

**3.4 Form standing and ad hoc committees to increase effective use of roundtable members and staff.**

3.4.1 Technical Working Group as a standing committee (principally Work Plan items in 1.0)

3.4.2 Legislative Committee as a standing committee (principally Work Plan items in 2.0)

3.4.3 Basic Data as an ad hoc committee (principally Work Plan item 3.5)

**3.5 Collect, compile, review, and use basic data.**

3.5.1 Pre-NextGen and post NextGen noise and flight data

3.5.2 Monthly flight reports

**3.6 Track and comment on the impacts of airport growth and expansion.**

**3.7 Understand and publicize the noise complaint process.**

**3.8 Encourage community participation.**

**3.9 Schedule roundtable member orientation and training.**

**3.10 Maintain website as principal public information source of Roundtable actions.**

## **Priorities**

Top priority actions to organize and initiate the work of the Roundtable have been completed. These include establishing membership, engaging expert consultant, conducting training and orientation activities, creating the website, and drafting the Strategic Plan and Work Plan. The ad hoc committee recommends the following priorities for future work.

### **Priority 1: Respond to FAA proposals or actions**

When FAA proposes any changes to procedures or operations that may affect noise or have environmental impacts, or responds to other committee/recommendations or reports, the Roundtable will put analysis and response to FAA as top priority. These will principally be within Work Plan 1.0, but, because FAA actions are unpredictable, response by the Roundtable will always take precedence over other Roundtable Work Plan items.

### **Priority 2: Establish working committees**

In accordance with 3.4, form three committees that can make future work of the Roundtable more efficient: Technical Working Group (standing committee), Legislative Committee (standing committee), and Basic Data Committee (ad hoc committee). The Technical Working Group will set priorities according to actions by FAA or from the Work Plan. The Legislative Committee will establish an annual task list and recommend priorities from the items in 2.0. The Basic Data Committee will establish an annual task list and recommend priorities for data collection and analysis from item 3.5.

### **Priority 3: Collaborate with others**

Because the airspace involved is complex and involves multiple airports and jurisdictions, Work Plan items 3.1, 3.2, 3.3, 3.8 are important for Roundtable success.

### **Priority 4: Take other administrative actions**

Hot links to noise reporting (3.7) are on the Roundtable website. Additional publicity may be warranted depending on future activity. Training and orientation (3.8) will be done on an as-needed basis.





**SANTA CRUZ/SANTA CLARA COUNTIES  
AIRPORT/COMMUNITY ROUNDTABLE**

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Strategic Plan

August 23, 2019

**DRAFT**



## Introduction

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable (Roundtable) has prepared this Strategic Plan to define a vision for its work and to identify long-term goals for the Roundtable. Upon adoption, the Strategic Plan will be used to help guide the Roundtable's work over the next three years. To support that work and in keeping with Objective 3 of the Roundtable's Memorandum of Understanding (MOU – [found here](#)), a separate Work Program [*insert hot link to Work Program*] has been developed. That Work Program lays out the initial actions needed to analyze and evaluate the impacts of aircraft noise and environmental issues in affected communities. It includes areas in which the Roundtable may make recommendations to appropriate agencies, and/or advocate for policy changes, to reduce the impacts. It is expected that follow up will be conducted to ensure that actions are taken, and that they achieve the desired results. Both documents will be employed by the Roundtable to guide its efforts in addressing noise impacts and environmental issues affecting Roundtable member communities.

## Background

In 2007, the Federal Aviation Administration (FAA) began modernizing the nation's air transportation system through implementation of the Next Generation Aircraft Transportation System (NextGen). As part of NextGen, the FAA implemented the Northern California Optimization of Airspace and Procedures in the Metroplex (NorCal OAPM or Metroplex) project. Beginning in 2015, the NorCal Metroplex Project introduced new aircraft arrival and departure procedures serving San Francisco International Airport (SFO), Oakland International Airport (OAK), Norman Y. Mineta San Jose International Airport (SJC), and Sacramento International Airport (SMF). Several of the new procedures utilize area navigation (RNAV) technology, which relies on GPS technology and flight management systems. These navigation tools allow for reduced separation between aircraft in flight, but also lead to narrowly concentrated flight corridors. People living in communities beneath these flight corridors are experiencing a substantial, consistent increase in aircraft noise. Consequently, people living in communities beneath these new procedure corridors, and associated vectored flight paths, are experiencing a substantial, consistent increase in aircraft noise.

In response to complaints from communities in the South Bay and Santa Cruz areas, Congressional Representatives Anna Eshoo, Jackie Speier, and former Congressional Representative Sam Farr, in coordination with the Cities Association of Santa Clara County, convened the Select Committee on South Bay Arrivals (Select Committee) in May 2016 to address noise complaints arising from aircraft arrival procedures serving SFO and SJC. The Select Committee issued its final report in November 2016, which included several recommendations for addressing aircraft noise in the South Bay Area. Subsequently, the City of San Jose formed the Ad Hoc Advisory Committee on South Flow Arrivals (Ad Hoc Committee) in 2017 to address noise issues associated with South Flow aircraft operations at SJC. The Ad Hoc Committee issued its final report in May 2018. Final reports from both the Select Committee and Ad Hoc Committee were submitted to the FAA for their consideration in making changes, which included recommendations for how aircraft operate in and out of regional commercial service airports (SFO, SJC, and OAK).

One of the recommendations made in the Select Committee's final report was the formation of a permanent roundtable to address aircraft noise issues in the South Bay area and Santa Cruz County. In June 2017,

Congressional Representatives Anna Eshoo, Jimmy Panetta, and Ro Khanna asked the Cities Association of Santa Clara County (Cities Association) to form a permanent Roundtable.

In October 2018, the Cities Association Board of Directors voted to initiate the formation of the Roundtable. The Roundtable commenced work in February 2019 with voting representatives from Santa Clara and Santa Cruz Counties, the Cities of Capitola, Cupertino, Los Altos, Los Altos Hills, Monte Sereno, Mountain View, Palo Alto, Santa Clara, Santa Cruz, Saratoga, and Sunnyvale. Current non-voting participants include, SFO and the FAA.

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

## **Proactive Approach**

This Strategic Plan describes a proactive approach to reducing aircraft noise and environmental issues affecting member communities and the overall region. Through this proactive approach, the Roundtable will effectively engage member communities, the FAA, policy makers, airlines, and the three regional commercial service airports (SFO, SJC, and OAK) in advancing its mission and goals. To further this aim, the Roundtable will serve as the regional forum for addressing Roundtable member community concerns regarding noise and environmental issues from aircraft operating to and from regional commercial service airports (SFO, SJC, and OAK). While the Roundtable is focused on the concerns of its member communities, it is receptive to learning about noise and environmental concerns from other communities in the region.

The Roundtable will actively engage with the FAA on past or future actions, or inactions related to the recommendations made by both the Select Committee and the Ad Hoc Committee to address aircraft noise issues that have already occurred or will occur in the future due to changes in procedures and air traffic control practices. The Roundtable will also take prompt and timely actions on issues that may adversely affect member communities, including but not limited to FAA updates or IFP Gateway postings. In addition, the Roundtable will proactively engage with the FAA to maintain regular communication and status updates on issues of concern to the Roundtable.

The Roundtable will endeavor to monitor, comment on, and influence proposed local, state, and federal legislative and regulatory actions associated with aircraft noise and airport land use compatibility. This may include actively tracking proposed aircraft noise legislation/regulations (such as new rule making and the FAA reauthorization bill), providing comments to the relevant agency, and proposing language for new legislation, or policies that are consistent with the Roundtable's mission and goals. In addition, the Roundtable will work to establish effective community engagement that affects FAA plans and actions.

The Roundtable will track the development of aircraft noise reduction technologies and encourage compatible land use planning efforts among member communities.

The Roundtable will provide ongoing training for new and existing members as necessary to inform and integrate them into the Roundtable.

## Guiding Principles

The Roundtable will use these guiding principles in conducting business:

1. The Roundtable serves as a public forum and a focal point of information and discussion among local, state, and federal legislators, federal agencies, and policy makers, regarding airport/aircraft related noise and environmental issues to its member communities.
2. The Roundtable is dedicated to discussion, study, analysis, evaluation, and making recommendations regarding policies, procedures, and mitigation actions in a timely manner that will minimize aircraft noise and environmental issues to residents of Santa Clara and Santa Cruz Counties.
3. The Roundtable will work to maintain communication and cooperation among the regional commercial service airports (SFO, SJC, and OAK) and local governments to address local agency land use and zoning decisions in noise-sensitive and/or overflight areas, while recognizing the autonomy of local governments and the regional commercial service airports (SFO, SJC, and OAK) autonomy to make those decisions within their respective jurisdictions.
4. The Roundtable recognizes that it is contrary to FAA policy to move aircraft noise from over one community to another in order to alleviate noise issues.

## Mission Statement

*The Roundtable's mission is to address community noise concerns and make recommendations to the Regional Airports and FAA on noise related issues.*

To further this mission, the Roundtable will continue to foster and enhance the cooperative relationship between its membership to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise and environmental issues in neighborhoods and communities in Santa Clara and Santa Cruz Counties.

## Goals, Actions, Resources, and Desired Results

The following goals are listed in order of general priority; however, specific actions may take higher or lower priority depending on importance, impact, and urgency that reflects the changing nature of the member communities' needs:

1. **Goal Number 1 – Monitor and Ensure that Progress is Being Made on Prior Committee Recommendations to Address Aircraft Noise and Environmental Impacts:** The Roundtable will actively monitor and engage with the FAA on past or future actions, or inactions, related to the FAA addressing the recommendations made by the Select Committee on South Bay Arrivals and the South Flow Ad Hoc Committee.

**Action Items:**

- The Roundtable will actively monitor and follow up on the status of FAA actions related to each recommendation in the Select and Ad Hoc Committee reports through proactive and regular communication with the FAA.
- The Roundtable will review and evaluate FAA responses to the Reports to understand the reasoning behind the FAA's position. As appropriate, the Roundtable will clarify or identify unintended consequences or actions that may adversely affect member communities, respond, and propose alternatives in a timely fashion.
- The Roundtable will report to member bodies, and the community on the final FAA responses/actions taken to address recommendations made by the Select and Ad Hoc Committees.

**Resources:** Roundtable and FAA staff time

**Desired Results:** Evaluation and implementation, where deemed appropriate, of the recommendations made by the Select Committee and the Ad Hoc Committee. Reduction in the noise and environmental impacts of aircraft on residents in Santa Clara and Santa Cruz Counties.

2. **Goal Number 2 - Address Community Concerns about Aircraft Noise and Environmental Impacts Not Described in the Reports of the Select and Ad Hoc Committees by Working Collaboratively with the FAA:** The Roundtable will serve as the regional forum for receiving input and addressing concerns of Roundtable member communities regarding noise and environmental issues from aircraft operating to and from regional commercial service airports (SFO, SJC, and OAK). While the Roundtable is focused on the concerns of its member communities, it is receptive to learning about noise concerns and environmental issues from other communities in the region.

**Action Items:**

- The Roundtable will actively listen to and respond to member community concerns related to aircraft noise and environmental issues.
- The Roundtable will identify and provide ongoing education for its membership on relevant airport, aircraft, and airspace related issues in order to help the Roundtable members be more effective.
- The Roundtable will monitor the status and progress of the recommendations provided in the Reports by the Select and Ad Hoc Committees, and take prompt and timely actions as appropriate to address the concerns of Roundtable member communities. Subsequent follow up by the Roundtable will occur as needed to address additional noise and environmental issues that may not have been included in prior reports;
- The Roundtable will evaluate changes proposed by FAA and propose modifications where needed to reduce impact on communities.

- The Roundtable will make timely recommendations that could mitigate adverse results.

**Resources:** Roundtable staff time; subcommittees/technical working groups; FAA.

**Desired Results:** To reduce, alleviate, and prevent further adverse aircraft noise and environmental issues affecting member communities through identification of recommendations that could mitigate such adverse impacts in a timely manner. In addition, Roundtable members will work to develop a better understanding of the various factors and issues associated with aircraft noise and environmental issues in the region.

3. **Goal Number 3 – Advocate for and/or Propose New Legislation, Policies, and Research:** The Roundtable may advocate for changes in legislation and policies at the local, state, and federal level (FAA operates under national rules and regulations approved by Congress) that would reduce aircraft noise and environmental issues. The Roundtable will monitor research into aircraft noise reduction, including advances in aviation technology that will help reduce aircraft noise exposure and environmental issues.

**Action Items:**

- The Roundtable will establish a Legislative Subcommittee.
- The Roundtable will monitor, actively review, advocate for, and when appropriate, take action on proposed legislation undertaken at the local, state and federal level that addresses, or has the potential to reduce, aircraft noise exposure and environmental effects on its member communities. The Roundtable may also draft suggested legislation and work with elected officials to introduce and pass this legislation.
- The Roundtable will monitor and advocate for research and technical advances that produce solutions for aircraft noise reduction and alleviating environmental issues.

**Resources:** Roundtable staff time, Legislative Subcommittee, other Roundtables and Noise Forums, and congressional staff time.

**Desired Results:** Adoption of new legislation, policy changes, and improved technology that reduces aircraft noise exposure and environmental issues of Roundtable member communities, from aircraft operations at regional commercial service airports (SFO, SJC, and OAK). In addition, the Legislative Subcommittee will keep the Roundtable members and the communities they represent informed about changes to the law and technology that may affect the way aircraft operate at regional commercial service airports.

4. **Goal Number 4 – Work Collaboratively with the FAA, legislators, other Roundtables, Noise Forums, regional commercial service airports (SFO, SJC, and OAK), and member communities to reduce aircraft noise exposure and environmental issues in a timely manner:** The Roundtable is committed to working collaboratively with the FAA through early communication, to address aircraft noise concerns and environmental issues through both procedure revision or development and policy revisions.

**Action Items:**

- The Roundtable will work with the FAA to address aircraft noise and environmental issues through adjustments to aircraft arrival and departure procedures, development of new quieter procedures, and/or policy changes that will help improve the noise environment in member communities.
- The Roundtable will establish Subcommittees/Technical Working Groups, as appropriate.
- The Roundtable will collaborate with other area Roundtables and Noise Forums.
- The Roundtable will identify and provide educational opportunities regarding FAA and airport policies, operations, and emerging technologies to enable effective collaboration with the FAA on the Roundtable Goals and Actions.
- The Roundtable will use multiple channels to receive public input and provide information to member communities on Roundtable activities.
- The Roundtable will collaborate with the FAA to:
  - Receive early communication on changes that may negatively impact our community.
  - Collect, and establish baseline reporting data for review and analysis that can inform the recommendations made by the Roundtable, and be used to evaluate the impact of procedure and policy changes on member communities.
  - Model the expected impact of proposed changes to allow the Roundtable to review proposed changes and decide on implementation.
  - Review the actual impact of changes against the expected impact, and remedy any unintended negative consequences as quickly as possible.
  - Enact policy and process changes that would result in timely and proactive community engagement.
- The Roundtable will collaborate with the FAA to modify aircraft departure and arrival procedures (including vectoring) or develop quieter procedures and vectoring to reduce aircraft concentration and noisy maneuvers at low altitudes over our member communities.

**Resources:** Roundtable members, staff, and subcommittees based on topic with review by Roundtable

**Desired Results:** For the Roundtable to champion the overall reduction in aircraft noise and environmental issues affecting Roundtable member communities and the region as a whole, and to be recognized as the primary channel for community input and information on the topic of aircraft noise and environmental issues.

## Strategic Plan Amendment Process

The Strategic Plan is intended to provide guidance to the Roundtable over the next three years. The Work Program, intended to be used in tandem with the Strategic Plan, has an annual, action item focus, allowing for adjustments and changes in the short term while achieving the long-term goals of the Strategic Plan.

Because of the long-term nature of the Strategic Plan and the dynamic nature of the environment in which Roundtable communities are situated, there may be need to amend the Strategic Plan before completion of the three-year period of applicability. In this event, the Roundtable will convene a Strategic Plan Subcommittee to discuss any changes that may be needed to the Strategic Plan, and to identify and develop proposed changes to be recommended for full consideration by the entire Roundtable. In the event the majority of Roundtable voting members agrees with the recommended changes, the Strategic Plan shall be amended as appropriate.

Notwithstanding changes made to the Strategic Plan during its three-year period of applicability, the Roundtable will update the plan once every three years. To allow enough time for a thorough update, a Strategic Plan Subcommittee will be appointed one year in advance of the expiration of the Strategic Plan to conduct the necessary work to complete the update.







**SANTA CRUZ/SANTA CLARA COUNTIES  
AIRPORT/COMMUNITY ROUNDTABLE**

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Work Program

August 23, 2019

**DRAFT**



## Introduction

The mission of the Santa Cruz/Santa Clara Counties Airport/Community Roundtable (Roundtable) is to provide a forum for addressing community noise and environmental issues, and to make recommendations to the regional commercial service airports (SFO, SJC, and OAK) and the FAA on aircraft-related noise and environmental issues (*full Mission Statement – link*).

The Work Program is intended to provide and track the action items the Roundtable has identified as necessary to meet the goals of the Strategic Plan [*Strategic Plan - link*] and fulfill its overall mission. The Strategic Plan provides the long-term goals of the Roundtable (updated every three years) and the Work Program provides and tracks the action items the Roundtable has identified that are necessary to meet those goals and fulfill its overall mission. Each action listed in the Work Program identifies a specific issue and the areas primarily affected, describes the impact, defines the desired outcome, lists key actions that have already been conducted (or have yet to be completed) by the Roundtable to achieve that desired outcome, and indicates the roles and responsibilities of those who will take the actions listed. Priorities will be assigned prior to adoption of the plan but may be updated as needed.

The organization of this program matches the four goals of the Strategic Plan; this may be updated as needed if changes are made to the Strategic Plan. The Work Program actions will be reviewed by the Roundtable at least once annually for progress, adjustment, and/or deletion from the Work Program.

For convenience, relevant activities of FAA staff, Roundtable staff, and the Roundtable member that were completed between February 2019 and July 2019 are shown in the “Status” section for each item.

## Roundtable Actions

### A. Administrative Actions

#### 1. Addresses Strategic Goal Number 1

##### A-1.1 Tracking Select Committee and Ad Hoc Committee Recommendations

**Impact Description:** The Roundtable needs to track the FAA’s progress on addressing the recommendations made by the Select Committee and the Ad Hoc Committee, which may also include responding to FAA updates on changes that may have negative impacts on member communities or assessing positive outcomes.

In addition, Roundtable members are interested in receiving further updates on recommendations:

- That have been referred to the SFORT which might have impact on the SCSC region;
- That are still having effects on the SCSC region (i.e. BDEGA, East and West); or
- That were deemed infeasible at the time of the submittal of the 2016 Report.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- The Roundtable and informed community will understand at a glance the status of all recommendations from both reports and the subsequent follow-up actions by the FAA and Roundtable.
- Critical items are flagged in a timely fashion so the Roundtable can follow up to effectively influence changes or potential changes to be implemented by FAA.
- Changes are assessed after implementation for impact.

**Roles and Responsibilities:** Roundtable consulting staff and Roundtable members; FAA staff.

**Goal Addressed:** Strategic Goal #1

**Actions Taken:**

- May 22, 2019 - A request has been made to the Roundtable Consultant, ESA, to develop a status-tracking matrix.
- June 26, 2019 - FAA representatives Ms. Faviola Garcia and Mr. Shawn Kozica provided an informational item update from the FAA, with info from the recommendations report since the last update was received. The FAA stated that responses were provided in Nov 2018, April 2018, and then in April 2019 and there will be additional responses provided in the summer of 2019 with an overview regarding SRFR and BSR procedures.
- In early June of 2019, Roundtable Consultant, ESA, began development of a status-tracking matrix.

**Status:** Active

**Priority:** TBD

## 2. Addresses Strategic Goal Number 2

### A-2.1 Ensure that Airport Staffs (SFO and SJC) and Congressional Representatives Actively participate in Roundtable meetings and relevant Subcommittee meetings

**Impact Description:** Because airport operations and FAA rules and regulations, which are approved by Congress, impact Roundtable member communities, it is critical for Airport Staff (SFO and SJC), and staffs of Congressional Representatives to attend Roundtable meetings, and relevant Subcommittee meetings, to be involved in discussions regarding possible solutions to aircraft noise and environmental issues.

**Areas Primarily Affected:** Global

**Desired Outcomes:** Staffs from SFO, SJC, and offices of Congressional Representatives participate in the development of recommendations and solutions.

**Roles and Responsibilities:** Airport Staff; Roundtable Chair and Consulting Staff; Subcommittee TBD

**Goal Addressed:** Strategic Goal #2

**Actions:**

- June 2019 – Chairperson Bernald reached out to SJC staff regarding participating in the Roundtable meetings. SJC Staff indicated that they would not be attending the Roundtable meetings at the direction of the San Jose City Council.
- Determine next steps to engage SJC.
- Request participation of Congressional Representative staff in activities related to legislation and policy changes.

**Status:** Active**Priority:** TBD**A-2.2 Website Maintenance****Impact Description:** Maintain the Roundtable website and update with new information as required for the public.

- Maintain existing Website
- Include historical information as required
- Upload agendas, agenda packets, and subcommittee meeting information
- Maintain and continue to populate informational section containing links to additional resources
- Maintain list of FAQs
- Maintain a dedicated resource page for FAA Initiative documents and progress/status reports
- Maintain and continue to update News Reports
- Maintain and update Contact link
- Maintain Noise Complaint Link

**Areas Primarily Affected:** Global**Desired Outcomes:**

- The general public will have opportunity to address the Roundtable on matters related to noise and environmental impacts within the purview of the Roundtable.
- The general public will have ready access to the agendas, plans, decisions, and other actions of the Roundtable.

**Roles and Responsibilities:** Roundtable consultant staff (ESA)**Goal Addressed:** Strategic Goal #2

**Actions:**

- Website <https://scscroundtable.org> provides notices, agendas, staff reports, and minutes for meetings. It is a rich repository of resources including reports of the Ad Hoc and Select Committees and FAA responses to them, as well as presentations made at meetings, FAQs, hotlinks for filing noise complaints, and much more.
- Communications from the public are channeled to [scscroundtable@gmail.com](mailto:scscroundtable@gmail.com) for onward distribution to staff for reply and/or to committee members.

**Status:** Ongoing

**Priority:** TBD

### 3. Addresses Strategic Goal Number 3

#### A-3.1 Legislative Subcommittee

**Impact Description:** The Roundtable wants to establish a subcommittee to influence proposed legislative and policy actions. The subcommittee will actively review, monitor, and advocate for proposed legislation and policy actions (including new rule making and FAA reauthorization bill) to reduce aircraft impacts on our communities. The focus of the subcommittee will be to address noise impacts and environmental issues generated by the FAA's development of arrival and departure procedures for regional commercial service airports. The subcommittee will inform the Roundtable, review, advise, and advocate for new actions, and establish effective community engagement that affects FAA plans and actions.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- Roundtable forms Legislation/Policy Subcommittee to advise Roundtable.
- Legislation/Policy Subcommittee works with Procedure Development Process Subcommittee to propose legislation and policy changes to the Roundtable for further advocacy.
- Roundtable can advocate for new legislation and policies that reduce impacts on member communities.
- Roundtable establishes and leverages relationships with other Roundtable/Noise Forums (within California and nationally) to maximize effectiveness of advocacy.
- The Roundtable actively pursues legislative and policy actions, working with Congressional Representatives Staff, to reduce impacts on our communities.
- The Roundtable establishes and leverages relationships with State and National Roundtable/Noise Forums to maximize effectiveness.
- Congressional Members pass legislation and influence policy changes that benefit member communities.
- This Subcommittee works with the Procedure Development Process Subcommittee to propose legislative and policy changes for timely and proactive community engagement on procedure development and changes.

- This Subcommittee works with Procedure Development and Mitigation Subcommittee to propose legislative and policy changes to reduce the negative impacts of aircraft on our communities (e.g. alternative metrics, definition of significant impact, etc.)

**Roles and Responsibilities:** Roundtable subcommittee members; Roundtable consultant (ESA); Congressional staff.

**Goal Addressed:** Strategic Goal #3

**Actions:**

- Organize and hold Subcommittee meetings to review and prepare Roundtable comments on legislation and policies that have the potential to positively or negatively affect member communities.
- Develop working relationships with Congressional staffs for districts represented by the Roundtable to propose/influence legislation.

**Status:** Active

**Priority:** TBD

**4. Addresses Strategic Goal Number 4**

**A-4.1 Collaborate with other Community Roundtables and Forums to leverage resources and maximize effectiveness**

**Impact Description:** It would be beneficial for the Roundtable to collaborate with other entities and in particular the SFO Airport Community Roundtable, and the Oakland International Airport Noise Forum and to work in a collaborative manner so as to benefit from each other’s actions to the greatest extent possible and to avoid taking actions that would shift noise from one Roundtable or Noise Forum’s jurisdiction to another.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- Effective collaboration, including the leverage of resources, exists across the three local entities to reduce aircraft-related impacts through coordination of efforts and change requests on identified areas such as procedures, processes, policies, and legislation.
- Collaborate where beneficial with other Community Roundtables and Forums to leverage resources to advocate for new legislation, policies, and processes.

**Roles and Responsibilities:** Roundtable Chair; FAA staff; Selected Roundtable Subcommittee members (TBD) for liaison purposes; and Noise Forum Members.

**Goal Addressed:** Strategic Goal #4

**Actions:**

- June 2019 – Chairperson Bernald sent letters to the SFO Airport Community Roundtable and OAK Noise Forum seeking to establish collaborative relationships.
- Date TBD – Identify collaboration areas of mutual interest and how to pursue as appropriate, first with local entities and subsequently with other entities.

**Status:** Active

**Priority:** TBD

#### **A-4.2 Procedure Development & Mitigation Subcommittee**

**Impact Description:** The Roundtable wants to establish a subcommittee that can more thoroughly review technical aspects of the FAA’s past and future actions affecting the commercial service airports (SFO, SJC, and OAK) that may result in positive or negative impacts on member communities. The Roundtable will propose alternative solutions utilizing Consultant’s expertise, and promptly review and respond to changes or announcements that are time critical, including but not limited to, items listed in FAA updates with anticipated implementation dates and changes posted on the IFP Gateway.

**Areas Primarily Affected:** Northern California Metroplex and Global

**Desired Outcomes:**

- Subcommittee can promptly review and respond to changes or announcements that are time critical, including but not limited to items listed in FAA updates with anticipated implementation dates and changes posted on the IFP Gateway.
- Subcommittee can use staff expertise and relevant data to analyze proposed changes, determine baseline, and assess post-implementation results.
- Other Roundtable or Noise Forum members may be invited to participate on topics relevant to their community.
- Roundtable can take timely follow-up actions.
- Quieter procedures and vectoring are implemented to reduce aircraft concentration and noisy maneuvers at low altitudes over member communities so residents will experience the same or less impact than pre-NextGen.

**Roles and Responsibilities:** Roundtable consultant staff (ESA); Roundtable subcommittee members; Airport staff (topic specific SFO/SJC/OAK); and other Roundtable/Forum members (topic specific).

**Goal Addressed:** Strategic Goal #4

**Actions:**

- Establish Subcommittee and set meeting schedule/protocol
- Work with staff to identify and develop possible new solutions to propose to FAA re: SJC South Flow, Nighttime operations, etc.

- Identify relevant data (see D-2.1 and D-2.5) to understand past and current impact for each issue.
- Conduct post-implementation analysis using actual noise level data.
- Identify new technologies that could reduce adverse impacts of procedures and vectoring over member communities.

**Status:** Active

**Priority:** TBD

## B. Aircraft Operations

### 1. Addresses Strategic Goal Number 1

#### B-1.1 PIRAT TWO Development

**Impact Description:** Several Roundtable member communities have concerns about the potential effects of the implementation of the PIRAT TWO STAR.

**Areas Primarily Affected:** Portola Valley, Los Altos, Los Altos Hills, Palo Alto, Menlo Park, East Palo Alto.

**Desired Outcomes:**

- FAA has addressed impact related questions asked by the Roundtable on May 13, 2019.
- The potential impacts of PIRAT TWO versus previous Oceanic Arrivals are to be identified by Fall 2019. If applicable, any negative impacts are identified and mitigated within 12 months.
- Improvements to PIRAT TWO provide relief to communities, including at night.
- Any legislative and policy issues are shared with respective Roundtable subcommittees for follow-up action.

**Roles and Responsibilities:** Roundtable Procedure Review and Mitigation Subcommittee members; Roundtable Consultant Staff (ESA); Airport Staff (SFO) Bert Ganoung; FAA staff

**Goal Addressed:** Strategic Goal #1

**Actions:**

- April 10, 2019 – A request was made to receive a briefing from the FAA on the development of the PIRAT TWO STAR.
- April 24, 2019 – The Roundtable Consultant, ESA, gave a procedure overview presentation that identified the differences between the existing PIRAT ONE STAR and the proposed PIRAT TWO STAR.
- May 13, 2019 – Submitted PIRAT questions, then review and discuss responses from FAA.
- May 22, 2019 – FAA representative Ms. Thann McLeod provided an overview of the PIRATE TWO STAR. Ms. McLeod clarified that as of late April this new procedure had

been published, however, in mid-May the FAA had to lower the altitude at the PIRAT waypoint from 15,000 feet above mean sea level (msl) to 10,000 feet msl due to conflicts with departing aircraft climbing through 15,000 feet. Ms. McLeod noted that the FAA had not made a formal decision on how to rectify the conflicts on PIRAT TWO STAR, and that the FAA had no further updates for the Roundtable at this time.

- May 24, 2019 – FAA’s Ms. Raquel Girvin, provided partial response to Roundtable questions with notice that procedure was not being used due to unexpected conflicts with departing flights.
- Request formal PIRAT TWO impact analysis from ARGGG to final approach using modeling and actual noise measurements.
- Use Roundtable consulting staff’s (ESA’s) technical expertise to identify, discuss, and pursue potential mitigation options if PIRAT has negative impact on member communities.

**Status:** Active

**Priority:** TBD

### **B-1.2 Big Sur Overlay to Replace SERFR STAR**

**Impact Description:** The Roundtable is interested in tracking reviewing, and providing input on the implementation of the South Bay Arrivals Committee to Replace the SERFR STAR with the Big Sur overlay.

**Areas Primarily Affected:** Santa Cruz County, Santa Clara County, Monterey County, Portola Valley, Woodside, Pacifica, Monterey, Carmel Valley, Santa Cruz, Capitola, Soquel, Aptos, Summit, Los Gatos, Saratoga, Palo Alto, East Palo Alto, Los Altos, Menlo Park, and Los Altos Hills.

**Desired Outcomes:**

- Roundtable is able to review and influence the BSR Overlay procedure during development, testing and simulating, testing, and implementation phases.
- Impact to cities under the proposed SBR Overlay is understood is understood by FAA and the affected communities before it is posted on the Production plan in the IFP Gateway, in particular, noise impacts of pre-NextGen Big and Sur and the Big Sur Overlay are compared (Select Committee recommendation 1.2R3).
- Big Sur Overlay impact on communities is reduced to the maximum extent possible, including at night through use of new technologies or other noise abatement strategies. In particular, GBAS approaches are considered as part of the Big Sur Overlay design given SFO’s investment in a GBAS landing system and the potential noise reduction benefits of GBAS approaches.

**Roles and Responsibilities:** FAA staff; Procedure Review and Mitigation Subcommittee; Roundtable consulting staff (ESA); Airport staff (SFO and SJC), Bert Ganoung.

**Goal Addressed:** Strategic Goal #1

**Actions:**

- May 2019 – Request for briefing from the FAA has been made. The request is for the FAA to report on the status of the development of the Big Sur Overlay. FAA presentation provide in June 2019, reporting that the development of Big Sur Overlay procedure is in the early stages, which could take 18-24 months.
- Discussion of SERFR FOUR IFP Gateway posting is scheduled for August 2019 Roundtable, so information and further discussion at September meeting.
- Monitor IFP Gateway for Big Sur Overlay/SERFR THREE updates (e.g. “SERFR FOUR” with a scheduled publication date of 12/5/2019) and, if appropriate, investigate further and promptly to proposed changes to allow the Roundtable to influence changes in a timely manner.
- Request to FAA the modeling of the Big Sur Overlay impact over communities from the Monterey Bay all the way to SFO and determine next steps.
- Review SFO new GBAS landing system materials to understand the potential benefits of GBAS approaches for the Big Sur Overlay procedure and determine next steps.

**Status:** Active

**Priority:** TBD

### B-1.3 SJC South Flow

**Impact Description:** The Roundtable is interested in tracking, reviewing, and providing input on FAA past or future actions or inactions related to the South Flow conditions at SJC.

**Areas Primarily Affected:** San Jose, Sunnyvale, Mountain View, Palo Alto, and East Palo Alto (list to be confirmed)

**Desired Outcomes:**

- Identify, review, and pursue solutions that reduce the SJC South Flow impact on affected communities.
- Evaluate the impact of proposed changes through FAA modeling before finalizing the Roundtable’s position on the changes.
- Review and influence recommended changes during the development, testing and simulation, testing, and implementation phases.
- Address any unintended negative impacts and mitigate them within the next 12 months.

**Roles and Responsibilities:** Roundtable Procedure Review and Mitigation Subcommittee; Roundtable consultant staff (ESA); Airport staff (SFO and SJC) Bert Ganoung; FAA staff

**Goal Addressed:** Strategic Goal #1

**Actions:**

- February 27, 2019 – A request has been made to receive a briefing from the FAA on the development of the procedures serving SJC during South Flow conditions.
- March 27, 2019 – The Roundtable Consultant, ESA, gave a presentation on the proposed LOUPE FIVE departure. After the presentation, he presented a list of topics that may be beneficial for the Roundtable to ask FAA.
- March 27, 2019 – Some Roundtable members expressed concern that the changes to the LOUPE FIVE IDP would allow the airspace to be used for other reasons that were not currently being discussed or would affect other flight patterns. FAA disclosed the available information about LOUPE FIVE, and explained that more information will be released on April 25, 2019 when the LOUPE FIVE IDP will be published. The Roundtable compiled a list of questions that they would like answered and submitted them to FAA.
- April 24, 2019 - FAA representatives Ms. Price and Ms. Garcia gave a presentation on the LOUPE FIVE Departure Procedure and answered the questions that the Roundtable had previously submitted to the FAA. The FAA representatives referred the Roundtable to the Instrument Flight Procedures (IFP) Gateway website, which is the FAA’s website for tracking procedure development activity.
- May 22, 2019 – FAA representative Ms. McLeod provided an explanation of the LOUPE FIVE Instrument Departure Procedure. Specifically, Ms. McLeod explained that there is not a standard loop size for any one procedure, and that it depends on surrounding air traffic and pilot/controller techniques. Ms. McLeod also stated that the width of the turn was considered in the environmental evaluation for the procedure.
- June 26, 2019 – FAA representative Ms. Garcia provided an overview of the FAA’s procedure development process.
- Task the Procedure Review and Mitigation Subcommittee to review the FAA May 2019 response to understand the FAA positions, discuss next steps, and identify appropriate actions for the Roundtable to take.
- Obtain and review procedure and vectoring details as well as potential impact of changes recommended by the Roundtable or proposed by the FAA.
- Identify and discuss potential solutions using Consultant’s technical expertise.
- Work closely with FAA during the development, testing and simulation, and implementation phases of all changes.

**Status:** Active

**Priority:** TBD

#### **B-1.4 Nighttime Procedures and Operations**

**Impact Description:** Roundtable members want to provide affected member communities with relief from aircraft noise during nighttime hours.

- ANA Japan Flight out of SJC at approximately 4 A.M.
- Others as identified

**Areas Primarily Affected:** Roundtable communities under SFO Arrivals (SERFR3, BDEGA-west, PIRAT TWO) and under SFO and OAK departures at night over the Bay (called 050 departures for SFO). Nighttime SJC arrivals and departures, yet to be defined.

**Desired Outcomes:**

The Roundtable is able to:

- Identify, evaluate, and pursue solutions that reduce aircraft noise during nighttime hours.
- Collaborate with SFO Roundtable and OAK Noise Forum to address nighttime flight impacts.

**Roles and Responsibilities:** Roundtable Procedure Review and Mitigation Subcommittee; Roundtable consultant staff (ESA); Airport staff (SFO and SJC if possible); FAA staff.

**Goal Addressed:** Strategic Goal #1

**Actions:**

The Procedure Review & Mitigation Subcommittee will work to:

- Understand current impact (noise maps) and nighttime flight patterns (volume, timing, tracks, altitudes, etc.).
- Identify and discuss potential solutions using staff’s technical expertise.
- Recommend specific steps to Roundtable for review and onward recommendations to FAA.

**Status:** Active

**Priority:** TBD

**2. Addresses Strategic Goal Number 2**

**B-2.1 Airports Growth and Expansion**

**Impact Description:** Roundtable members want to understand growth in air traffic operations at SFO, OAK, and SJC as well as any airport expansion plans.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- Roundtable is able to advocate for its member communities through the Environmental Impact process for any specific expansions
- Roundtable can request that airports have mechanisms to manage growth that do not create additional negative impacts on our community members.

**Roles and Responsibilities:** Roundtable consultant staff (ESA); Airport staff (SFO, SJC, and OAK); and Roundtable members.

**Goal Addressed:** Strategic Goal #2

**Actions:** None.

- Request that staff at the three airports notify Roundtable of all airport expansion plans and identify timing and opportunities to comment through the Environmental Impact process.
- Submit comments in EIRs as appropriate and based on deadlines
- Discuss with each airport potential mechanisms that could accommodate growth without creating additional negative impacts on member communities.

**Status:** Active

**Priority:** TBD

### 3. Addresses Strategic Goal Number 3

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There are no specific actions related to this goal at this time. Placeholder for future actions.

### 4. Addresses Strategic Goal Number 4

#### B-4.1 Procedure Development Process

**Impact Description:** The Roundtable wants to convene a subcommittee or working group that can better understand where and how the Roundtable and member communities can engage in the FAA's procedure development process, including environmental review.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- A generalized work flow chart of the FAA Procedure Development Process that can be referenced by other subcommittees and Roundtable members. Chart to indicate possible inflection points for community and Roundtable review and input.
- Roundtable members and the public will understand how the environmental review process, and any exceptions, operates and where there are specific opportunities for Roundtable and community input.
- That Roundtable members are informed of all FAA changes (procedures, vectoring, airspace, etc.) before they are posted on the IFP Gateway.
- That the Roundtable provide timely input to influence the FAA in the procedure development process including the FAA Environmental Review Process.
- That the Procedure Development and Mitigation Subcommittee works with the Legislative and Policy Subcommittee to propose legislative and policy changes for timely and proactive community engagement on procedure development.

**Roles and Responsibilities:** Select Roundtable members (TBD), Roundtable consultant (ESA); FAA staff

**Goal Addressed:** Strategic Goal #4

**Actions:**

- March 27, 2019 - Roundtable Members asked Ms. Garcia if the FAA will provide the Roundtable with advanced notice of potential procedure changes. Ms. Garcia indicated the FAA will provide the Roundtable with regular updates of potential procedure changes. Members also asked Ms. Garcia to provide a future presentation on the FAA's procedure development and decision-making process. Ms. Garcia indicated that the FAA will give a presentation on the FAA's procedure development and decision-making process at a future Roundtable meeting.
- April 24, 2019 – There is a request that the Roundtable Consultant, ESA, identify priority items from the IFP Gateway and establish a process for dealing with these items.
- Develop work flow chart of FAA procedure Development Process that identifies inflection points.
- Roundtable and community receive a briefing from the FAA on the environmental review process in relation to the procedure development process; criteria and process for exceptions should be covered.
- Identify a simple mechanism for the FAA to provide timely communication of upcoming changes affecting the commercial service airports before they are posted on the IFP Gateway.
- Organize Subcommittee meetings to:
  - Better understand the FAA Procedure Development Process. Preliminary information received. June 26, 2019 - FAA representative Ms. Garcia provided an overview of the FAA's procedure development process.
  - Identify how and when the Roundtable can provide input and influence the current process
  - Identify a simple mechanism for the FAA to provide timely communication of upcoming changes before they are posted on the IFP Gateway
- Review findings with the Roundtable and recommend next steps to the Roundtable.

**Status:** Active**Priority:** TBD**C. Noise Monitoring and Reporting****1. Addresses Strategic Goal Number 1**

- - -

There are no specific actions related to this goal at this time. Placeholder for future actions.

**2. Addresses Strategic Goal Number 2****C-2.1 Noise Complaint Process**

**Impact Description:** The Roundtable wants to ensure that the noise complaint processes for SFO, SJC, and OAK are readily accessible to affected residents and complaint reports are available for review.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- Residents can report noise complaints without having to identify the origin or destination airports
- Complaint data from all airports are published on a regular basis.

**Roles and Responsibilities:** Roundtable consultant staff (ESA); Airport staff (SFO, SJC, OAK)

**Goal Addressed:** Strategic Goal #2

**Actions:**

- Links to SFO, SJC, and OAK noise complaint processes are publicized.
- Work with SJC and OAK to publish and provide access to complaint reports.

**Status:** Active

**Priority:** TBD

## C-2.2 Baseline Noise Data

**Impact Description:** The Roundtable needs, at a minimum, pre-NextGen and post-NextGen noise data and flight reports for purposes of comparing with existing conditions and conditions following any future implementation of new/revised procedures/operations.

**Areas Primarily Affected:** Global [SFO, SJC, OAK]

**Desired Outcomes:**

- Roundtable will have an agreed-upon set of baseline data from which to evaluate FAA proposals and determine the effects of any implemented changes.
- Roundtable will identify any significant data gaps and propose action to fill the gaps.

**Roles and Responsibilities:** Roundtable consulting staff (ESA), Procedure Development and Mitigation Subcommittee, Airport staff (SFO and SJC).

**Goal Addressed:** Strategic Goal #2

**Actions:**

- June 26, 2019 – A request has been made to the Roundtable Consultant, ESA, to identify what would be necessary to establish a baseline noise scenario for purposes of comparison with the existing noise environment.
- Identify what data are available to establish pre-NextGen data that can be compared to current conditions, especially regarding flight path dispersion, altitude, speeds, volume, time

distribution, concentration of flights over member communities, noise distribution, etc. Some data are available from the Select and Ad Hoc Committee reports.

- Identify data sources that characterize current conditions.
- Identify any gaps and propose ways to fill them.
- Use data when prioritizing Roundtable activities.
- Use actual flight data to validate FAA proposals and post-implementation results.

**Status:** Active

**Priority:** TBD

### 3. Addresses Strategic Goal Number 3

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There are no specific actions related to this goal at this time. Placeholder for future actions.

### 4. Addresses Strategic Goal Number 4

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There are no specific actions related to this goal at this time. Placeholder for future actions.

## D. Education - Noise and Aviation Information

### 1. Addresses Strategic Goal Number 1

#### D-1.1 FAA's Environmental Review Process

**Impact Description:** The Roundtable has a need to understand the environmental review process that the FAA employs in the procedure development process.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- Members are sufficiently knowledgeable about the environmental review process for flight procedure development and aircraft noise analysis to contribute effectively to accomplishing the Work Program and setting future strategies.

**Roles and Responsibilities:** FAA staff; Roundtable consultant staff (ESA); Select Roundtable members (TBD).

**Goal Addressed:** Strategic Goal #2

**Actions:**

- June 26, 2019 – A request has been made to receive a briefing from the FAA on the environmental review process in relation to their procedure development process, specifically for public engagement.

**Status:** Active

**Priority:** TBD

## 2. Addresses Strategic Goal Number 2

### D-2.1 Monthly Flight Reports

**Impact Description:** The Roundtable is interested in viewing monthly reports of all flights that occur at SJC during South Flow as well as flights that overfly the Santa Cruz mountains arriving to SFO. In addition, the Roundtable is interested in obtaining pre-NextGen and on-going flight data from regional commercial airports (SFO, SJC, and OAK) that impact our member communities.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- The Roundtable obtains and understands pre-NextGen and current flight information (e.g. actual flight paths, altitudes, speeds, volume, time distribution, and concentration of flights over our communities).
- The Roundtable uses the flight data to prioritize efforts as well as establish baseline noise data.
- The Roundtable uses actual flight data to validate the assumptions made by the FAA in their projected impact of a change on our communities as part of the Post-mortem analysis.

**Roles and Responsibilities:** Roundtable consultant staff (ESA); Airport staff (SFO, SJC, OAK).

**Goal Addressed:** Strategic Goal #2

**Actions:**

- Identify what data and format the Roundtable would like to see and review.
- Discuss with airports how to produce and publish the data.
- Agree with airports on a reporting plan
- Provide access to flight data reports.

**Status:** Active

**Priority:** TBD

### 3. Addresses Strategic Goal Number 3

#### D-3.1 Tracking Legislative/Regulatory Action

**Impact Description:** The Roundtable has a need to track local, state, and federal legislative/regulatory actions relevant to aircraft operations at the regional commercial service airports to allow the Roundtable to take a position on the proposed actions on behalf of our communities.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- The Roundtable members are aware of and able to influence proposed actions at the local, state or federal level.
- Items are tracked effectively and reviewed by Legislation/Policy Subcommittee so the Roundtable and individual member communities can take timely action to advocate for/against specific legislation or proposed policies.

**Roles and Responsibilities:** Roundtable consultant staff (ESA); Roundtable Legislative/Policy Subcommittee members; Congressional staff.

**Goal Addressed:** Strategic Goal #3

**Actions:**

- July 24, 2019 – A request has been made to the Roundtable Consultant, ESA, to develop a legislative/regulatory status-tracking sheet.
- Review and update the status-tracking sheet as needed.

**Status:** Active

**Priority:** TBD

### 4. Addresses Strategic Goal Number 4

#### D-4.1 Ongoing Roundtable Member Training Opportunities

**Impact Description:** The Roundtable has a need for ongoing research, and training for Roundtable members as new technologies and new approaches to addressing aircraft noise and environmental issues are developed and as new members join the Roundtable.

**Areas Primarily Affected:** Global

**Desired Outcomes:**

- Members are sufficiently knowledgeable to contribute effectively to accomplishing the Work Program and setting future strategies.
- The Roundtable will research and receive training on the following topics:

- IFP Gateway
- Airport Capacity Act 1990 vs Air Capacity/Saturation
- GBAS
- NAC
- New Technologies
- New Approaches
- Ongoing Noise 101
- Time-Based Flow Management
- Ongoing SFO ATCT
- Ongoing TRACON visit

**Roles and Responsibilities:** Roundtable consultant staff (ESA); FAA staff; Airport staff (SFO, and SJC).

**Goal Addressed:** Strategic Goal #2

**Actions:**

- March 27, 2019 – Roundtable members have attended an Aircraft Noise 101 training.
- March 27, 2019 – Roundtable staff provided basic training on noise and the Metroplex airspace operations.
- Weekly – Roundtable staff routinely provides the Airport Noise Report to all members.
- March 27, 2019 - FAA representative Garcia explained that TRACON is an acronym for Terminal Radar Approach Control and it is located in Sacramento. It allows you to see how air traffic is managed at 10,000 ft. and above. SFO staff member Bert Ganoung invited the SCSC Roundtable to join the SFO Roundtable and Oakland Noise Forum on a trip to the TRACON. Bert Ganoung is coordinating the TRACON visit.
- April 2019 – SFO ATCT hosted the first tour for Roundtable members.
- Visit to TRACON being planned by Bert Ganoung.
- Provide Aircraft Noise 101 training (annually)
- Provide basic explanation of Northern California Metroplex airspace and general flight procedures/operations (annually)
- Offer visit to Northern California Terminal Radar Approach Control TRACON for those who desire greater understanding of procedures for flight operations above 10,000 feet
- Offer visit to SFO and/or SJC Air Traffic Control Tower (ATCT) as needed
- Distribute news issues of Airport Noise Report (national) to members as released
- Offer training as new technologies and new approaches to addressing aircraft noise and environmental issues are developed.

**Status:** Active

**Priority:** TBD

## **D-4.2 Community Engagement and Outreach**

**Impact Description:** Residents of member communities have demonstrated strong interest in the principal goal of the Roundtable: to reduce adverse noise and environmental impacts. The Roundtable wants to keep the public engaged and informed of its activities.

**Areas Primarily Affected:** Member communities and others affected by SFO, OAK, and SJC operations.

### **Desired Outcomes:**

- Interested residents in member communities, public officials and their staffs will identify the Roundtable as the primary forum for addressing concerns regarding noise and environmental impacts from aircraft operating to and from regional commercial service airports.
- The general public will have opportunity to address the Roundtable on matters related to noise and environmental impacts within the purview of the Roundtable.
- The general public will have ready access to the agendas, plans, decisions, and other actions of the Roundtable.

**Roles and Responsibilities:** Roundtable consultant staff (ESA); Roundtable members.

**Goal Addressed:** Strategic Goal #4

### **Actions:**

- Establish online presence for the Roundtable that can be the repository of information related to Roundtable meetings and other activities.
- Provide links for filing noise complaints.
- Publicize online system for submitting comments to the Roundtable
- Identify other “push” mechanisms for publicizing Roundtable activities.
- Website <https://scscroundtable.org> provides notices, agendas, staff reports, and minutes for meetings. It is a rich repository of resources including reports of the Ad Hoc and Select Committees and FAA responses to them, as well as presentations made at meetings, FAQs, hotlinks for filing noise complaints, and much more.
- Communications from the public are channeled to [scscroundtable@gmail.com](mailto:scscroundtable@gmail.com) for onward distribution to staff for reply and/or to committee members.

**Status:** Active

**Priority:** TBD



## Example Documents from the SFO Roundtable

- Draft Roundtable Strategic Plan - November 1, 2015 – December 31, 2018  
Presented to and adopted by the Roundtable on October 7, 2015
- Roundtable Annual Work Plan - July 1, 2017 through June 30, 2018  
Approved and adopted by the Roundtable on August 2, 2017

**DRAFT**  
**ROUNDTABLE STRATEGIC PLAN**

November 1, 2015 – December 31, 2018

Presented to and adopted by the Roundtable on October 7, 2015

## **ORGANIZATION OF THIS STRATEGIC PLAN**

This Strategic Plan is organized as follows:

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

## **INTRODUCTION**

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

This Strategic Plan represents the work product of the Subcommittee and is the Strategic Plan that was approved by the full Roundtable at its December 2, 2015 Regular Roundtable meeting; this strategic plan is in place today and serves as the basis for future Strategic Plan iterations. This Strategic Plan will guide the Roundtable's actions for the next three years.

Recognizing that the Roundtable needs to respond to changing conditions over time, there are provisions within the Strategic Plan that allow for its revision prior to 2018. In fact, the Strategic Plan update process will begin a year in advance of the expiration of the Plan or sooner if needed. Until that time, the Roundtable will rely on the guidance provided by the Strategic Plan to develop its annual Work Program, prioritize its activities, and guide its efforts to work with SFO, the Federal Aviation Administration, and the airlines to respond to community concerns and to minimize the impact of aircraft noise on Roundtable member communities.

## **BACKGROUND/HISTORY**

The Airport/Community Roundtable was established in 1981 as a voluntary committee of elected officials to address community noise impacts from aircraft operations at SFO. The Roundtable monitors a performance-based noise mitigation program implemented by airport staff, interprets community concerns and attempts to achieve noise mitigation

through a cooperative sharing of authority among the aviation industry, the Federal Aviation Administration (FAA), SFO management and local government.

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

## **OPPORTUNISTIC STRATEGY**

The Roundtable has adopted a three-year strategic plan that incorporates an “Opportunistic Strategy”. This strategy operates on the principle that the Roundtable will use positive, constructive methods to advance its goals and mission.

Under this strategy, the Roundtable will continue to receive reports on its various programs such as the Fly Quiet Program; receive updates on regional aviation planning activities; and determine and present the annual Fly Quiet Program Awards.

The Roundtable will also take advantage of opportunities to respond to proposed federal or state legislative actions related to aircraft noise or land use compatibility. This level of activity may include actively tracking and responding to proposed aircraft noise legislation by writing letters in support of or against proposed legislation. This strategy will also include the active promotion of aircraft noise reduction technologies or compatible land use planning initiatives by participating in research vehicles such as the Airport Cooperative Research Program (ACRP) or providing written support of technology programs designed to reduce aircraft noise. Under this approach, the Roundtable may prepare and submit project statements and/or participate in a relevant ACRP project panel.<sup>1</sup>

This strategy allows the Roundtable to continue with its historical monitoring of SFO’s noise abatement programs, while responding to aircraft noise and land use compatibility legislation on an ad hoc basis, which gives the Roundtable a greater voice in these matters. In addition, actively supporting technology programs designed to reduce aircraft noise and ACRP’s research efforts will benefit future generations living in Roundtable communities.

## **GUIDING PRINCIPLES**

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

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<sup>1</sup> ACRP Panel members provide technical guidance, review work product, and approve guidance documents for release to the public.

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

## **MISSION STATEMENT**

The Roundtable’s mission is to continue to address and resolve community concerns related to SFO aircraft noise, to monitor aircraft operations and conduct airline outreach, to monitor SFO’s aircraft noise abatement programs, to respond to and support aircraft noise related legislation and programs, and to support research that reduces aircraft noise exposure and promotes compatible land use planning for those communities within the members’ jurisdictions.

## **GOALS, ACTION ITEMS, RESOURCES, AND DESIRED RESULTS**

The following goals are listed in priority order, but may be adjusted as needed over time to reflect the community’s needs:

**Goal No. 1 – Aircraft Procedures:** The Roundtable will focus on aircraft arrival and departure procedures. The focus includes multiple facets: monitor adherence to existing procedures (standard and noise abatement); work with SFO Airport Noise Abatement Office (SFO ANAO) to monitor and develop noise abatement procedures; and work with FAA and airlines to advance the goal of noise reduction.

Action item: The Roundtable will monitor aircraft adherence to procedures and provide support to the SFO ANAO for outreach to airlines and FAA.

Resources: No additional resources beyond Roundtable Staff time required.

Desired results: The ongoing utilization of noise abatement procedures and when able, development of noise abatement procedures.

**Goal No. 2 – Airline Outreach:** The Roundtable will conduct airline outreach and education regarding SFO’s aircraft noise abatement program through the Fly Quiet Program and other avenues as needed.

Action item: The Roundtable will continue to communicate positively with the airlines regarding the noise sensitive issues in and around the community.

Resources: No additional resources beyond Roundtable Staff time required.

Desired results: Improved airline awareness to aircraft noise issues in the Roundtable communities.

**Goal No. 3 – Support Aircraft Noise Reduction Legislation and Research:** The Roundtable will support appropriate aircraft noise reduction legislation and research.

Action item: The Roundtable will actively review, monitor, and support, when appropriate, research, legislation, and aircraft noise reduction programs.

Resources: No additional resources beyond Roundtable Staff time required.

Desired results: Continued reduction aircraft noise levels.

**Goal No. 4 – Address Community Concerns:** The Roundtable will remain the forum for addressing community concerns regarding noise from aircraft operating to and from SFO affecting its membership. The Roundtable will remain focused on its membership, including the cities within San Mateo County, San Mateo County, and the City and County of San Francisco. While the Roundtable operates to serve those within its membership, it continues to be sensitive and inclusive of noise concerns from operations at SFO beyond its members to the bay area region.

Action item: The Roundtable will continue to actively respond to community concerns regarding aircraft noise issues and provide education opportunities for the bay area and Roundtable membership to learn about airport operations, aircraft noise, and air traffic procedures.

Resources: No additional resources beyond Roundtable Staff time required and budget items for special reports, studies, or professional services.

Desired results: An informed regional community and Roundtable membership regarding aircraft noise issues at SFO.

## **STRATEGIC PLAN AMENDMENT PROCESS**

This Strategic Plan is a long-term plan that is intended to guide the Roundtable over a three-year period. Among other things, the Strategic Plan shall be used to guide the development of the Roundtable's annual Work Program. The Work Program can be tailored to respond to short-term needs, while remaining responsive the Roundtable's long-term goals.

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

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



# **ROUNDTABLE ANNUAL WORK PLAN**

July 1, 2017 through June 30, 2018

*Approved and adopted by the Roundtable on August 2, 2017*

### **Organization of the Work Program**

The Work Program is organized as follows. Each of the items includes: item description, background, present to Roundtable, staff assigned, Strategic Plan goal and budget allocated.

- Administrative Items
- Legislative Items
- Research Items
- Aircraft Operations/Airspace

### **Introduction**

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

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

## **ADMINISTRATIVE ITEMS**

### **AI-1. Roundtable Website Maintenance**

**Item Description:** Maintain the Roundtable website<sup>1</sup> and update with new information as required for the public.

- Maintain existing website.
- Include historical information as required.
- Upload agendas, agenda packets, and subcommittee meeting information.
- Maintain and continue to populate informational section containing Noise 101 presentations and noise metric videos.
- Maintain list of other Roundtable group information (include links)
- Residential Sound Insulation Program FAQ
- Create and maintain a dedicated resource page for Federal Aviation Administration (FAA) Initiative documents and progress/status reports.

**Background:** The Roundtable updated its website as a Work Program item in 2013–2014 and it was presented to the Roundtable at its September 2013 meeting.

This is a maintenance item. Roundtable staff and consultant staff will update the website per-meeting with the agenda and agenda packet, upload subcommittee agendas, and update the website with appropriate documents, links, and tweets.

**Present to Roundtable:** As new information is uploaded.

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<sup>1</sup> <http://sforoundtable.org/>

**Staff Assigned:** Roundtable.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** None; updates will utilize existing staff resources where possible, or additional funding to be allocated if necessary to be reviewed/approved by the Roundtable.

#### AI-2. Fly Quiet Reporting and Evaluation

**Item Description:** Continue receiving updates to the Airport's Fly Quiet Program, and investigate/discuss effectiveness of current program.

**Background:** The Roundtable and Airport launched the Fly Quiet Program in 2001. The Fly Quiet Program is a quarterly report of airline performance in specific categories. The Roundtable typically holds the Fly Quiet awards between February and June meeting each year, inviting the overall winner and category winners to the Roundtable meeting for an official presentation of the awards. The awards presented are: Chairman's Award, Fly Quiet Award, and Most Improved. It is recommended the February meeting be held at the Airport's Museum to present the awards to airlines receiving them to celebrate their accomplishments. In an effort to keep the program effective, periodic discussions of the current successes and potential improvements is encouraged.

**Present to Roundtable:** This item is anticipated to be presented to the Roundtable at meetings immediately following the closing of each reporting quarter, including information on fleet mix trends at the Airport. Program status, progress, and effectiveness can be discussed either during the report presentations, and/or assigned to the Operations and Efficiencies subcommittee or an Ad-Hoc subcommittee to collaborate with the Airport's Aircraft Noise Abatement staff.

**Staff Assigned:** Airport Aircraft Noise Abatement, Roundtable Operations and Efficiencies Subcommittee, Roundtable Ad-Hoc Subcommittee.

**Strategic Goal:** 2 – Airline Outreach.

**Budget Allocated:** Budget expenditure to include refreshments and the existing budget for awards.

#### AI-3. Airport Updates

**Item Description:** Continue receiving updates from the Airport Director or other staff at the Airport on significant airport happenings, traffic levels, operations, and other data from the preceding months.

**Background:** The Airport provides information germane to the Roundtable and noise issues at each meeting. The briefing is typically provided by the Airport Director.

**Present to Roundtable:** This item is anticipated to be presented to the Roundtable at each meeting.

**Staff Assigned:** Airport.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** None.

AI-4. Outreach to Regional Roundtables/Noise Forums

**Item Description:** Continue dialogue with other noise forums within Northern California (include Oakland International Airport (OAK) Community Noise Management Forum<sup>2</sup>, Mineta San Jose International Airport (SJC), Sacramento International Airport (SMF0, ) to share information and best practices, discuss issues relating to the Bay Area, Northern California, and national airport noise issues. When opportunities exist, explore the potential of joint meetings.

**Background:** The Roundtable has a history of maintaining interaction with fellow airport-sponsored noise organizations in the Bay Area. This has led to joint letters to the FAA and other organizations regarding noise mitigation issues, joint trips to Northern California TRACON, and understanding how all of the regional airports interact with regards to airspace and noise mitigation. Santa Clara County does not currently have a sanctioned group focused on aircraft noise issues, however there are studies being commissioned by municipalities in Santa Clara County regarding SFO-related aircraft operations. In the past, Mineta San Jose International Airport (SJC) had a noise forum that met on a quarterly basis; the noise forum stopped meeting and all noise-related issues are now heard at its Airport Commission meetings.

**Present to Roundtable:** This item is anticipated to be presented to the Roundtable following interactions with regional groups.

**Staff Assigned:** Roundtable leadership and staff.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** None.

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<sup>2</sup> <http://flyquietoak.com/pages/noise-forum/noise-forum.html>

AI-5. Develop Relationships with State and National Roundtables/Noise Forums

**Item Description:** Maintain contact with other roundtables/noise forums via correspondence relating to Roundtable issues on a state and national level.

**Background:** The Roundtable has a history of maintaining interaction with national and regional airport-sponsored noise organizations through sharing correspondence relating to current noise issues including pending legislation, funding allocation, or new technology.

**Present to Roundtable:** This item is anticipated to be in the correspondence section of the Roundtable packets as required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** None.

AI-6. Send Roundtable Member(s) to Roundtables/Noise Forums or Technical Conferences

**Item Description:** Maintain knowledge base of the Roundtable and its members by sending members to technical conferences or other roundtables/noise forums.

**Background:** The Roundtable has a history of maintaining a strong knowledge base of aircraft noise theory that is communicated to the membership. This has been done through conducting Noise 101 sessions, sending Roundtable members to Northern California TRACON, and to technical conferences.

**Present to Roundtable:** Post-conference attendance updates

**Staff Assigned:** Roundtable.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** Anticipated budget of \$2,000/member to attend the AAAE/ACI-NA Airport Noise Conference typically held in the fall, or the UC Davis Aviation Noise and Air Quality Symposium in the spring. Local meeting attendance not anticipated to have a budgetary impact.

AI-7. Send Roundtable Coordinator to LAX Community Noise Roundtable<sup>3</sup> and/or SAN Airport Noise Advisory Committee<sup>4</sup> Meetings

**Item Description:** Continue to correspond and maintain understanding of the Los Angeles International Airport (LAX) Community Noise Roundtable and San Diego International Airport (SAN) Airport Noise Advisory Committee structure and issues by making a yearly site visit.

**Background:** The Roundtable keeps in contact with other airport noise organizations, including the Los Angeles International Airport (LAX) Community Noise Roundtable and San Diego International Airport (SAN) Airport Noise Advisory Committee. In the past, the Roundtable has sent the Coordinator to a meeting to observe their practices and exchange information with their staff.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** Anticipated budget of \$1,000 for the Roundtable Coordinator.

AI-9. Communications and Educational Strategies for Accessibility

**Item Description:** The Roundtable will explore and develop intuitive and easy to understand communication tools to discuss and deliver aviation noise studies, reports and relevant information to the public. Through the use of the Roundtable's website, include resources such as a Frequently Asked Questions (FAQ) page, links to other resources and research available online (such as Noise Quest<sup>5</sup>, FAA, and other aircraft noise related webpages).

**Background:** Roundtable members, representing their respective constituents, are often faced with the challenge of communicating complex technical issues that relate to noise impacts many of them experience in their communities. The Roundtable endeavors to provide those who participate with clear and understandable information on technical issues the Roundtable discusses in an effort to better inform the public and allow for more effective engagement.

**Staff Assigned:** Roundtable staff, Roundtable Operations and Efficiencies Subcommittee.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocation:** None; updates will utilize existing staff resources where possible, or additional funding to be allocated if necessary to be reviewed/approved by the Roundtable.

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<sup>3</sup> <http://www.lawa.org/LAXNoiseRoundTable.aspx>

<sup>4</sup> <http://www.san.org/Airport-Noise/Initiatives>

<sup>5</sup> <http://www.noisequest.psu.edu/>

## LEGISLATIVE ITEMS

### LI-1. Ongoing Research of Federal, State, and International Noise Legislation

**Item Description:** The Roundtable will continue its research of federal, state, and international proposed noise legislation to aid in the proactive engagement on such issues to determine any implications on operation and issues at the Airport and associated noise affects.

**Background:** The Roundtable monitors legislative issues on state, federal, and international levels through its Legislative Subcommittee. In order to be as effective as possible, up-to-date resources are necessary to be informed and effective in their role. Currently, this is partly done through a subscription to the Airport Noise Report (ANR) as well as monitoring legislation through the Federal Register and other list services. In addition, the Roundtable monitors noise regulations suggested by the Committee on Aviation Environmental Protection (CAEP) and International Civil Aviation Organization (ICAO) as voluntary or mandatory. ICAO is an organization that recommends best practices and adopts standards for the aviation industry, including noise as it relates to aircraft operations. This research could result in correspondence from the Roundtable to the legislative sponsor regarding any positive or negative impact of the legislation.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** The yearly subscription to ANR is \$850. Other expenses for resources that would assist in monitoring and research legislative issues will be explored by the Legislative Subcommittee and additional funding to be allocated will be reviewed/approved by the Roundtable.

### LI-2. Opportunities for Proactive Participation in Legislative and Regulatory Advocacy

**Item Description:** Maintain understanding of regional and national aircraft noise issues and engage in proactive legislative and regulatory advocacy to further Roundtable objectives and goals for aircraft noise mitigation. Explore the potential of joining/partnering with local, regional, and national as well as grassroots groups to support legislation and research related to quieter aircraft, procedures, and technology. Groups such as the National Organization to Insure a Sound Controlled Environment (N.O.I.S.E.), California League of Cities, and Airports Council International (ACI) are potential organizations to consider, but additional research and outreach will also be considered.

**Background:** The Roundtable, as well as the County of San Mateo, has historically been involved with N.O.I.S.E.. The Roundtable in its endeavors to proactively pursue legislative solutions can investigate opportunities to participate and collaborate with N.O.I.S.E. and the League of Cities to make presentations regarding aircraft noise issues. Through the Legislative Subcommittee, the Roundtable can further investigate the benefits of membership and participation with these groups, as well as other groups and organizations.

**Present to Roundtable:** As required and as legislative information is available.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** Proposed allocations will be presented to the Roundtable for approval once a recommendation has been presented by the Legislative Subcommittee as to which group is best suited to aid the Roundtable's legislative objectives.

### LI-3. Pursue Potential Legislative Solutions

**Item Description:** Work with elected representatives to support/sponsor legislative solutions mitigate aircraft noise impact.

**Background:** The Roundtable often faces challenges in developing solutions as a result of current and potentially outdated regulations that create constraints in exploring meaningful noise mitigation. The Airport Noise and Capacity Act of 1990 (ANCA), which does not allow SFO to impose flight curfews, is often cited in discussions regarding potential legislative updates. The Legislative Subcommittee, will explore the possibility of updating, amending or replacing ANCA and will also discuss other legislative updates including newer equipment requirements utilized internationally.

**Present to Roundtable:** As required and as legislative information is available.

**Staff Assigned:** Legislative Subcommittee

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** None.

## RESEARCH ITEMS

### RI-1. Guest Speakers

**Item Description:** The Roundtable will continue its efforts to have guest speakers invited to Roundtable meetings to present information regarding a topic of interest to the Roundtable.

**Background:** In an effort to keep current on trends in noise and airports, the Roundtable has invited guest speakers to present on occasion when opportunity and time allows. It is the goal of the Roundtable to continue inviting speakers to the meetings in an effort to increase the membership and public's understanding of current issues. The Roundtable staff and Airport staff will recommend speakers, and the Roundtable members are also encouraged to request experts in a specific topic to speak.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** None.

### RI-2. Ground Based Aircraft Noise Effects

**Item Description:** Determine the cause, impacts, and potential long term solutions to backblast noise, auxiliary power unit (APU) noise and other aircraft associated low frequency noise.

**Background:** Backblast, auxiliary power unit (APU), and other low frequency aircraft noise impact those communities in direct proximity to the Airport. This is an ongoing issue for communities such as Millbrae, Burlingame, and San Bruno. The Roundtable should investigate any possible solution that may exist at present or discuss potential innovations that mitigate these noise impacts.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable and Technical Consultant in conjunction with Airport Aircraft Noise Abatement.

**Strategic Goal:** 1 – Aircraft Procedures.

**Budget Allocated:** Budget to be determined if additional studies need to be conducted beyond capabilities of the Airport's Aircraft Noise Abatement staff.

RI-3. Use of Supplemental Noise Metrics to Evaluate Noise Outside of the 65 CNEL

**Item Description:** The Roundtable will research the feasibility of using supplemental noise metrics outside of the 65 dB CNEL to determine the impact of aircraft operations.

**Background:** The 65 dB CNEL is the federally and state accepted metric to determine impacts from aircraft noise as well as eligibility for sound insulation programs. As aircraft become quieter, the 65 dB CNEL noise contour becomes smaller in size, reducing the “affected areas” as defined by federal and state standards. As a response to this, airports have studied utilizing supplemental metrics, which show noise levels at various locations in the community utilizing metrics including LMax, SEL, Leq, TA, NA, etc.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** None.

RI-4. Airport Cooperative Research Program (ACRP) Participation and Review of Published Research Reports

**Item Description:** The Roundtable has the option to become involved with the Airport Cooperative Research Program (ACRP) in three ways: 1) submit a problem statement to the ACRP for an item to study in depth; 2) submit applications to serve on an ACRP panel; or 3) support research statements to carry forward. Once relevant research reports have been published by ACRP, the Roundtable should review and discuss.

**Background:** ACRP is a subset of the Transportation Research Board (TRB) that studies issues relating to airport operations, including noise abatement. Each year ACRP solicits problem statements relating to a global issue that affect airports throughout the country. ACRP chooses the problem statements to then turn into research projects. Each research project is comprised of a panel of experts and a consultant that completes the research document under the guidance of the expert panel.

In addition to ACRP soliciting for proposals, expert panel members are also required each year. If there are research projects that are applicable to community noise groups or noise mitigation, members of the Roundtable are encouraged to apply to these expert panels. The expert panels meet 2-3 times per project in Washington, D.C.

**Present to Roundtable:** ACRP problem statements are solicited in the spring and applications to serve on an ACRP panel open up in the fall.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 3 – Support Aircraft Noise Reduction Legislation and Research.

**Budget Allocated:** No extra budget effort; travel expenses are reimbursed by ACRP.

RI-5. Receive Updates of the Residential Sound Insulation Program

**Item Description:** The Roundtable will receive updates on the status of the residential sound insulation program at the Airport on a biannual basis to include items such as: number of residences within the currently approved Noise Exposure Map (NEM) that are not insulated; number of residences that declined participation in the program; and estimated number of residences currently being insulated. This information will be added on the Roundtable's website under the FAQ section.

**Background:** The Roundtable has received updates from the Airport over the course of the residential sound insulation program. The program's focus is to find and inform eligible homeowners that their residence can receive sound insulation treatments if they meet a two-step eligibility process. The first step is to determine if the residence is within the 65 dB CNEL noise contour of the latest NEM. The second step is to determine if the residences' interior noise level is at or above 45 dB CNEL. The Airport latest NEM was approved on January 29, 2016.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable, Airport.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** No extra budget effort for Roundtable staff.

RI-6. Receive Updates of the Unmanned Aerial System in the National Airspace System

**Item Description:** The Roundtable's technical consultant will monitor legislation and research related to Unmanned Aerial Systems (UAS) within the National Airspace System (NAS) that is controlled by the Federal Aviation Administration and where applicable, by local legislation. The Roundtable will receive updates on a biannual basis.

**Background:** UAS are any unmanned aerial vehicle, drone, or system that is flown remotely by a pilot or via an onboard computer system. Rules and regulations for UAS operations are in its infancy. This program item will monitor uses of UAS and FAA regulations regarding their use and noise abatement regulations.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable and Technical Consultant.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** No extra budget effort for Roundtable staff.

RI-7. Research Expanded Membership Beyond Current Membership Area

**Item Description:** Investigate the expansion of the Roundtable membership to include other communities affected by SFO noise issues. The analysis will focus on the opportunities and challenges associated with an expanded membership.

**Background:** In order to address the regional impacts associated with the implementation of NextGen, the Roundtable may consider allowing additional members from cities outside of the current membership cities to participate on the Roundtable. The current membership on the Roundtable is defined by the Memorandum of Understanding Agreement.

**Present to the Roundtable:** As needed when discussions occur.

**Staff Assigned:** Roundtable Operations and Efficiencies Subcommittee.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** None.

RI-8. Research Aircraft Noise as a Health Issue

**Item Description:** Identify national and international research updates on the health effects related to aircraft noise. Further identify research gaps and encourage research in these areas.

**Background:** There is well-documented detrimental effects of noise on the health of the members of affected communities. Documented in peer-reviewed scientific journals, noise adversely and seriously affects blood pressure, cardiovascular and other health issues in adults and children.

**Present to the Roundtable:** As needed when discussions occur.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** None

## AIRCRAFT OPERATIONS/AIRSPACE

### AO-1. Northern California Metroplex Project and the FAA Initiative

**Item Description:** The Roundtable will aggressively pursue status updates and take a more proactive approach to the implementation and modification of any flight procedures in the Northern California Metroplex Project or the 29 adjustments in the FAA Initiative specific to the Airport.

**Background:** The Northern California Metroplex is the update of the airspace in the Bay Area. Federal regulations required the FAA to complete an Environmental Assessment (EA) for the project, determining any environmental impacts to the project study area. The EA was released in March 2014 and the Record of Decision on the EA was published in July 2014. All Metroplex procedures related to SFO operations are operational at this time.

The FAA Initiative document was released in November 2014 and contained 29 adjustments that were under the purview of the Roundtable; of this total, 13 were deemed by the FAA as “Feasible” while 16 were deemed by the FAA as “Not Feasible.” The Roundtable released a detailed documented response to the FAA Initiative on November 17, 2016.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required and updates to the Roundtable will be from Roundtable staff or the FAA.

**Staff Assigned:** Roundtable and Technical Consultant.

**Strategic Goal:** 1 – Aircraft Procedures.

**Budget Allocated:** None.

### AO-2. Woodside Optimized Profile Descents

**Item Description:** The Roundtable will receive briefings on the Woodside Optimized Profile Descents (OPD).

**Background:** The Airport currently publishes the weekly Woodside VOR report on its website. This report shows the number of aircraft that flew over the Woodside VOR between the hours of 10:30 p.m. – 6:30 a.m. This Work Program item would require the Airport to provide a report on aircraft that utilized the OPD approach between these hours.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 1 – Aircraft Procedures.

**Budget Allocated:** None.

AO-3. SSTIK and PORTE Departures

**Item Description:** The Roundtable will continue to monitor operations on the SSTIK and PORTE departures.

**Background:** As part of the Metroplex, the SSTIK departure procedure replaced the PORTE departure for all aircraft equipped to fly Area Navigation (RNAV) procedures. Both departures fly over portions of the City of Brisbane. In 2012-2013, the Roundtable resumed its work with Northern California TRACON, the Airport tower, airlines, and Airport Aircraft Noise Abatement staff to determine why the number of aircraft flying over southern portions of Brisbane increased. This Work Program item will continue to monitor this issue and initiate outreach to stakeholders that can assist with mitigation.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 1 – Aircraft Procedures.

**Budget Allocated:** None.

AO-4. Visit Northern California TRACON

**Item Description:** The Roundtable membership will visit the Northern California TRACON facility in Mather, California.

**Background:** Northern California TRACON is a radar approach facility that controls aircraft movements in the bay area and other portions of Northern California and Nevada. Northern California TRACON is a key stakeholder for the Roundtable and has historically worked with the Roundtable to implement noise abatement procedures when traffic allows. This site visit will provide members of the Roundtable with an understanding of how Northern California TRACON operates and watch aircraft movements in real time.

**Present to Roundtable:** Schedule a trip in the future; present a trip report to the Roundtable following the trip.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 4 – Address Community Concerns.

**Budget Allocated:** The Roundtable's contribution on previous joint trips with the Oakland International Airport (OAK) Noise Forum has been approximately \$550, which included transportation and meals for up to 10-12 Roundtable members. For the 2018 trip, the Roundtable's contribution would be approximately \$1,000 for transportation and meals as the primary coordinator of the trip.

AO-5. Aircraft Use of Satellite Procedures

**Item Description:** Monitor additional uses of satellite-based procedures to enhance operations as they are applicable to the Airport.

**Background:** As referenced in Work Program Item AO-1, the airspace related to operations at the Airport was part of the Metroplex airspace project. This project identified numerous RNAV procedures to enhance existing arrival and departure procedures. This Work Program item will further define procedures to help noise abatement efforts at the Airport, including Required Navigation Performance (RNP). This item would be collaborative with the Airport's Aircraft Noise Abatement office and at least one airline to assist with procedure enhancements. This item has moved from information to research/action.

**Present to Roundtable:** As required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 1 – Aircraft Procedures.

**Budget Allocated:** None.

AO-6. Airbus A320 Aircraft Vortex Generator

**Item Description:** Work with the Airport's Aircraft Noise Abatement office to equip carriers that use the Airbus A320/319 family of aircraft with vortex generators for the underwing fuel vent.

**Background:** Research has shown that Airbus A320 aircraft have a fuel vent on the underside of each wing. At certain altitudes and speeds, air coming in contact with these vents results in a wind vortex that emits a high-pitched whine noise. This is typically heard 20-30 miles away from an airport on arrival. The Airport's Aircraft Noise Abatement office has researched the solution and determined that a fix would cost approximately \$3,000.00, which includes labor and parts to install. The Roundtable will work with the Airport's Aircraft Noise Abatement office to advance this effort.

**Present to Roundtable:** As required.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 2 – Airline Outreach.

**Budget Allocated:** No extra budget effort for Roundtable staff.

AO-7. Nighttime Procedures Plan

**Item Description:** The Roundtable will continue to discuss it's nighttime procedures plan with FAA representatives in an effort to refine the nighttime recommendations and plan as needed.

**Background:** The Roundtable has compiled a comprehensive Nighttime Procedures Plan which includes recommendations for new and revised flight procedures, filing for alternative flight paths and requests to the professional air traffic controllers to use their best efforts to manage traffic with a goal of 100% of all nighttime flights departing and arriving over water such as the Pacific Ocean and Bay.

**Present to Roundtable:** This item will be reviewed by the Roundtable as required and updates to the Roundtable will be from Roundtable staff or the FAA.

**Staff Assigned:** Roundtable.

**Strategic Goal:** 1 – Aircraft Procedures.

**Budget Allocated:** None.

**SCSC Roundtable Emails Received**  
**August 23 – September 20, 2019**



## Emails to the SCSC Roundtable - July 19, 2019-August 23, 2019

July 23, 2019

### Name

Mike McClintok

### Message

Re: OAK Forum July 17 Meeting Agenda Package

Mary-Lynne:

The Oakland Airport-Community Noise Management Forum met on Wednesday, July 17, 2019 and discussed your proposal for the region's noise forums/roundtables to work together. The Forum was very supportive of the concept, but asked a number of questions regarding structure, meetings, participants, etc. Here are some of the questions they asked:

- How would the group be structured and who would participate? Are you looking for elected representatives or (in the Forum's case) citizen representatives as well? Would the participants be formally appointed by the respective forums?
- How often would the group meet and where? The Forum felt that coordinating meetings should be alternated between sites convenient to all of the members.
- They asked if you have set a date and time for an initial organizing meeting where these kind of details can be worked out.

Their bottom line was that that they believed this to be a very good idea, they just felt they needed more detailed information. At one time, the Forum Co-chairs and Port staff met every couple of months with SFO Roundtable staff to discuss issues of interest to both groups. There have been no such meetings for several years now, but the Forum and Roundtable have collaborated on joint tours of the FAA's Northern California TRACON in Sacramento (Mather Field). So, there is precedent for doing what you have proposed.

Please let me know what you think the next steps will be and what you will need from the Forum.

Mike McClintock  
Forum facilitator



Name

Lydia Kou

Message

Subject: Update: Aug. 7 SFO-RT meeting and SERFR FOUR

Dear Mary-Lynne and Lisa,

I attended the SFO-RT on August 7th and wanted to summarize items that are relevant to the SCSC RT, including some possible next steps to consider. Here is the [meeting packet](#) and [agenda](#). The video recording of the meeting will be posted in the future.

Additionally, I have a comment at the bottom regarding SERFR FOUR.

- **Airport Director's Reports**
  - o SFO is proceeding with GBAS landing system. The first implementation is duplicating the current ILS landing system to confirm viability of GBAS. Innovative GBAS approaches are now targeted for the latter half of 2021.
  - o SFO will circulate the innovative approaches with the SFO-RT and then the FAA for final approval. The FAA is the sole arbitrator.
  - o **SCSC RT Consideration:** Given that GBAS approaches can start 23 nmiles from SFO, discuss how the SCSC Roundtable can be involved in the design and review process of innovative approaches.
- **SFO Airport Development Plan, Comment Letters regarding Notice of Preparation (NOP), starts on page 29 of packet.**
  - o Comment letters from Supervisor Pine and several SFO-RT Cities (San Bruno, Pacifica, South San Francisco, and Millbrae).
  - o **SCSC RT Consideration:** Given that SCSC RT member communities may be affected by SFO development, monitor Environmental Impact Review process and dates for public input.
- **Noise Monitors**
  - o Per Bert Ganoung's and Ivar Satero's (Airport Director) comments at the June 5<sup>th</sup> SFO-RT meeting, SFO is buying new monitors.
  - o At the August 7th SFO-RT meeting, the vendor reviewed the new monitoring system (no presentation is posted at this time). Bert shared that SFO did not receive feedback on the new monitors since the June 5th meeting or prior and their plan is to replace the previous monitors with the new monitors at the same locations. There was discussion about the timing and process to determine where the new monitors should be located given that the current monitor locations were selected pre-NextGen. In addition, the Ground Based Noise Subcommittee wants to provide input on the monitor locations for their needs. The next step is for the Technical Working Group to discuss the new noise monitors at the September meeting (date TBD).
  - o It was not stated who pays for the monitors (FAA and/or SFO). A presentation on [Title 21](#) (California's aircraft noise regulations) included using monitors at the airport noise contours.
  - o **SCSC RT Consideration:** Given the significant impact of SFO operations on our SCSC RT member communities, can the Roundtable ask SFO to allocate some noise monitors for our community? I would recommend asking Bert for an update on SFO noise monitors at the August 28<sup>th</sup> Roundtable meeting.

- **San Diego Airport Noise Reports**
  - o The Brisbane RT member shared this [report](#) as an example for useful content.
  - o **SCSC RT Consideration:** As part of the Work Program on flight reports and baseline data, it could be useful to review existing reports (not just from the San Diego Airport) as well as ask for community input on what content should be captured given that many residents have knowledge and technical expertise on these topics.
- **PIRAT TWO Update**
  - o SFO-RT Technical Consultant Justin Cook shared that the FAA was evaluating a long-term solution. No additional information was available, e.g. we don't know if this is related to the PIRAT TWO altitude problem at the PIRAT waypoint that Ms. Thann McLeod shared with us at our May 22nd meeting or if the FAA is reviewing other aspects of the procedure.
  - o **SCSC RT Consideration:** Ask the FAA at an upcoming meeting to clarify what kind of long-term PIRAT TWO solution they are evaluating. PIRAT TWO is of shared interest with the SFO-RT (it was mentioned during the "formal coordination" agenda item, see below).
- **FAA July Update - new OAK 050 procedure**
  - o Prior to the SFO-RT meeting, a Palo Alto resident shared the following information with Chair Lewis:

"The [FAA just released an update](#) in which they indicated that they anticipate a publication date around Spring 2020 for 050 departures:

***Create an OAK departure procedure that flies down the Bay during nighttime hours*** • References: RT B 24 Part 2 (Pg 28), B 33 (Pg. 30), C 050° ST 2 (Pg. 40), C Nighttime ST 4 part 2 (Pg. 44), C CNDEL COL 1 in part (Pg. 50), D 1.a.ii. Resp 3 part 2 (Pg 56), D 1.b.ii. Resp 4 part 2 (Pg. 59) • Status: On March 9, 2018, this proposed action was entered into the IFP Gateway. This Request has received initial feasibility and Regional Airspace and Procedures Team approval. The FAA anticipates a publication date sometime in Spring 2020.

Note: The FAA update refers to the 050 departures as OAK departure however, it may be possible that the same procedure will be used by SFO.

**The 050 procedure is still at the initial feasibility stage and was a recommendation from the SFO Roundtable.**

To the best of our knowledge, there is no information available about the procedure details or any expected impact calculation on Menlo Park, East Palo Alto, Palo Alto, Mountain View, and Sunnyvale residents to name some of the potentially affected communities. "

- o Chair Lewis responded to the resident that she will bring the comments and concerns to the FAA at the next opportunity. In fact, she followed up at the meeting on Wednesday by stating that she wanted to get more information from the FAA. Raquel Girvin and William Freeman attended the meeting although they were not on the agenda. Chair Lewis provided a heads up to Raquel that the SFO-RT would be asking the FAA to cover OAK 050 at the next meeting.

- o **SCSC RT Consideration:** Given that 050 departures affect some member communities at night and that the FAA is actively working on it, we need this topic on our radar screen. 050 departures are also a prime topic for coordinating work with the SFO-RT and the OAK Noise Forum.

· **Formal coordination with other Bay Area Roundtables**

- o Your June 19<sup>th</sup> letter to the SFO-RT is included in page 45 of packet.
- o Discussion included having an SFO-RT representative attend meetings, coordinate, communicate, and TBD other efforts with the SCSC RT and possibly OAK Noise Forum. Comments were made about whether other RTs should have voting rights and be active participants. It was mentioned that the SFO-RT bylaws require each member City to get approval of their Councils if more voting members were added.
- o The SFO-RT identified Ann Wengert of Portola Valley as their rep to coordinate with other RTs and identify areas of common interest. Ann Wengert mentioned PIRAT as an example of a procedure both SCSC RT and SFO-RT members are interested in.
- o **SCSC RT Consideration:** Likely Ann will reach out to you to formalize. There are multiple areas of collaboration: PIRAT TWO, 050 departures, noise monitor locations and noise reports. SCSC RT to select our representative. I am happy to volunteer my name given that I have attended SFO Roundtable meetings regularly.

**SERFR FOUR - IFP GATEWAY**

On a separate note, I wanted to let you know that the FAA recently posted some [information about SERFR FOUR on the IFP gateway](#). While it appears to be nothing more than a name change to a waypoint, some observers have raised the question as to whether SERFR FOUR will maintain status quo rather than addressing the SERFR issues. It would be beneficial to clarify with the FAA whether the BIG SUR overlay is still under consideration in light of SERFR FOUR and get an oral confirmation from the FAA of what the recent SERFR FOUR posting indicates. Is that something that Steve can clarify or do we need to ask the FAA to address SERFR FOUR at a future meeting?

Thank you,



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Lydia Kou - Council Member

Contact Info: <https://goo.gl/BcgCQS>

**Attachments**

**20190812\_L\_Kou\_NorCal-Update-for-July-2019.**





FAA Initiative to Address Noise Concerns of  
Santa Cruz/Santa Clara/San Mateo/San Francisco  
Counties

**FURTHER UPDATE ON PHASE TWO**

Compiled at the Requests  
of Representatives Farr (Panetta),  
Eshoo and Speier

**July 2019**



This is a high-level update on topics related to the Select Committee’s recommendations to the FAA. Although there is no legal requirement to do so, the FAA remains willing to address community noise concerns where possible. The FAA update refers to the November 2017 Update on Phase Two Report for useful information about the FAA’s processes, procedures and timeframes (see pages 6 – 9). Furthermore, the FAA undertakes its community outreach efforts and considers potential adjustments to address community concerns while remaining mindful that all arrival and departure procedures within the Northern California airspace are interconnected, interdependent and designed to improve safety and efficiency within the National Airspace System (NAS).

This update does not constitute either a final decision of the FAA or a re-opening of the FAA’s August 6, 2014 final decision for the NorCal Optimization of Airspace and Procedures in the Metroplex (OAPM).

### BSR Overlay

- References: SC 1.2 R1 (Pg. 11), SC 1.2 R2 (Pg. 11), **and** SC 1.2 R4 (Pg. 12)
- **Status:** The Full Working Group (FWG) conducted its meeting on June 4<sup>th</sup> and 5<sup>th</sup>, 2019. Results of the meeting and next steps forward are currently being reviewed.

### Following BSR overlay, evaluate BRIXX to maintain highest possible altitude

- Reference: SC 2.11 (Pg. 18)
- **Status:** The Full Working Group (FWG) conducted its meeting on June 4<sup>th</sup> and 5<sup>th</sup>, 2019. The BRIXX STAR was also evaluated. Results of the meeting and next steps forward are currently being reviewed.

### NIITE / HUSSH / CNDEL to GOBBS and South

- References: SC 1.4 (Pg. 12) **and** RT B 19 (Pg. 27), B 20 (Pg. 27), B 29 (Pg. 29), B 30 part 2 (Pg. 30), B 33 (Pg. 30), C NITTE ST 1 (Pg. 38), C NIITE LT 1 (Pg. 39), C NIITE COL 1 in part (Pg. 40), C Nighttime ST 1 (Pg. 43), C Nighttime LT 1 (Pg. 46), C CNDEL ST 3 (Pg. 48), D 1.f. iii, (Pg. 61), D 2.a.ii. (b) Req c. (Pg. 64)
- **Status:** The FAA met with SFO and OAK airports on May 29, 2019 to discuss potential operational impacts of this procedure. SFO and OAK Airports are currently working with industry partners to ensure they understand the request and its potential impacts. After SFO and OAK have completed their discussions with industry, the FAA plans to facilitate another meeting with industry to discuss operational impacts in further detail and determine a path forward.



### Revise Woodside VOR OTA

- Reference: SC 2.3 R2 (Pg. 14)
- **Status:** The RNAV PIRAT TWO STAR was published on April 25, 2019. It quickly became apparent that the crossing restriction of at or below 15,000 feet MSL at PIRAT waypoint was creating a workload issue for air traffic controllers. As of May 16, 2019, oceanic arrival aircraft are still assigned the PIRAT TWO STAR for lateral guidance, but receive altitude instruction to cross the PIRAT waypoint at 10,000 feet MSL verbally from air traffic control. These aircraft are still crossing in the vicinity of OSI/ARGGG at 8,000 feet MSL. The PIRAT waypoint is approximately 22 nautical miles offshore. The FAA is currently evaluating a long-term solution to the issue.

### Create an OAK departure procedure that flies down the Bay during nighttime hours

- References: RT B 24 Part 2 (Pg 28), B 33 (Pg. 30), C 050° ST 2 (Pg. 40), C Nighttime ST 4 part 2 (Pg. 44), C CNDEL COL 1 in part (Pg. 50), D 1.a.ii. Resp 3 part 2 (Pg 56), D 1.b.ii. Resp 4 part 2 (Pg. 59)
- **Status:** On March 9, 2018, this proposed action was entered into the IFP Gateway. This Request has received initial feasibility and Regional Airspace and Procedures Team approval. The FAA anticipates a publication date sometime in Spring 2020.

### FAA use new, more effective, time-based flow management tools for better sequencing

- Reference: SC 1.6 (Pg. 13)
- **Status:** ONGOING. The FAA is currently engaged and anticipates continued, long-term efforts regarding this endeavor. The FAA is continuously seeking and identifying safety improvements to effectively manage the National Airspace System (NAS). Through technology and innovation, programs are being developed to safely address capacity/demand imbalances at select airports, departure waypoints, arrival waypoints and en route points across the NAS. As newer technology and more effective programs become available, the FAA is committed to incorporate those tools into the NAS as quickly and safely as possible.

### Create an RNAV Visual Approach to SFO's Runway 28L

- References: RT B 17 (Pg. 26), D 1.a.i.(a) part 2 (Pg. 55)
- **Status:** ON HOLD. The FAA's November 2017 Update to Phase Two carries forward the agency's initial feasibility determination. However, development of the requested visual approach is on hold due to safety concerns.



FAA to meet with Ad-Hoc Subcommittee after BSR Overlay complete

- Reference: SC 1.2 R3 (Pg. 11)  
**Status:** ON HOLD. This Select Committee recommendation (e.g. Ad-Hoc Subcommittee within three months of completing the new Big Sur (BSR) overlay procedure) remains feasible, pending completion of BSR Overlay.

**August 16, 2019**

**Name**

Lydia Kou

**Message**

Subject

Mary-Lynne et al,

I wanted to share my top priorities as I did not do so at the recent meeting.

If limited to only three priorities, I would select the following content priorities in priority order:

1. Big Sur Overlay
2. PIRAT TWO
3. SJC Southflow

Note: I did not list nighttime flights as a separate priority because they should be addressed as part of the procedures prioritized above.

In addition, the Roundtable may consider structuring our work for efficiency as much as possible given our limited resources. I would recommend that the Roundtable:

- Set up a procedure technical subcommittee to work on procedures.
- Set up a legislative subcommittee to work on policy and legislation.
- Discuss with SFO how they could help the Roundtable establish baseline noise data using historical records (SFO has the data and an analytical team).

Finally, here are several time critical items for our radar screen that will require prompt but simple actions from the Roundtable:

- SFO noise monitors: the new noise monitoring system will be discussed at the next SFO-RT Technical Working Group in September.
  - o Given the large impact of SFO arrivals on our member communities, the Roundtable should request Bert to provide an update at the August SCSC meeting and that SFO deploy noise monitors outside San Mateo and San Francisco counties.
  - 050 departures per FAA July update: these night departures from OAK and SFO affect some of our communities. The FAA is planning to publish a new procedure in the spring of 2020.
  - o The Roundtable should collaborate with the SFO-RT to get information from the FAA on the procedure and its expected impacts as soon as possible.
  - SFO's expansion Environmental Impact Review (EIR): the Roundtable should understand the future milestones of the EIR process to be able to provide comments.
  - o The Roundtable should ask SFO to determine how best to get the future milestones.
  - o FYI: In my recent email summarizing the August SFO-RT meeting, I mentioned the letters that some Cities submitted for the Notice of Preparation (NOP) (the letters are included in the SFO-RT August Packet).
    - SERFR FOUR posting on the IFP Gateway: it would be beneficial to get clarification from Steve or we need to ask the FAA.



## Emails to the SCSC Roundtable - August 23 – September 20, 2019

**August 23, 2019**

### Name

Jay Whaley

### Message

Jet Noise Complaints Analysis

Dear members of the SCSC Roundtable,  
We strongly urge that the SCSC Roundtable work plan include an analysis of SFO's and SJC's jet noise complaints databases since 2012.  
Sincerely yours,  
Sallie and Jay Whaley  
Palo Alto

**August 23, 2019**

### Name

Robert Holbrook

### Message

Comments on Strategic Plan and Work Program

Mary-Lynne,  
I am disappointed to find that my comments on the Strategic Plan and the Work Program are not included in the agenda packet. Only the text of the email to which my comments were attached is included, and that didn't contain my thoughts on the matter. I spent weeks preparing those comments and I fully intended that both the Roundtable and the public should have the opportunity to review them.

Two things: First, can you tell me if the attachment I sent was distributed to the Roundtable as a whole and, if so, when? Second, how does the Roundtable intend to publish my comments for the public's consideration, given that they were properly submitted on time and the topic is on the agenda for action on Wednesday?  
Robert

**August 24, 2019**

### Name

Tim Flag

### Message

Jet Noise Complaints Analysis

The analysis of SFO's and SJC's jet noise complaints databases since 2012 should be included as part of the SCSC Roundtable work plan.



August 24, 2019

**Name**

Carol Ruth

**Message**

Jet Noise Complaints Analysis

Dear Roundtable members,

As a local resident that submits regular jet noise complaints in an effort to provide real data as to what people on the ground are experiencing on a daily basis, I urge you to perform **an analysis of SFO's and SJC's jet noise complaints databases since 2012 to be included as part of the SCSC Roundtable work plan.** The analysis should have a variety of queries and summary statistics that can correlate with other FAA data of traffic patterns and altitudes. Regular reports should result as well, that track key statistics from SFO and SJC, as SFO provides to the SFO Roundtable. This complaint data base is a key piece of data which can be used to inform the FAA as to what residents in the area are experiencing under the new NEXTGEN regulations.

Thank you.

Carol and Ronald Ruth

August 24, 2019

**Name**

Shannon McEntee

**Message**

Jet Noise Complaints Analysis

Analysis of Jet Noise Reports Is Needed:

Please make sure you take a hard look at the overall effect of the data and requests you are considering. Nextgen technologies are continually evolving, including SFO's proposed new landing system GBAS and these inputs must be considered **before any final design decision.**

**We need the SCSC work plan to include an analysis of citizen jet noise reports to support and better inform priorities.** SFO and SJC's complaint databases comprise independent daily reports from individuals in various cities over the period since jet noise problems began in 2014.

COMMUNITY PRIORITIES SHOULD INCLUDE:

- Assess alternative waypoints to reduce concentration and "[Fly at Higher Altitudes!](#)"
- Eliminate low altitude night flights
- Create the successor organization to the Select Committee

Research has shown that noise is a terrible stressor that shortens lifespans, not to mention we are miserable under the constant noise. I am continually thinking—where can I move to? But this is our home! We need you to do everything possible to reduce jet noise.

Sincerely, Shannon Rose McEntee, Palo Alto



August 25, 2019

**Name**

Jennifer Landesmann

**Message**

SCSC Roundtable Agenda Packet Re-Posted

Hi Evan,

Thank you,

I noticed that an email I sent was cut off and the associated (forwarded) message which is something I sent to the SF Roundtable was not included.

Can you please post my full email?

Below is the full email.

Jennifer

----- Forwarded message -----

From: Jennifer Landesmann

Date: Wednesday, August 7, 2019

Subject: "Public Outreach" for Strategic Plan and Work Program

To: scscroundtable@gmail.com

Dear Members of the SCSC Roundtable,

As you finalize your Strategic Plan and Work Program, I notice that what is missing is the topic of public outreach.

At the last meeting, FAA mentioned that it is putting focus on the roundtable and that there is an email address for the general public. What needs to be reconciled is who is responsible for letting communities know about changes to airspace procedures. In particular, the most problematic issue are CATEX actions. These are non-transparent "surprises" which is the opposite of community engagement. Perhaps something can be coordinated with Airports, as airports have the biggest visibility about what is planned. The IFP Gateway CATEX publications are too late for the public, and as FAA has noted it is not for environmental comments.

Another item is about adding a specific goal or plan to evaluate noise mitigation actions in terms of their overall impact. How are the various changes proposed by communities adding up or netting out? Please see email below which I wrote to the SFO Roundtable referring to the OAK Departures over the Bay as an example of why this matters.

Thank you,

Jennifer

----- Forwarded message -----

From: Jennifer Landesmann

Date: Tue, 6 Aug 2019 at 23:07

Subject: FAA's recent Update - Bay Area Roundtables Coordination - 4 inconsistencies

To: E. Lewis - Atherton, Ivar Satero, J. Castaneda – SFO Roundtable

Cc: Karen Chapman; City Council - City of Palo Alto; Bert Ganoung; A Wengert – Portola Valley; John Murray

Dear Chair Lewis, President Sartero,  
With the creation of the SCSC Roundtable, I am optimistic and hope that there will be coordination amongst Bay Area communities to address noise and emissions concerns. As there is a great deal of competing priorities, and in light of the dozens of recommendations that FAA has been asked to consider (and is implementing), I share some concerns about the following 4 terms,

Feasibility  
Regional Consensus  
Noise Shifting  
Community Involvement

It's been a longtime concern of mine that asking to do what is "feasible" doesn't always mean it's good or right. Those who are more expert at crafting recommendation that qualify as "feasible" for FAA get an upper hand, and FAA's prioritization (for noise changes) or how these fit on a system wide basis is unclear/unknown. Then, FAA and elected officials say they will not act unless there is "regional consensus" - but all the SFO Roundtable recommendations don't have regional consensus yet are being treated equally as those which were developed in the Select Committee. The SFO Roundtable has a pledge to not "shift noise", but various SFO roundtable recommendations shift noise. Adding to the confusion, with PIRAT, FAA took "community involvement" to be the proposal stage for something the community thought was an ask for a puppy not a pirate.

The only thing that is consistent about the 4 terms is that they are applied inconsistently and arbitrarily. The broken telephone situation about when people get a view of what is going to affect them further impedes talking about noise mitigation itself.

I would suggest that all these terms need to be turned into something productive for actual noise mitigation. A starting point is to have transparent baseline assessments for all roundtable and community asks, and instead of rushing to "publish procedures," it is imperative that the various community asks be given a chance to be discussed by the affected cities.

Lastly, and not least - community asks must be considered for their overall effect. Peninsula cities have been asking to use "Over the Bay" for Arrivals (from the South); FAA has "OAK departure procedure that flies down to the Bay during night time hours" page 3 of the July 2019 FAA Update. I have heard both - that OAK departures have "always" been that way and I have also heard that SFO arrivals went over the bay. Irrespective of what was "always" - Nextgen procedures are different and how will this work with GBAS "overlays" for example. If it's "always" been that way why is a fresh procedure needed? The term "overlay" is another play on words because it pretends to not have any impacts.

I urge that you to please raise these issues openly at your meetings, to see what ideas can develop for having community coordination to achieve a regional approach to noise mitigation.

Thank you,

Jennifer Landesmann

**August 26, 2019**

**Name**

Carlos Palacios

**Message**

Priorities List

\*\*\* No Text In The Message\*\*\*

Carlos J. Palacios | County Administrative Officer  
County of Santa Cruz

**Attachment Summary**

**Carlos Palacios Work Program Priority List.docx**

#	Programs/Actions	Rank
1	A-1.1 Tracking Select Committee and Ad Hoc Committee Recommendations	3
2	A-2.1 Ensure that Airport staffs (SFO and SJC) and Congressional Representatives actively participate in Roundtable meetings and relevant Subcommittee meetings	7
3	A-2.2 Website Maintenance	16
4	A-3.1 Legislative Subcommittee	8
5	A-4.1 Collaborate with other Community Roundtables and Forums to leverage resources and maximize effectiveness	13
6	A-4.2 Procedure Development & Mitigation Subcommittee	9
7	B-1.1 PIRAT TWO Development	15
8	B-1.2 Big Sur Overlay to Replace SERFR STAR	1
9	B-1.3 SJC South Flow	17
10	B-1.4 Nighttime Procedures and Operations	12
11	B-2.1 Airports Growth and Expansion	18
12	B-4.1 Procedure Development Process	4
13	C-2.1 Noise Complaint Process	5
14	C-2.2 Baseline Noise Data	6
15	D-1.1 FAA's Environmental Review Process	2
16	D-2.1 Monthly Flight Reports	14
17	D-3.1 Tracking Legislative/Regulatory Action	11
18	D-4.1 Ongoing Roundtable Member Training Opportunities	19
19	D-4.2 Community Engagement and Outreach	10

**August 26, 2019**

**Name**

Lissy Bland

**Message**

Jet Noise Complaints Analysis

Dear SCSC Round Table Members:

Ever since NextGen implemented new flight paths into SFO in March 2015, we have been living under a super highway in the sky.

Please perform an analysis of the SFO's and SJC's airplane noise complaints since 2012 to be included as part of the SCSC Roundtable work plan. The analysis should have a variety of queries and summary statistics that can correlate with other FAA data of traffic patterns and altitudes. Regular reports should result as well, that track key statistics from SFO and SJC, as SFO provides to the SFO Roundtable.

Sincerely,

Lissy Bland  
Palo Alto, CA 94306

**August 26, 2019**

**Name**

Darlene Yaplee

**Message**

Missing in Aug packet -- Fwd: Comments: Strategic Plan and Work Program

Hi Steve and Evan,

I did not see our email "Comments: Strategic Plan and Work Program" from myself and Marie-Jo Fremont dated August 9, 2019 in the SCSC Roundtable August meeting packet.

Page 286 of the meeting packet includes Chair Bernald's email acknowledging the August 9th email and I also received a confirmation email from the autoresponder.

Page 287 of the meeting packet includes Steve's email acknowledging another email (Support Community Representative which is in the packet page 265) when I did not get a confirmation email from the autoresponder.

I checked twice and did not see the August 9th email included in the August packet.

I appreciate you looking into this and republishing it if you confirm it was not included.

Thank you for your time and consideration.

Darlene and Marie-Jo

**August 26, 2019**

**Name**

Byron Bland

**Message**

Dear SCSC Round Table Members:

Ever since NextGen implemented new flight paths into SFO in March 2015, we have been living under a super highway in the sky.

Please perform an analysis of the SFO's and SJC's airplane noise complaints since 2012 to be included as part of the SCSC Roundtable work plan. The analysis should have a variety of queries and summary statistics that can correlate with other FAA data of traffic patterns and altitudes. Regular reports should result as well, that track key statistics from SFO and SJC, as SFO provides to the SFO Roundtable.

Best wishes,

Byron  
Byron Bland  
Fellow, Martin Luther King, Jr. Institute  
Senior Consultant,  
Stanford Center on International Conflict & Negotiation

**August 26, 2019**

**Name**

David Eichler

**Message**

Dear Roundtable,

I live in Woodside near Redwood City. I've noticed an increase in air traffic over my property during the past three months and in particular during the mid afternoon and early evening. On Sunday, August 25th I was in my backyard and later eating dinner and counted between 10-15 planes going overhead during a one or two hour period. This is too much and very annoying. Please divert planes over the bay or somewhere else. I didn't move to Woodside to have jet planes flying overhead.

Thank you,

Dave Eichler

**August 27, 2019**

**Name**

Michelle Wu

**Message**

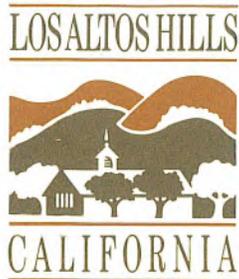
Include this letter for tomorrow's roundtable meeting

Hello,  
Please include attached letter from Los Altos Hills for tomorrow's Roundtable meeting.  
All the best,

- Michelle Wu  
Vice Mayor, Town of Los Altos Hills

**Attachment Summary**

**Airport Roundtable Letter 8-23-19.pdf**



August 23, 2019

The Honorable Mary-Lynne Bernald, Chair  
Santa Clara/Santa Cruz Counties Airport/Community Roundtable  
% Cities Association of Santa Clara County  
P.O. Box 3144  
Los Altos, CA 94024

Re: FAA Response Letter Dated July 26, 2019

Dear Chair Bernald and Members of the Roundtable:

Thank you for your efforts to make the Roundtable an effective venue to address and mitigate regional airplane noise issues. As you know, the Town of Los Altos Hills is among the communities heavily impacted by the FAA's NextGen flight procedures and the increased noise and volume of air traffic overflying the Peninsula to/from SFO. Representatives of the Town have attended multiple briefings from the FAA, participated in the Select Committee on South Bay Arrivals, and currently participate in the SCSC Roundtable.

Los Altos Hills has been working with others in our region for years to provide input and guidance to the FAA to help address the increased noise affecting our community. During the Select Committee process, the FAA chose not to offer any specific proposed solutions and instead asked the region to provide recommendations. In November 2016, after hearing many hours of public testimony from affected communities and the FAA's own technical experts, the Select Committee adopted a set of recommendations to the FAA which represent the regional consensus for airplane noise mitigation.

The Town of Los Altos Hills agrees with the sentiments expressed by Santa Cruz County Supervisor and Select Committee member Bruce McPherson in the Santa Cruz Sentinel on August 2, 2019: The FAA failed to sufficiently assess and inform affected communities of the greatly increased noise of the new SERFR procedure prior to its implementation in 2015. Furthermore, the FAA's new NextGen procedures unjustly imposed a significant noise impact on the communities living underneath SERFR. But it would be equally unjust to simply shift that NextGen noise burden to other communities in our region. **No community should have to suffer the near-constant noise impact which NextGen has brought to our region, and the FAA needs to design procedures which fix these noise problems.**

As the Town of Los Altos Hills reiterated to the FAA in our letters dated December 14, 2017 and June 21, 2019, and to Representative Anna Eshoo in our letter dated June 28, 2018, **the language adopted by the Select Committee in recommendation 1.2R1 (and the regional consensus**

26379 Fremont Road  
Los Altos Hills  
California 94022  
650/941-7222  
Fax 650/941-3160

**which it represents) is unambiguous: the recommendation to move the SERFR route is conditioned upon satisfying the nine noise mitigation criteria in 1.2R2.** The Select Committee recognized the potential harm of simply moving the current SERFR noise levels when it recommended the change to the ground track of the SERFR route, which is why the SC explicitly incorporated these criteria into that recommendation: to protect communities living near or under any revised flight path from the increased noise and volume of aircraft since the rollout of NextGen in our region.

In the days leading up to the final vote on this recommendation, the Select Committee received assurances during the proceedings from then-FAA Regional Administrator Glen Martin and his staff (either conveyed directly or on their behalf by Santa Cruz County Supervisor and Select Committee member John Leopold), that these nine noise mitigation criteria were all feasible. In casting the deciding vote to adopt these recommendations, former LAH Mayor and Select Committee member Gary Waldeck relied on these assurances of feasibility from the FAA, as well as those of Congresswoman Anna Eshoo that **“steps will not be taken to implement these changes without regional consensus”**.

Subsequent to the release of the Select Committee recommendations and final report (and only after the Select Committee disbanded), the FAA withdrew its earlier assurances and concluded that several of the nine noise mitigation criteria in 1.2R2 were “not feasible”. In response, former Mayor Waldeck made clear in his letter to the FAA that, had he known that some of these criteria were deemed infeasible by the FAA, he would have voted against 1.2R1—and it would not have passed without his vote.

**As the Town of Los Altos Hills is one of the few SCSC RT communities which has residents under the new path as well as the old one, we have a clear responsibility to protect both sets of residents. The Town of Los Altos Hills believes that any replacement of the SERFR route with a “BSR Overlay” will not honor the regional consensus on this issue if it shifts the ground track but fails to adhere to the SC’s nine required noise mitigation criteria.** In fact, previous letters sent to the FAA from the City and County of Santa Cruz on this issue have made clear that other communities are similarly concerned about the potential harm of this outcome.

**While the Town understands and supports the Roundtable’s decision to not reopen decisions of the Select Committee, we remind the Roundtable that this decision obligates it to support the Select Committee’s recommendations as-written and voted-upon.** As the successor body to the Select Committee, the SCSC Roundtable has an obligation to fairly represent the SC’s work and the regional consensus reflected in their final recommendations—especially given the contentious nature of this issue, and the extent to which it has divided communities in our region.

The legitimacy and effectiveness of the Roundtable depends on its ability to fairly represent all residents while working constructively with the FAA to achieve true noise reduction. If the Roundtable as a body fails to protect all the communities it represents, and especially if it protects the rights of some communities at the expense of others, the legitimacy and authority of the Roundtable as a regional venue for airplane noise issues will be permanently undermined.

The Honorable Mary-Lynne Bernald

August 23, 2019

Page 3

**For the record, the Town of Los Altos Hills does not support moving the SERFR route unless/until the FAA attests that it has designed a procedure which implements the SC recommendation as-written, including satisfying all nine noise mitigation criteria.** If the FAA wants community support for a different solution than that recommended by the Select Committee, it needs to engage in an open process, providing honest and detailed assessment of noise and other impacts of any such proposal, and seeking input from all affected communities.

We stand ready to work with the region and the FAA to achieve true noise reduction to pre-NextGen levels.

Sincerely,



Roger Spreen

Mayor, Los Altos Hills, CA

cc: Los Altos Hills City Council  
cc: Representative Anna Eshoo  
cc: Representative Jimmy Panetta  
cc: Representative Jackie Speier  
cc: Santa Clara County Supervisor Joe Simitian  
cc: FAA Administrator Stephen Dickson  
cc: FAA Deputy Administrator Daniel Elwell  
cc: FAA Regional Administrator Raquel Girvin  
cc: Los Altos Town Crier  
cc: Palo Alto Weekly  
cc: San Jose Mercury News  
cc: Santa Cruz Sentinel

**August 27, 2019**

**Name**

Faviola Garcia

**Message**

June 25, 2019 Letter from Alastair Fyfe

Hi Steve, it was nice talking with you. I appreciate your suggestion to send all of the signed letters to Mary-Lynne for distribution to the original co-signers. I am working on an email package to transmit them. Our staff is working on renaming them so that they are easily identified.

In the meantime, I received the status of Mr. Fyfe's letter. It appears that it went out while I was away, on or around August 6th and I've attached it here. I will include it in the transmittal to MLB and to the SCSC email, w/cc's to Congressional offices as soon as the package is ready.

Thank you and see you tomorrow!

Favi-  
Faviola Garcia  
Senior Advisor  
Federal Aviation Administration  
Office of the Regional Administrator

**Attachment Summary**

**20190827\_F\_Garcia\_FAA\_Final Response AWP-1-20190711-Mary-Lynne Bernald-Alastair Fyfe.pdf**



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

August 6, 2019

Mary-Lynne Bernald  
Chairperson  
Santa Clara/Santa Cruz Counties Airport/Community Roundtable  
PO Box 3144  
Los Altos, CA 94024

Dear Ms. Bernald:

Thank you for the email regarding a letter the Santa Clara/Santa Cruz Counties Airport/Community Roundtable received on June 25, 2019, from a member of the public, Mr. Alastair Fyfe. His letter addressed recommendations made in the 2016 Select Committee Final Report and nine criteria in designing the new route, and you asked for the Federal Aviation Administration's (FAA) position on these nine criteria and the development of the BIG SUR (BSR) Overlay.

The Phase Two Report recommended that the SERFR flight path be moved to the historical path flown to BSR. The Select Committee approved with an eight to four vote. The FAA initially determined that such a procedure was operationally feasible. However, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements. A Full Working Group convened June 4-5, 2019, and included all affected stakeholders with regard to this procedure. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

Thank you for this opportunity to answer your inquiry.

Sincerely,

Raquel Girvin  
Regional Administrator

**August 27, 2019**

**Name**

Faviola Garcia

**Message**

Aug. 27th 2019 FAA Response to 23 Questions Submitted

Hello Mary-Lynne,

I'm happy to provide answers to the combined 23 questions submitted in letters dated April 10th and May 13, 2019. You will find the cover letter in the attachments above named, AUG 27 FAA Response to SCSC Apr 10 and May 13 2019 letter.pdf. Please open that attachment first, there should be a total of 7 items attached to this email (including the cover letter).

- CATEX (Question 4: April 10, 2019, letter)
- PIRAT STAR Google Earth depiction (Question 4: May 13, 2019, letter)
- February 22, 2019, FAA response letter to Palo Alto (Question 12: May 13, 2019, letter)
- May 20, 2019, FAA response letter to Palo Alto (Question 12: May 13, 2019, letter)
- May 24, 2019, FAA response letter to Mountain View and Los Altos (Question 12: May 13, 2019, letter)
- Gantt chart (Question 6: April 10, 2019, letter) Please note that Gantt chart is slide 3 in the Jun 26 presentation file named SCSC Briefing for Public Roundtable Meeting June 26th.
- FAA presentation from the June 26, 2019, meeting - Five slides

We appreciate your patience as we are working diligently to get through various correspondence requests.

Please let me know if you have any questions.

I look forward to seeing you tomorrow.

Favi-  
Faviola Garcia  
Senior Advisor  
Federal Aviation Administration  
Office of the Regional Administrator

**Attachment Summary**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC Apr 10 and May 13 2019 letter.pdf**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC\_Attach 1\_CATEX\_20180925\_KSJC\_LOUPE\_IFPAbbrev**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC\_Attach 2\_Briefing Public Roundtable June26mtg**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC\_Attach 3\_PIRAT STAR\_Google Earth Depiction**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC\_Attach 4\_Final Response\_Palo Alto\_02.22.19**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC\_Attach 5\_Final Response\_Palo Alto\_05.20.2019**

**20190827\_F\_Garcia\_FAA\_AUG 27 to SCSC\_Attach 6\_Final Response\_Mtn View\_Los Altos\_05.24.2019**



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**AUG 27 2019**

Ms. Mary-Lynne Bernald  
Chairperson  
Santa Clara/Santa Cruz Counties Airport/Community Roundtable  
PO Box 3144  
Los Altos, CA 94024

Dear Ms. Bernald:

Thank you for your letters dated April 10, 2019, and May 13, 2019, in which you asked 23 questions regarding numerous Northern California procedures and processes.

Below are the Federal Aviation Administration (FAA) responses to the eight questions listed in your April 10, 2019, letter:

Question 1: *Why is the LOUPE Four IDP being replaced?*

FAA Response: The LOUPE FOUR was amended to the LOUPE FIVE because some pilots who manually flew the procedure were inadvertently turning onto the San Jose Very High-Frequency Omnidirectional Range with Distance Measuring Equipment (SJC VOR/DME) 340° degree radial northbound without Air Traffic Control (ATC) clearance, due to the plan view graphic they found confusing. The objective of the amendment to the procedure, renamed the LOUPE FIVE, is to add clarity for pilots to help ensure they continue southbound until they receive instructions from ATC, rather than turning northbound on their own.

Question 2: *Why is the LOUPE FIVE IDP an improvement on the LOUPE FOUR IDP?*

FAA Response: The LOUPE FIVE adds a named fix (BLNCH), as well as clarity to the course instructions that will keep aircraft on a southerly heading until it is safe for the aircraft to be turned back to the north via ATC instruction.

Question 3: *What environmental analysis was performed to evaluate the potential impacts of the LOUPE FIVE IDP?*

FAA Response: The FAA performed an environmental analysis of the proposed action. The FAA determined the LOUPE FIVE is a categorically excluded action pursuant to the National Environmental Policy Act (NEPA) and FAA Order 1050.1F. The FAA evaluated the proposed action and a Categorical Exclusion (CATEX) was issued.

Question 4: *Please provide a copy of the environmental analysis to the SCSC Roundtable for its review.*

FAA Response: The FAA conducted the NEPA analysis with assistance from the Instrument Flight Procedure Environmental Pre-Screening Filter (Filter). According to FAA Order 7400, Chapter 32, the Filter can assist the FAA in determining the appropriate level of environmental documentation after reviewing the results. It was determined a CATEX was the appropriate level of environmental documentation based on the Filter results, proposed action details, and other environmental review information used in the NEPA analysis. The NEPA analysis for the LOUPE FIVE was completed and a CATEX (attached) was issued.

Question 5: *What is the FAA's process for developing new or replacement arrival and departure procedures?*

FAA Response: The process and timeline were provided in the Phase Two response to the Select Committee (SC) and the San Francisco International Airport (SFO)/Community Roundtable (SFO Roundtable) recommendations, as well as the FAA's response to the San Jose International Airport (SJC) Ad Hoc Committee on South Flow Arrivals' (SJC Ad Hoc Committee) recommendations.

Question 6: *Is there a Gantt chart of this process that the FAA can share with the SCSC Roundtable?*

FAA Response: A Gantt chart (attached) was presented to the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) on June 26, 2019, by the Western-Pacific Regional Office.

Question 7: *Would the FAA give a presentation on this process at a future SCSC Roundtable Meeting?*

FAA Response: This presentation (attached) was given at the June 26, 2019, meeting.

Question 8: *Would the FAA be able to regularly update the SCSC Roundtable on future proposed procedures within the airspace of its member cities and counties?*

FAA Response: The FAA cannot commit to briefing every procedure change/amendment; however, individuals may sign up for notifications of procedure amendments and track their status on the Instrument Flight Procedures (IFP) Information Gateway at: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/procedures/](https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/).

Below are the FAA responses to the 15 questions listed in your May 13, 2019, letter:

Question 1: *What is FAA's timeline to identify, design, and implement flight procedures?*

FAA Response: The process and timeline were provided in the Phase Two response to the SC and the SFO Roundtable recommendations, as well as the FAA's response to the SJC Ad Hoc Committee's recommendations.

Question 2: *Please provide the Roundtable with a map that shows the LOUPE FIVE departure procedure on the ground, that depicts the communities that will be overflowed, and the relevant changes in flight track locations, aircraft altitudes, and aircraft noise exposure also on the ground.*

FAA Response: A map with flight tracks of both the LOUPE FOUR and LOUPE FIVE procedures was provided to the SCSC Roundtable during the May 22, 2019, meeting. The SJC airport can also provide information on aircraft operations in the area.

Question 3: *Where does a member of the public find a depiction of the LOUPE FIVE IDP (or any other proposed procedure) on street map which shows the cities along the route and shows the change in aircraft noise exposure on the ground from the old procedure to the new procedure?*

FAA Response: The FAA does not maintain a publicly accessible database that displays such information. SJC airport is a good source of information regarding operations such as this. In general, and depending on the level of environmental review required by applicable FAA Orders and Federal Regulations, the FAA does not show or maintain a database of the changes in noise exposure following the implementation of flight procedures.

Question 4: *On a publicly accessible website, please provide a depiction of the PIRAT TWO STAR on street map which shows the cities along the route and shows the change in aircraft noise exposure on the ground from the old procedure to the new procedure.*

FAA Response: A depiction of the PIRAT Standard Terminal Arrival Route (STAR) over Google Earth is attached to this document. No depiction of noise exposure on the ground was created. However, potential noise impacts were considered during the required environmental review.

Question 5: *Please explain how the PIRAT TWO STAR flight procedure changes implement the Select Committee's recommendation to keep aircraft at 8,000 feet MSL over the Woodside VOR when safety permits.*

FAA Response: Prior to the implementation of the PIRAT STAR, oceanic arrivals to SFO and Oakland International Airport (OAK) were brought in one of two ways: 1) via the private tailored arrival, or 2) via ATC instruction to cross the PIRAT waypoint and subsequently Woodside VOR (OSI) (most OAK arrivals were vectored north prior to reaching OSI). The SC recommended aircraft at OSI be restricted to 8,000 feet Mean Sea Level (MSL) (SC Recommendation 2.3, R1). The SC also recommended revision of the private tailored arrival so it, too, would be restricted to cross OSI at 8,000 feet MSL (SC Recommendation 2.3, R2). The FAA chose to combine the two arrival methods (the tailored arrival and ATC instruction) by creating the public PIRAT STAR, which restricts all oceanic aircraft assigned to the procedure to cross the ARGGG waypoint at 8,000 feet MSL. ARGGG and OSI are within approximately 100 feet of each other over the ground.

Question 6: *How will aircraft be routed after leaving the ARGGG waypoint, what communities will they flyover, and at what altitudes will aircraft be over each community?*

FAA Response: Prior to the implementation of the PIRAT STAR, oceanic aircraft arriving at OSI, and not on the tailored arrival, departed OSI heading 060° at 8,000 feet MSL. ATC would then assign radar vectors to the assigned instrument approach. The PIRAT STAR has not changed this, other than OSI has been replaced with the ARGGG waypoint. Altitudes and flight paths between ARGGG and the assigned instrument approach remain unchanged.

Question 7: *Was the PIRAT TWO arrival procedure proposed previously in another form and was it rejected?*

FAA Response: Prior to the PIRAT TWO was the PIRAT ONE (each amendment to a procedure upticks the number). The PIRAT ONE was not rejected: it was published on February 28, 2019, and immediately made unavailable for safety considerations due to the absence of an altitude restriction at the PIRAT waypoint. The PIRAT TWO corrected this when it was published on April 25, 2019. On May 15, 2019, it was discovered the altitude restriction of at or below 15,000 feet MSL at the PIRAT waypoint created conflicts with aircraft departing the Bay Area airports. As such, the PIRAT STAR is currently being used for lateral guidance only. Vertical guidance for all oceanic aircraft is provided via ATC instruction.

Question 8: *What are the Record of Decision dates for PIRAT ONE and PIRAT TWO STARs? If there are none, what starts the 60-day clock for filing a formal petition for review?*

FAA Response: The FAA signed a Record of Decision (ROD) for the PIRAT ONE STAR on July 17, 2018; a CATEX/ROD was not issued for PIRAT TWO because the FAA only corrected a charting error. Your second part of question 8 seeks a legal opinion as to what FAA action may trigger the 60-day clock to file a petition for review if the FAA does not issue a ROD. Please know that the FAA cannot provide legal opinions to outside parties. If your members have such legal questions, they should address them to their respective legal representatives.

Question 9: *What was the FAA's success criteria that was used to develop the PIRAT TWO STAR and was that success achieved?*

FAA Response: FAA Order 7100.41 governs the process by which Performance Based Navigation procedures are created. Procedures published as a result of this process are, by definition, viewed as successful. However, as noted above, a problem was found with the PIRAT STAR and it is currently being reviewed during the standard Post-Implementation and Analysis Review period.

Question 10: *What is the impact to noise and people on the ground as a result of the implementation of the PIRAT TWO STAR?*

FAA Response: A noise pre-screening was conducted for PIRAT ONE, and there were no lateral changes in ground tracks for the PIRAT TWO STAR, as it was only a correction of altitude. The PIRAT TWO altitude modification occurred at the PIRAT waypoint which is located over water; this type of change over water does not typically impact noise and people on the ground.

Question 11: *Where is the publicly accessible link that would allow the community to see the change in noise impacts on the ground from the PIRAT ONE to the PIRAT TWO STAR especially after the ARGGG waypoint?*

FAA Response: The FAA does not maintain a publicly accessible database of noise/environmental graphics. The procedure amendment was analyzed during the required environmental review that included potential noise impacts.

Question 12: *Please provide responses to letters previously provided to the FAA by Mountain View, Los Altos, and Palo Alto (attached) regarding the PIRAT TWO STAR.*

FAA Response: Attached are the FAA responses to the Mountain View, Los Altos, and Palo Alto letters that were included with your May 13, 2019, letter – with the exception of our response to the May 6, 2019, Palo Alto letter, which has not yet been signed.

Question 13: *What were the previous procedures that individual airlines were using that are being replaced by the PIRAT TWO STAR?*

FAA Response: Only a few select airlines had access to the private tailored arrival. The remaining aircraft arrived via ATC instruction over the PIRAT waypoint at 10,000 feet MSL, followed by OSI at 8,000 feet MSL. OAK arrivals were typically vectored north prior to reaching OSI.

Question 14: *What is the likelihood that flights using the PIRAT TWO STAR will be vectored either up or down the San Francisco Peninsula and what is the impact of that vectoring on the communities under the expected vectored tracks?*

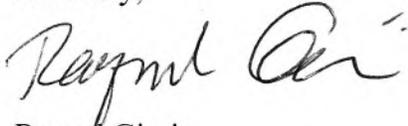
FAA Response: Prior to the implementation of the PIRAT STAR, oceanic aircraft arriving at OSI, and not on the tailored arrival, departed OSI heading 060° at 8,000 feet MSL. ATC would then assign radar vectors to the assigned instrument approach. The PIRAT STAR has not changed this, other than OSI has been replaced with the ARGGG waypoint. Altitudes and flight paths between ARGGG and the assigned instrument approach remain unchanged.

Question 15: *Please provide the SCSC Roundtable with environmental analysis that was performed to evaluate the potential impacts of the PIRAT TWO STAR.*

FAA Response: A CATEX/ROD was signed July 17, 2018, for the PIRAT ONE STAR. The ROD considered the FAA's Initial Environmental Review that was completed for the PIRAT ONE STAR (part of a multiple procedure evaluation). Because the PIRAT TWO STAR corrected a charting error by inserting "at or below crossing altitude of 15,000 feet MSL at PIRAT waypoint," an additional environmental review was not conducted.

Although the FAA may not have publicly available databases or repositories for specific items requested, I want to reiterate that you may make specific requests within our established process and we will try to provide you with the information. Thank you for this opportunity to answer your inquiries.

Sincerely,



Raquel Girvin  
Regional Administrator

7 Attachments:

CATEX

Gantt chart

FAA presentation from the June 26, 2019, meeting

PIRAT STAR Google Earth depiction

February 22, 2019, FAA response letter to Palo Alto

May 20, 2019, FAA response letter to Palo Alto

May 24, 2019, FAA response letter to Mountain View and Los Altos

cc: Congresswoman Anna G. Eshoo  
Congressman Jimmy Panetta  
Congressman Ro Khanna



# Federal Aviation Administration Categorical Exclusion Declaration

<b>Date:</b> 09/25/2018
<b>IFP: Thompson, Kyle (kyle.thompson@faa.gov)</b>
<b>Airport Contact: N/A</b>
<b>Request ID:</b> KSJC_180911_44 <b>Single or Multiple Procedure:</b> Multiple <b>Procedure Name(s):</b>  LOUPE DEPARTURE  <b>Procedure Request Description:</b>  LOUPE DEPARTURE will be changed from "turn right heading 123°. Expect vectors to SJC VOR/DME," to "turn right on heading 090 and on OAK R-120 to NEWFIX (OAK 120/27), then turn right heading 180°. Expect vectors to SJC VOR/DME..." Additionally, a CHART NOTE will be added to state: "Do not turn Direct SJC or intercept SJC R-340 until instructed to do so by ATC."

<b>Declaration of Exclusion:</b> The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.
<b>Basis for this Determination:</b> This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.
<b>The applicable Categorical Exclusion is:</b>  <b>5-6.5.k:</b> Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)
<b>The above flight procedure has been developed within the accepted parameters.</b>
<b>Concurrence/Reviewed By:</b> Signed by: Katherin Matolcsy, Leidos, NISC III Contract Support Signed for: Marina Landis, Environmental Protection Specialist, WSC/OSG

Date: _____
Title: _____
Approved By: _____
Date: _____
Title: _____

**Presented to  
the SCSC  
Roundtable  
June 26, 2019**

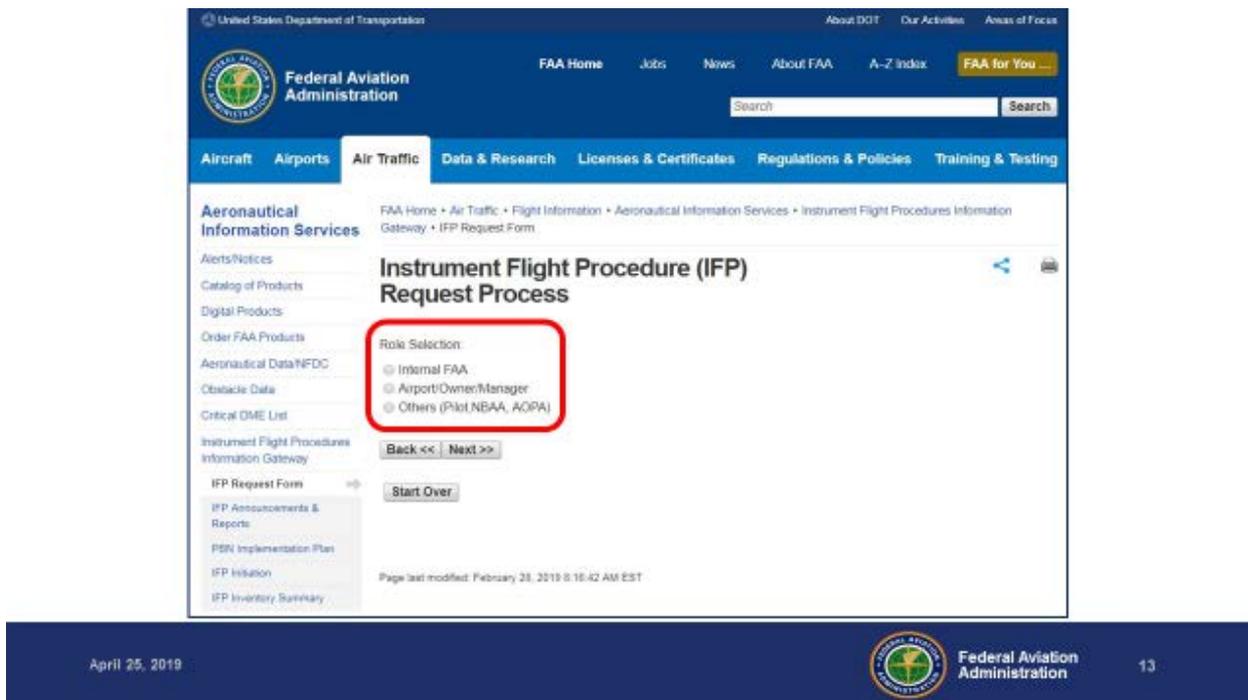


**Federal Aviation  
Administration**

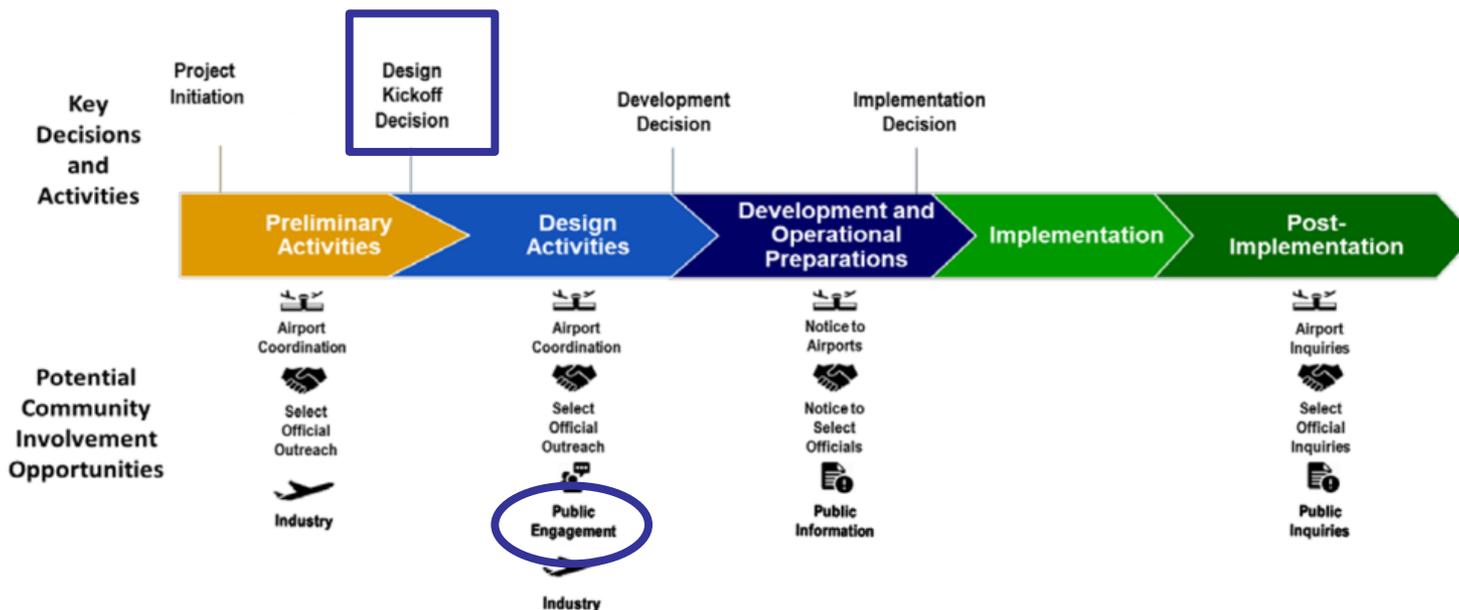


**Federal Aviation  
Administration**

- IFP Gateway process precedes IFP design and development processes defined in FAA O: 8260.43 and ATO O: 17100.41



# Performance Based Navigation Process Timeline



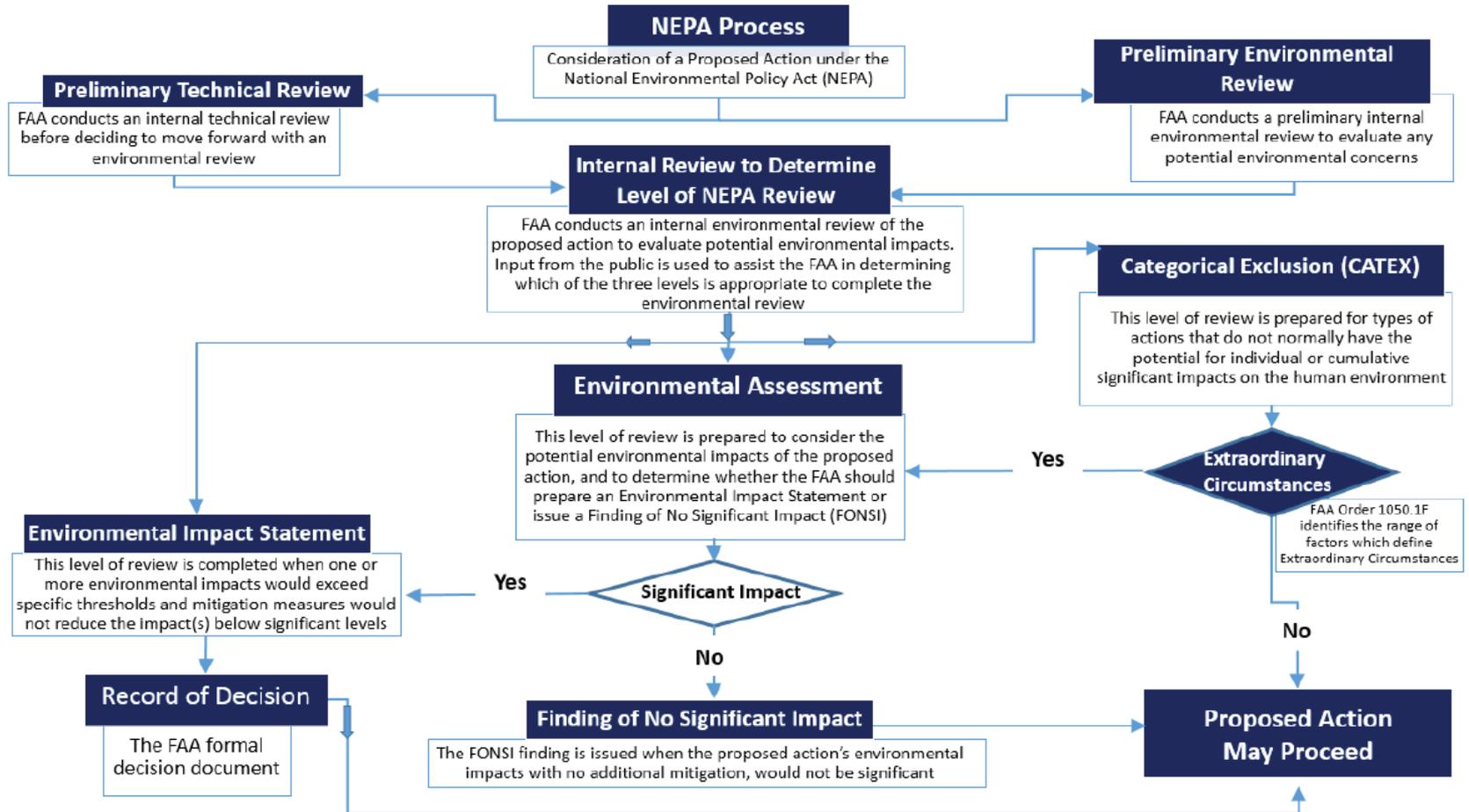
*Note: The need for and level of engagement will vary based on project circumstances*

- Any changes made to RNAV procedures are contingent upon successful completion of the JO 7100.41 Performance Based Navigation (PBN) process.



# Environmental Review Process

This chart shows the environmental steps the FAA would follow if the agency develops any of the conceptual changes



# FAA Response and Updates to Select Committee Recommendations



Federal Aviation  
Administration

NorCal Update  
December 2018

FAA Initiative to Address Noise Concerns of  
Santa Cruz/Santa Clara/San Mateo/San Francisco  
Counties

## FURTHER UPDATE ON PHASE TWO

Compiled at the Requests  
of Representatives Farr (Panetta),  
Eshoo and Speier

December 2018

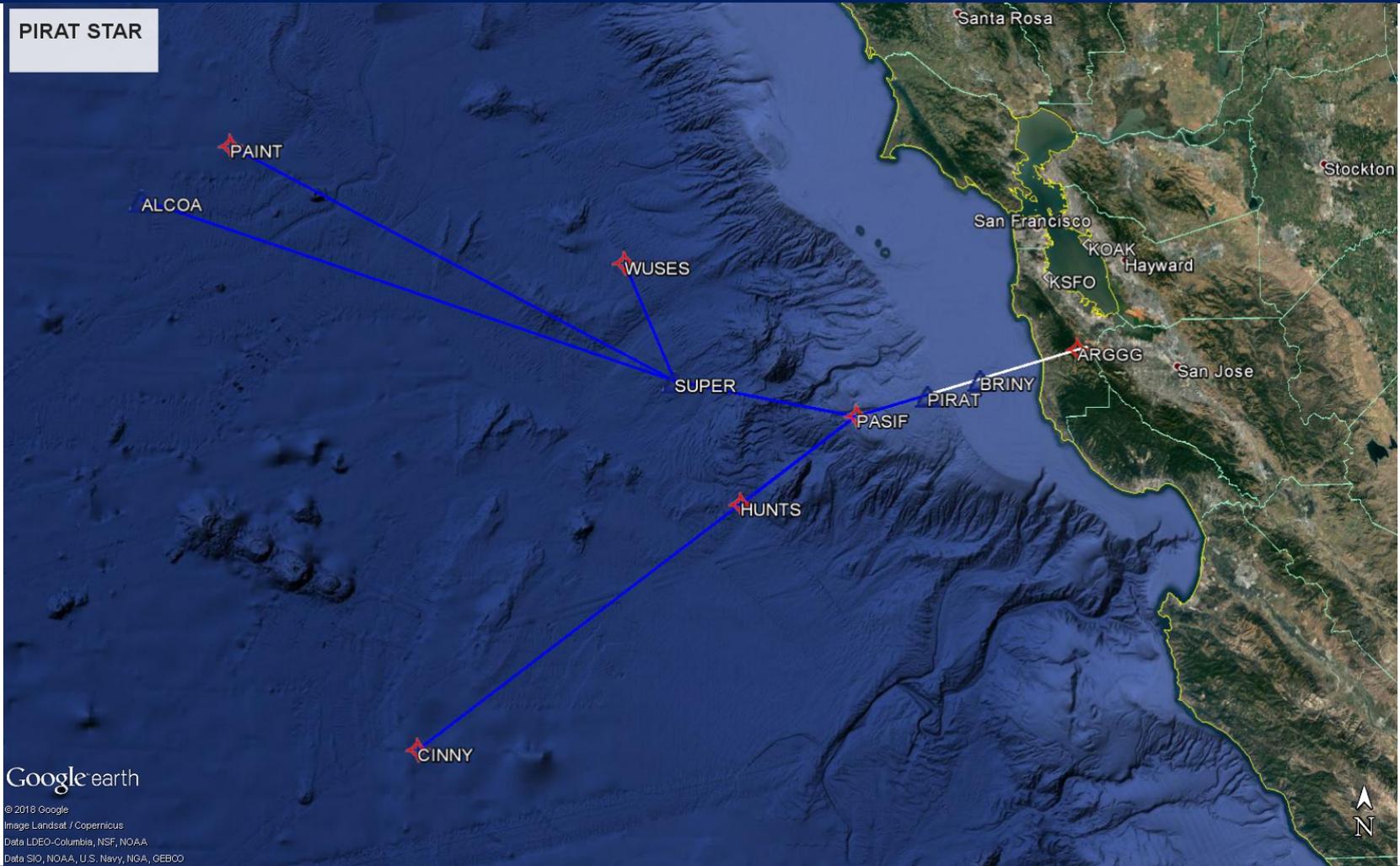
- **FAA Initial Response Nov. 2017**
- **April 2018**
- **December 2018**
- **April 2019**
- **Summer 2019 (pending)**



Federal Aviation  
Administration

# PIRAT STAR

PIRAT STAR



Google earth

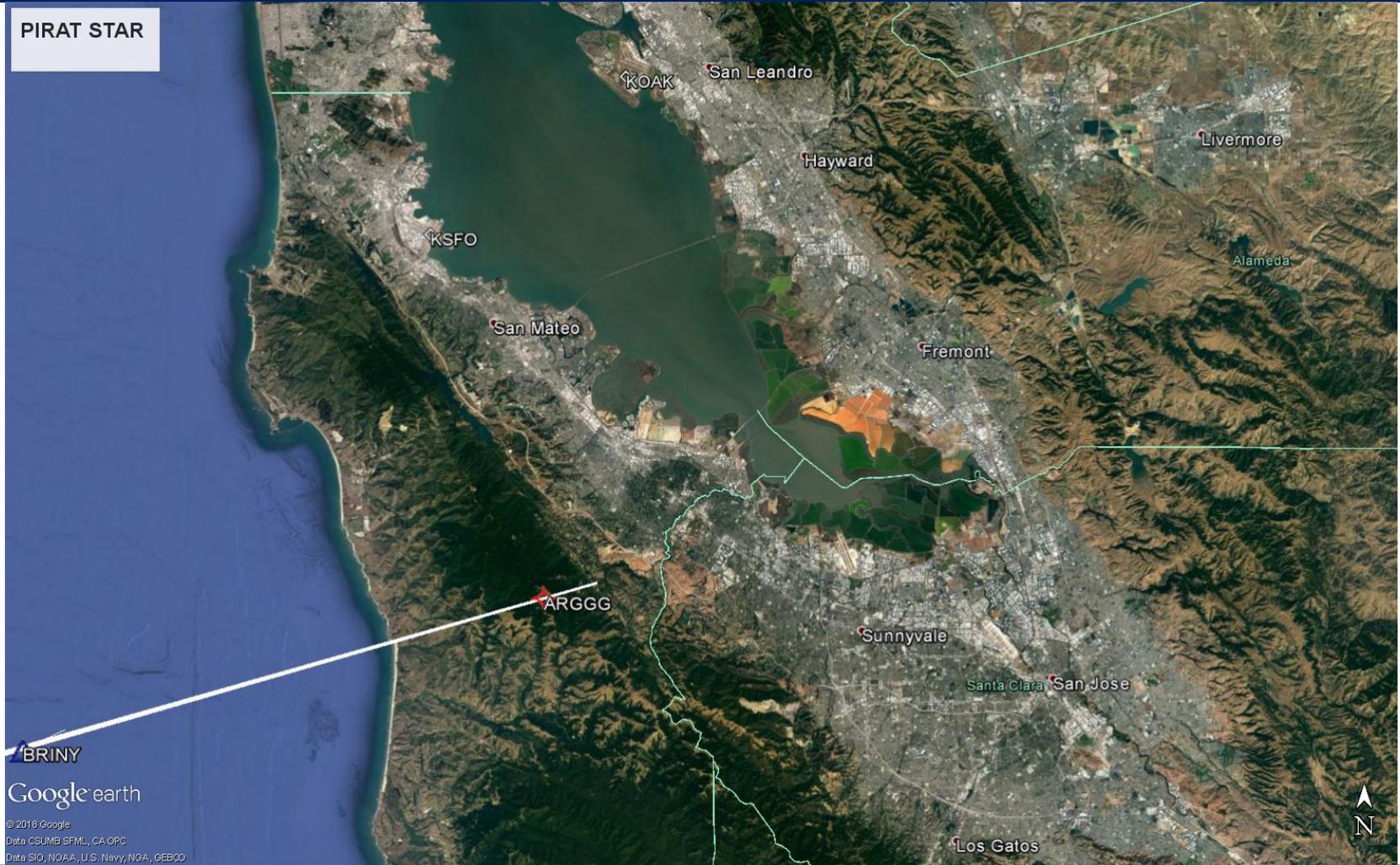
© 2018 Google  
Image Landsat / Copernicus  
Data LDEO-Columbia, NSF, NOAA  
Data SIO, NOAA, U.S. Navy, NGA, GEBCO



Federal Aviation  
Administration

# PIRAT STAR

PIRAT STAR



BRINY

Google earth

© 2010 Google  
Data CSUMB SFML, CA OPC  
Data SIO, NOAA, U.S. Navy, NGA, GEBCO



Federal Aviation Administration





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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

*closed*

February 22, 2019

The Honorable Eric Filseth  
Mayor of the City of Palo Alto  
P.O. Box 10250  
Palo Alto, CA 94303

Dear Mayor Filseth:

This is in response to former Mayor Liz Kniss' letter dated November 13, 2018, regarding the proposed PIRAT Standard Terminal Arrival Route (STAR). This letter identifies a number of concerns that we have addressed below.

### **Community Engagement**

During the spring of 2016, U.S. Representatives Eshoo, Speier, and Farr designated local representatives to serve on a Select Committee to address community noise concerns. The 12 representatives were elected officials from Santa Cruz, Santa Clara, San Mateo and San Francisco Counties and were chosen, in part, to facilitate community involvement within their respective districts. The development of the PIRAT STAR is in response to the Select Committee recommendation 2.3-2, which stated, "The Select Committee recommends revision of the Woodside Omni-directional Radio Range (VOR) Ocean Tailored Arrival to honor the existing noise abatement procedure to cross the Woodside VOR at 8,000 feet."

Since this recommendation was voted upon unanimously by the Select Committee, on behalf of their constituents, community engagement was completed through 3 community meetings, 10 working meetings (hosted by the City of Palo Alto), and 5 technical briefings. In addition, this proposed action was part of the FAA Initiative Phase 2 and included in multiple updates provided to the 3 Congressional Representatives.

The development of the PIRAT STAR is in compliance with FAA Order 7400.2, Appendix 10, Community Involvement Policy which states "to promote an active public role to minimize potential adverse community reaction to agency plans that are necessary for safe, effective, and environmentally responsible management of our airspace."

### **Freedom of Information Act (FOIA) Request**

The FAA received a FOIA request from Peter J. Kirsch, Kaplan Kirsch & Rockwell, dated October 29, 2018, for records related to the PIRAT STAR. In response, the FAA sent Mr. Kirsch an acknowledgment e-mail on November 2, 2018. This communication was followed by a request for fee concurrence on November 14, 2018, followed by telephone call to the requester that was returned on December 12, 2018, regarding the scope of the request. The FAA is currently reviewing records responsive to the request.

### **Ambiguity of Vectoring Route, Altitudes and Impacts**

The PIRAT STAR would be used by eastbound aircraft approaching San Francisco International Airport (SFO) and Metropolitan Oakland International Airport (OAK) over the ocean. It would overlay and replace the current Pacific 2 Tailored Approach, which arrives at the Woodside VOR (OSI). The PIRAT STAR would end at the ARGGG waypoint, located approximately 100 feet west of OSI along the existing track. Currently, aircraft cross the OSI at 6,000 feet mean sea level (MSL). However, aircraft would cross the ARGGG waypoint at 8,000 feet MSL on the PIRAT STAR. After ARGGG, aircraft would be vectored to final and into the arrival sequence. We anticipate SFO and OAK oceanic arrivals will follow the same ground track as they do today, including being vectored after the OSI. Due to the dynamic nature of air traffic control, there may be times where aircraft will be at varying altitudes, as they are today, to ensure safe operations into SFO and OAK. There are a number of factors including which runways are in use, air traffic volume, and weather conditions that may impact the path an aircraft takes even when flying a particular route.

### **Impacts of Increased Volume**

As with every procedure that the FAA implements, the PIRAT STAR was designed utilizing established criteria and has undergone operational, as well as safety evaluations to ensure compatibility within the airspace. The PIRAT STAR would be a public procedure for SFO and OAK, available to any airline that has aircraft that are properly equipped, and crews that are suitably trained and certified to fly it. The Pacific 2 is only available to certain airlines. Oceanic arrivals that currently cannot use the Pacific 2 are vectored to simulate the Pacific 2 flight track to the OSI or another point on the final approach. We anticipate more aircraft will likely use the PIRAT STAR than the Pacific 2 TA. However, the increased volume of oceanic arrivals is generated by the demand at SFO or OAK. Therefore, the FAA defers to SFO or OAK to address the potential increase in oceanic arrivals.

### **Environmental Impacts**

As stated above, the PIRAT STAR is an overlay of the Pacific 2 TA and the current routes flown by oceanic arrivals into SFO and OAK and represents a Proposed Action. The three levels of review under NEPA are Categorical Exclusion (CATEX), Environmental Assessment (EA), and Environmental Impact Statement (EIS). A CATEX refers to a category of actions that the FAA has determined, based on previous experience, does not individually or cumulatively have a significant effect on the human environment except in extraordinary circumstances. The presence of extraordinary circumstances would preclude the use of a CATEX and would merit additional review required in an EA or EIS. A CATEX does not constitute a NEPA review waiver or exemption; rather, it is a level of NEPA review and compliance. FAA Order 1050.1F, Section 5-6.5, Categorical Exclusions for Procedural Actions includes the list of CATEXs involving establishment, modification, or application of airspace and air traffic procedures. Extraordinary circumstances are factors or circumstances in which a normally categorically excluded action may have a significant environmental impact that then requires further analysis in an EA or EIS.

For FAA proposed actions, extraordinary circumstances exist when the proposed action involves any of the circumstances described in Order 1050.1F, Paragraph 5-2(b) and has the potential for a significant impact. The determination of whether a proposed action may have a significant environmental impact under NEPA is made by considering the relevant environmental impact categories and comparing impacts to the FAA's thresholds of significance, where applicable, as well as any other relevant federal laws and statutes, Executive Orders, and regulations as outlined in FAA Order 1050.1F. The following factors, were considered when we evaluated the proposed PIRAT STAR:

- An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended, 54 U.S.C. §300101 et seq.
- An impact on properties protected under Section 4(f) of the Department of Transportation Act.
- An impact on natural, ecological, or scenic resources of Federal, state, tribal, or local significance.
- An impact on noise levels of noise sensitive areas.
- An impact on air quality.
- Impacts on the quality of the human environment that are likely to be highly controversial on environmental grounds.
- Likelihood to directly, indirectly, or cumulatively create a significant impact on the human environment.

During evaluation of the proposed PIRAT STAR, it was found that no extraordinary circumstances existed that would preclude the use of a CATEX to satisfy NEPA requirements. Therefore, the FAA completed a CATEX on the proposed PIRAT STAR and will publish the new procedure on February 28, 2019.

In closing, the FAA is committed to continuing its collaborative work with the SFO roundtable, the Select Committee's final recommendations, and Members of Congress to address a wide range of concerns. However, the FAA's participation in SFO Roundtable sessions, our responses to SFO/Select Committee recommendations, as well as this communication do not constitute a final decision of the FAA or reopen the FAA's August 7, 2014, Environmental Assessment or reopen the FAA's August 7, 2014, final decision for the NorCal Optimization of Airspace and Procedures in the Metroplex. Any changes to procedures would be a new action and must be subjected to safety and environmental reviews.

If I can be of further assistance, please contact me or Philip Newman, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,



Raquel Girvin  
Regional Administrator

## Cc:

Hon. Kamala D. Harris, U.S. Senate

Hon. Dianne Feinstein, U.S. Senate

Hon. Anna G. Eshoo, U.S. House of Representatives

Ivar C. Satero, Director of San Francisco International Airport

Bryant L. Francis, Oakland International Airport



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

Mission Support Services  
800 Independence Avenue, SW.  
Washington, DC 20591

**MAY 20 2019**

The Honorable Eric Filseth  
Mayor of the City of Palo Alto  
P.O. Box 10250  
Palo Alto, CA 94303

Dear Mayor Filseth:

Administrator Daniel Elwell asked me to respond to your letter regarding a request to extend the comment period for the PIRAT TWO STAR procedure, which closed on March 29, 2019. The Federal Aviation Administration (FAA) appreciates your concern and continued advocacy on behalf of your constituents.

This particular comment period was the deadline for civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors to submit technical aeronautical comments regarding the procedure, not as part of the FAA's environmental review process. The comment period for the environmental review was completed in the form of a Categorical Exclusion/Record of Decision (CATEX/ROD) on July 17, 2018. The CATEX/ROD was published to the FAA Community Involvement websites listed below for public review on February 22, 2019.

[https://www.faa.gov/nextgen/nextgen\\_near\\_you/community\\_involvement/sfo](https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/sfo)  
[https://www.faa.gov/nextgen/nextgen\\_near\\_you/community\\_involvement/oak](https://www.faa.gov/nextgen/nextgen_near_you/community_involvement/oak).

Furthermore, the publishing of the PIRAT TWO STAR procedure on April 25, 2019, was in response to the immediate deactivation of the recently published PIRAT ONE STAR on February 28, 2019, due to information unintentionally left off the procedure. The only difference between the PIRAT ONE and PIRAT TWO STAR is an altitude restriction at the PIRAT waypoint.

In your letter, you noted a concern about the proposed implementation of the PIRAT TWO STAR in the Northern California airspace. The FAA developed this arrival route in response to a unanimous recommendation from the 12-member Select Committee on South Bay Arrivals. The recommendation stated that, "The Select Committee recommends revision of the Woodside VOR ocean tailored arrival to honor the existing noise abatement procedure to cross the Woodside VOR at 8,000 feet." The FAA carried out this recommendation and raised the altitude of oceanic aircraft, within the vicinity of the Woodside VOR (OSI), now known as ARGGG waypoint, to 8,000 feet Mean Sea Level (MSL). Beyond this waypoint, aircraft will be radar vectored to join the approach course and will follow a ground track similar to the one used prior to the publication of the PIRAT STAR.

The FAA prepared a final environmental review to assess the potential environmental impacts of the PIRAT STAR procedure, per the National Environmental Policy Act (NEPA), and found that a CATEX was sufficient given the degree of change. Oceanic aircraft have been arriving over OSI and radar vectored for many years. The FAA does not anticipate this action will cause the number of oceanic aircraft over Palo Alto or its neighboring communities to change.

The FAA remains committed to working collaboratively with communities to address a wide range of issues. We will continue to work to ensure the safety and efficiency of the National Airspace System while maintaining transparency regarding airspace changes and being cognizant of potential impacts to communities.

In closing, this communication does not constitute either a final decision of the FAA or a reopening of the FAA's August 7, 2014, final decision for the Northern California (NorCal) Optimization of Airspace and Procedures in the Metroplex (OAPM).

We appreciate the opportunity to address your concerns. If we can be of further assistance, please contact Philip Newman, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,



Angela R. McCullough  
Vice President, Mission Support Services  
Air Traffic Organization



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

May 24, 2019

The Honorable Lynette Lee Eng  
Mayor of the City of Los Altos  
Los Altos City Hall  
1 North San Antonio Road  
Los Altos, California 94022

Dear Mayor Lee Eng:

This letter is in response to former Mountain View Mayor Leonard Siegel's and former Los Altos Mayor Jean Mordo's letter dated November 13, 2018, addressed to Ms. Kim Stover, former Director, Air Traffic Operations. In the letter, there are concerns raised about the PIRAT arrival route on behalf of the citizens of Mountain View and Los Altos. The Federal Aviation Administration (FAA) appreciates your concern and continued advocacy on behalf of your constituents through your participation in the Santa Clara Santa Cruz (SC|SC) Counties Airport Community Roundtable.

Ms. Stover is now in a new position and I am pleased to respond to you on behalf of the FAA.

The FAA developed the PIRAT arrival route in response to a unanimous recommendation from the 12-member Select Committee on South Bay Arrivals. The recommendation stated that, "The Select Committee recommends revision of the Woodside Very High Frequency Omnidirectional Range (VOR) Ocean tailored arrival to honor the existing noise abatement procedure to cross the Woodside VOR at 8,000 feet." The FAA carried out this recommendation and raised the altitude of oceanic aircraft within the vicinity of the Woodside VOR (OSI), now known as the ARGGG waypoint, to 8,000 feet Mean Sea Level. Beyond this waypoint, aircraft are radar vectored to join the approach courses and will follow ground tracks similar to the ones used prior to the publication of the PIRAT.

As explained by FAA representatives at several San Francisco Roundtable meetings, oceanic aircraft have been arriving over OSI and have been radar vectored for many years. The FAA does not anticipate the number of oceanic aircraft over Palo Alto or its neighboring communities to change with the implementation of the PIRAT.

The FAA conducted an environmental review of PIRAT under the National Environmental Policy Act (NEPA), 42 U.S.C. section 4321 *et seq.*, and the agency signed the Categorical Exclusion/Record of Decision (CATEX/ROD) on July 17, 2018.

Subsequently, the FAA determined that it needed to make a minor amendment to the PIRAT. The only change it made was to add a 15,000-foot altitude restriction at the PIRAT waypoint, which is 23 miles offshore. The amendment did not change the route's ground track. The

comment period for the amended PIRAT route closed on March 29, 2019. This particular comment period was the deadline for civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors to submit technical aeronautical comments about the procedure. The comment period was not part of the FAA's environmental review process. The FAA published the amended PIRAT route – known as PIRAT TWO - on April 25, 2019.

Shortly after we implemented the PIRAT TWO, we discovered an operational issue with the procedure. To address this issue, the FAA temporarily lowered the PIRAT waypoint crossing altitude to 10,000 feet. We do not expect to see any reduction in the percentage of aircraft that cross ARGGG at or above 8,000 feet MSL. We will conduct a detailed analysis to determine whether we need to further amend the route to address the operational issue.

The FAA remains committed to working collaboratively with you and members of Congress on the SC|SC roundtable to address a wide range of issues. The FAA will continue to work to ensure the safety and efficiency of the National Airspace System while maintaining transparency regarding potential future airspace changes and being cognizant of potential future impacts to communities.

In closing, this communication does not constitute either a final decision of the FAA or a reopening of the FAA's August 7, 2014, final decision for the Northern California (NorCal) Optimization of Airspace and Procedures in the Metroplex (OAPM), or the FAA's July 17, 2018, final decision for the PIRAT procedure.

A similar letter is being sent to Mayor Lisa Matichak of the City of Mountain View.

We appreciate the opportunity to address your concerns.

Sincerely,



Raquel Girvin  
Regional Administrator  
Western Pacific Region

Cc: Mayor Lisa Matichak, City of Mountain View  
Congresswoman Anna Eshoo  
Congressman Jimmy Pannetta  
Congressman Ro Khanna  
Chairwoman, SC|SC Airport Community Roundtable, Mary-Lynn Bernald

**August 27, 2019**

**Name**

Faviola Garcia

**Message**

FAA Response Letters to Various Inquiries

Good afternoon Mary-Lynne,

As previously agreed, we are forwarding you these letter responses for distribution. The letters were recently re-assigned to our office for signature by the Regional Administrator and were signed late last week while I was out. Since these letters got ahead of me and were signed, I took Steve's suggestion to forward them to you with a cover letter/email.

In the future we will continue to acknowledge the letter from the originator and let them know they will be hearing from us through the Roundtable Chairperson, as previously coordinated with you. If you need a formal transmittal cover letter from the Regional Administrator, please let me know. We'd be happy to provide it.

The last letter in this transmittal is a response to Mr. Fyfe's inquiry, dated Aug. 6th. I wasn't sure if you'd received it since Steve inquired about the status.

Please let me know if you have any questions and we'll see you tomorrow.

Favi-  
Faviola Garcia  
Senior Advisor  
Federal Aviation Administration  
Office of the Regional Administrator

**Attachment Summary**

**20190827\_F\_Garcia\_FAA\_Response Letters to Various Inquiries.pdf**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 1\_08.23.19 FAA to Superisor Coonerty\_07.08.19**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 2\_08.23.19 FAA to Bruce McPherson\_07.08.19**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 3\_08.23.19 FAA to Bruce McPherson\_05.17.19**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 4\_08.23.19 FAA to Mayor Martine Watkins\_05.17.19**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 5\_08.23.19 FAA to Ms. Cynthia Mathews\_05.17.19**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 6\_08.23.19 FAA to Supervisor Coonerty\_05.17.19**

**20190827\_F\_Garcia\_FAA\_Response Letters\_Attach 7\_Final\_20190711-Mary-Lynne Bernald-Alastair Fyfe**

## Evan Wasserman

---

**From:** Garcia, Faviola (FAA) <Faviola.Garcia@faa.gov>  
**Sent:** Tuesday, August 27, 2019 3:48 PM  
**To:** Mary-Lynne Bernald; scscroundtable@gmail.com  
**Cc:** Chapman, Karen; Lee, Kathleen; 'Pyke, Tom'; Steven Alverson; Evan Wasserman; Girvin, Raquel (FAA); Swann, Tamara A (FAA); Andi Jordan  
**Subject:** FAA Response Letters to Various Inquiries  
**Attachments:** 08.23.19 FAA Response to Superisor Coonerty letter dated 07.08.19.pdf; 08.23.19 FAA Response Bruce McPherson letter dated 07.08.19.pdf; 08.23.19 FAA Response to Bruce McPherson letter dated 05.17.19.pdf; 08.23.19 FAA Response to Supervisor Ryan Coonerty letter dated 05.17.19.pdf; 08.23.19 FAA Response to Ms. Cynthia Mathews letter dated 05.17.19.pdf; 08.23.19 FAA Response to Mayor Martine Watkins letter dated 05.17.19.pdf; Final Response AWP-1-20190711-Mary-Lynne Bernald-Alastair Fyfe.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good afternoon Mary-Lynne,

As previously agreed, we are forwarding you these letter responses for distribution. The letters were recently re-assigned to our office for signature by the Regional Administrator and were signed late last week while I was out. Since these letters got ahead of me and were signed, I took Steve's suggestion to forward them to you with a cover letter/email.

In the future we will continue to acknowledge the letter from the originator and let them know they will be hearing from us through the Roundtable Chairperson, as previously coordinated with you. If you need a formal transmittal cover letter from the Regional Administrator, please let me know. We'd be happy to provide it.

The last letter in this transmittal is a response to Mr. Fyfe's inquiry, dated Aug. 6<sup>th</sup>. I wasn't sure if you'd received it since Steve inquired about the status.

Please let me know if you have any questions and we'll see you tomorrow.

Favi-  
Faviola Garcia  
Senior Advisor  
Federal Aviation Administration  
Office of the Regional Administrator  
(424) 405-7006



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd.  
Suite 150  
El Segundo, CA 90245

**AUG 23 2019**

The Honorable Ryan Coonerty  
Santa Cruz County Supervisor, 3<sup>rd</sup> District  
701 Ocean Street, Suite 500  
Santa Cruz, CA 95060-4069

Dear Supervisor Coonerty:

Thank you for your co-signed July 8, 2019, letter regarding the scope of the National Environmental Policy Act (NEPA) review, the collection and analysis of noise data, and the possibility of public meetings in regards to the SERFR flight path. Below are your questions, followed by the Federal Aviation Administration (FAA) responses:

**Question 1:** Will the FAA conduct a full NEPA review?

**FAA Response:** The FAA is unclear as to what you mean when you state “full NEPA review.” The FAA will evaluate all major Federal actions and comply with NEPA and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, before implementing any proposed action.

FAA Order 1050.1F provides the FAA’s policies and procedures to ensure agency compliance with NEPA (42 United States Code [U.S.C.] §§ 4321-4335), and the requirements set forth in the Council on Environmental Quality (CEQ), Title 40, Code of Federal Regulations (CFR), parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (CEQ Regulations). The CEQ Regulations establish procedures for complying with NEPA. In accordance with 40 CFR § 1507.3 of the CEQ Regulations, FAA Order 1050.1F contains the FAA’s implementing procedures, which supplement those regulations.

NEPA and the CEQ Regulations establish a broad national policy to protect and enhance the quality of the human environment, and require Federal agencies to develop programs and measures to meet national environmental goals. Section 102(2) of NEPA provides specific direction to Federal agencies, sometimes called “action-forcing” provisions (see 40 CFR §§ 1500.1(a), 1500.3, and 1507, CEQ Regulations) on how to implement the goals of NEPA. The major provisions include the requirement to use a systematic, interdisciplinary approach and develop implementing methods and procedures. Section 102(2)(C) requires detailed analysis in the form of Environmental Impact Statements (EISs) for proposed major Federal actions significantly affecting the quality of the human environment.

The CEQ Regulations additionally provide for Environmental Assessments (EAs) to assist agencies in determining whether potential environmental impacts are significant and Categorical Exclusions (CATEXs). CATEXs are categories of actions that the FAA has determined, based on previous experience, do not have significant individual or cumulative impact on the quality of

the human environment except in extraordinary circumstances. The presence of extraordinary circumstances would preclude the use of a CATEX and would merit additional review in an EA or EIS. In addition to NEPA and the CEQ Regulations, other laws, regulations, and Executive Orders address aspects of the environment and require compliance by Federal agencies. The CEQ Regulations direct Federal agencies to list all Federal permits, licenses, and other approvals that must be obtained in implementing the proposed action, and, to the fullest extent possible, integrate compliance with such requirements with the NEPA process. We would comply with NEPA again.

**Question 2:** Will the FAA collect and analyze field data of the noise impacts of the proposed amendments prior to permanent implementation?

**FAA Response:** In accordance with NEPA, the CEQ Regulations, and FAA Order 1050.1F, the FAA will prepare the appropriate level of environmental analysis for any proposed future Federal action.

FAA Order 1050.1F states “For air traffic airspace and procedures actions where the study area is larger than the immediate vicinity of an airport, incorporates more than one airport, and/or includes actions above 3,000 feet AGL [above ground level], an FAA-approved model must be used.” The Aviation Environmental Design Tool (AEDT) is the approved and nationally-recognized computer model used to determine aircraft noise. FAA Order 1050.1F further states that “Noise monitoring data is not required for FAA noise analyses, but may optionally be included in a [NEPA] document. Noise monitoring data should not be used to calibrate the noise model.”

**Question 3:** Will the FAA conduct one or more public information meetings to educate the community regarding amendments prior to implementing them?

**FAA Response:** In accordance with NEPA, the CEQ Regulations, FAA Order 1050.1F, and FAA community engagement guidance, the FAA will determine whether to undertake specific community outreach efforts and what the appropriate level of community outreach will look like.

The FAA is mindful that all arrival and departure procedures within the Northern California (NorCal) airspace are interconnected, interdependent, and designed to improve safety and efficiency within the National Airspace System (NAS). We will continue to work to ensure safety and efficiency within the NAS, while being cognizant of potential environmental impacts to communities and being transparent with the communities about airspace changes.

I would also like to take this opportunity to convey that the FAA recognizes that airspace procedure changes should take into account shifting potential environmental impacts from one community to another. Hence, the FAA encourages all potentially-affected communities to collaborate through groups such as noise roundtables to consider relevant stakeholder concerns. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

Finally, I would like to note the mischaracterization in your letter that FAA officials gave “testimony” during the June 26, 2019, Santa Clara/Santa Cruz Counties Airport/Community

Roundtable (Roundtable). The FAA participation at the Roundtable should not be construed as providing testimony. Rather, FAA officials presented technical information such that the Roundtable can make future recommendations. Testimony implies a judicial or quasi-judicial proceeding in which a witness is sworn in and expressly agrees to testify under oath. The June 26, 2019, Roundtable meeting did not constitute a judicial or quasi-judicial function, nor were any of the FAA participants given an opportunity to be sworn in under oath prior to their public remarks. If future Roundtable meetings will include such judicial or quasi-judicial proceedings, please provide the FAA with timely notice such that it can determine its appropriate level of participation.

Thank you for this opportunity to review and respond to your concerns. An identical response has been sent to the co-signer of your letter. If we can be of further assistance, please contact Philip Newman, Assistant Administrator for Government and Industry Affairs at (202) 267-3277.

Sincerely,

A handwritten signature in blue ink, appearing to read "Raquel Girvin".

Raquel Girvin  
Regional Administrator





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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd.  
Suite 150  
El Segundo, CA 90245

**AUG 23 2019**

The Honorable Bruce McPherson  
Santa Cruz County Supervisor, 5<sup>th</sup> District  
701 Ocean Street, Suite 500  
Santa Cruz, CA 95060-4069

Dear Supervisor McPherson:

Thank you for your co-signed July 8, 2019, letter regarding the scope of the National Environmental Policy Act (NEPA) review, the collection and analysis of noise data, and the possibility of public meetings in regards to the SERFR flight path. Below are your questions, followed by the Federal Aviation Administration (FAA) responses:

**Question 1:** Will the FAA conduct a full NEPA review?

**FAA Response:** The FAA is unclear as to what you mean when you state “full NEPA review.” The FAA will evaluate all major Federal actions and comply with NEPA and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, before implementing any proposed action.

FAA Order 1050.1F provides the FAA’s policies and procedures to ensure agency compliance with NEPA (42 United States Code [U.S.C.] §§ 4321-4335), and the requirements set forth in the Council on Environmental Quality (CEQ), Title 40, Code of Federal Regulations (CFR), parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (CEQ Regulations). The CEQ Regulations establish procedures for complying with NEPA. In accordance with 40 CFR § 1507.3 of the CEQ Regulations, FAA Order 1050.1F contains the FAA’s implementing procedures, which supplement those regulations.

NEPA and the CEQ Regulations establish a broad national policy to protect and enhance the quality of the human environment, and require Federal agencies to develop programs and measures to meet national environmental goals. Section 102(2) of NEPA provides specific direction to Federal agencies, sometimes called “action-forcing” provisions (see 40 CFR §§ 1500.1(a), 1500.3, and 1507, CEQ Regulations) on how to implement the goals of NEPA. The major provisions include the requirement to use a systematic, interdisciplinary approach and develop implementing methods and procedures. Section 102(2)(C) requires detailed analysis in the form of Environmental Impact Statements (EISs) for proposed major Federal actions significantly affecting the quality of the human environment.

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circumstances would preclude the use of a CATEX and would merit additional review in an EA or EIS. In addition to NEPA and the CEQ Regulations, other laws, regulations, and Executive Orders address aspects of the environment and require compliance by Federal agencies. The CEQ Regulations direct Federal agencies to list all Federal permits, licenses, and other approvals that must be obtained in implementing the proposed action, and, to the fullest extent possible, integrate compliance with such requirements with the NEPA process. We would comply with NEPA again.

**Question 2:** Will the FAA collect and analyze field data of the noise impacts of the proposed amendments prior to permanent implementation?

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The FAA is mindful that all arrival and departure procedures within the Northern California (NorCal) airspace are interconnected, interdependent, and designed to improve safety and efficiency within the National Airspace System (NAS). We will continue to work to ensure safety and efficiency within the NAS, while being cognizant of potential environmental impacts to communities and being transparent with the communities about airspace changes.

I would also like to take this opportunity to convey that the FAA recognizes that airspace procedure changes should take into account shifting potential environmental impacts from one community to another. Hence, the FAA encourages all potentially-affected communities to collaborate through groups such as noise roundtables to consider relevant stakeholder concerns. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

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Thank you for this opportunity to review and respond to your concerns. An identical response has been sent to the co-signer of your letter. If we can be of further assistance, please contact Philip Newman, Assistant Administrator for Government and Industry Affairs at (202) 267-3277.

Sincerely,



Raquel Girvin  
Regional Administrator



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**AUG 23 2019**

The Honorable Bruce McPherson  
Santa Cruz County Supervisor, 5<sup>th</sup> District  
809 Center Street, Room 10  
Santa Cruz, CA 95060

Dear Supervisor Bruce McPherson:

Thank you for your May 17, 2019, letter regarding the Congressional Select Committee on South Bay Arrivals' (Committee) recommendations in association with movement of the SERFR flight path to the BIG SUR (BSR) track and your request that the Federal Aviation Administration (FAA) attend all Santa Clara-Santa Cruz Community Roundtables (Roundtable) meetings. The FAA appreciates your concerns and advocacy on behalf of your constituents.

The Phase Two Report categorized Committee recommendation 1.2 R1 (that the SERFR flight path be moved to the BSR track) and Committee recommendation 1.2 R2 (that nine specific criteria be considered with the movement of the SERFR flight path to the BSR track) as "Feasible And Could Be Implemented In The Long Term." This characterization is the result of the Committee's 8 to 4 vote to approve its recommendation 1.2 R1, and the FAA's determination that such a procedure was initially technically feasible. As noted in the Phase Two Report, Appendix C, 1.2 and 1.3, the FAA is willing to consider the nine criteria that the Committee has identified and recommended. However, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements. Further explanation of the design criteria for the creation of an instrument procedure can be found on page eight, paragraph one of the Phase Two Report.

A Full Working Group was convened on June 4-5, 2019, and included all affected stakeholders with regard to this procedure. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

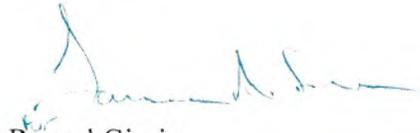
Regarding your request that the FAA attend all Roundtable meetings, FAA representatives can attend meetings and are prepared to present information upon request, as resources permit. If the FAA is requested to attend a meeting to provide technical information, including responses to questions, please submit a maximum of three questions, in writing, no less than 30 days in advance of the meeting.

This communication does not constitute either a final decision of the FAA or a reopening of the FAA's August 7, 2014, final decision for the Northern California (NorCal) Optimization of Airspace and Procedures in the Metroplex (OAPM).

We have sent a similar letter to each of the cosigners of your letter.

Thank you for this opportunity to review and respond to your concerns. Our mission is to provide the safest, most efficient aerospace system in the world. We will continuously strive to improve the safety and efficiency of flight in this country.

Sincerely,



Raquel Girvin  
Regional Administrator

cc: The Honorable Jimmy Panetta  
The Honorable Anna Eshoo  
The Honorable Jackie Speier





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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**AUG 23 2019**

The Honorable Martine Watkins  
Mayor of Santa Cruz  
809 Center Street, Room 10  
Santa Cruz, CA 95060

Dear Mayor Martine Watkins:

Thank you for your May 17, 2019, letter regarding the Congressional Select Committee on South Bay Arrivals' (Committee) recommendations in association with movement of the SERFR flight path to the BIG SUR (BSR) track and your request that the Federal Aviation Administration (FAA) attend all Santa Clara-Santa Cruz Community Roundtables (Roundtable) meetings. The FAA appreciates your concerns and advocacy on behalf of your constituents.

The Phase Two Report categorized Committee recommendation 1.2 R1 (that the SERFR flight path be moved to the BSR track) and Committee recommendation 1.2 R2 (that nine specific criteria be considered with the movement of the SERFR flight path to the BSR track) as "Feasible And Could Be Implemented In The Long Term." This characterization is the result of the Committee's 8 to 4 vote to approve its recommendation 1.2 R1, and the FAA's determination that such a procedure was initially technically feasible. As noted in the Phase Two Report, Appendix C, 1.2 and 1.3, the FAA is willing to consider the nine criteria that the Committee has identified and recommended. However, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements. Further explanation of the design criteria for the creation of an instrument procedure can be found on page eight, paragraph one of the Phase Two Report.

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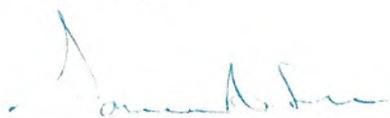
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We have sent a similar letter to each of the cosigners of your letter.

Thank you for this opportunity to review and respond to your concerns. Our mission is to provide the safest, most efficient aerospace system in the world. We will continuously strive to improve the safety and efficiency of flight in this country.

Sincerely,



<sup>615</sup>  
Raquel Girvin  
Regional Administrator

cc: The Honorable Jimmy Panetta  
The Honorable Anna Eshoo  
The Honorable Jackie Speier



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**AUG 23 2019**

The Honorable Cynthia Mathews  
Santa Cruz City Councilmember  
City of Santa Cruz  
809 Center Street, Room 10  
Santa Cruz, CA 95060

Dear Cynthia Mathews:

Thank you for your May 17, 2019, letter regarding the Congressional Select Committee on South Bay Arrivals' (Committee) recommendations in association with movement of the SERFR flight path to the BIG SUR (BSR) track and your request that the Federal Aviation Administration (FAA) attend all Santa Clara-Santa Cruz Community Roundtables (Roundtable) meetings. The FAA appreciates your concerns and advocacy on behalf of your constituents.

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Regarding your request that the FAA attend all Roundtable meetings, FAA representatives can attend meetings and are prepared to present information upon request, as resources permit. If the FAA is requested to attend a meeting to provide technical information, including responses to questions, please submit a maximum of three questions, in writing, no less than 30 days in advance of the meeting.

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We have sent a similar letter to each of the cosigners of your letter.

Thank you for this opportunity to review and respond to your concerns. Our mission is to provide the safest, most efficient aerospace system in the world. We will continuously strive to improve the safety and efficiency of flight in this country.

Sincerely,



For  
Raquel Girvin  
Regional Administrator

cc: The Honorable Jimmy Panetta  
The Honorable Anna Eshoo  
The Honorable Jackie Speier



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**AUG 23 2019**

The Honorable Ryan Coonerty  
Santa Cruz County Supervisor, 3<sup>rd</sup> District  
809 Center Street, Room 10  
Santa Cruz, CA 95060

Dear Supervisor Ryan Coonerty:

Thank you for your May 17, 2019, letter regarding the Congressional Select Committee on South Bay Arrivals' (Committee) recommendations in association with movement of the SERFR flight path to the BIG SUR (BSR) track and your request that the Federal Aviation Administration (FAA) attend all Santa Clara-Santa Cruz Community Roundtables (Roundtable) meetings. The FAA appreciates your concerns and advocacy on behalf of your constituents.

The Phase Two Report categorized Committee recommendation 1.2 R1 (that the SERFR flight path be moved to the BSR track) and Committee recommendation 1.2 R2 (that nine specific criteria be considered with the movement of the SERFR flight path to the BSR track) as "Feasible And Could Be Implemented In The Long Term." This characterization is the result of the Committee's 8 to 4 vote to approve its recommendation 1.2 R1, and the FAA's determination that such a procedure was initially technically feasible. As noted in the Phase Two Report, Appendix C, 1.2 and 1.3, the FAA is willing to consider the nine criteria that the Committee has identified and recommended. However, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements. Further explanation of the design criteria for the creation of an instrument procedure can be found on page eight, paragraph one of the Phase Two Report.

A Full Working Group was convened on June 4-5, 2019, and included all affected stakeholders with regard to this procedure. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

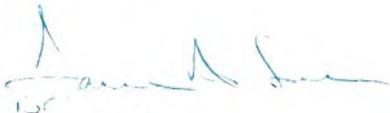
Regarding your request that the FAA attend all Roundtable meetings, FAA representatives can attend meetings and are prepared to present information upon request, as resources permit. If the FAA is requested to attend a meeting to provide technical information, including responses to questions, please submit a maximum of three questions, in writing, no less than 30 days in advance of the meeting.

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We have sent a similar letter to each of the cosigners of your letter.

Thank you for this opportunity to review and respond to your concerns. Our mission is to provide the safest, most efficient aerospace system in the world. We will continuously strive to improve the safety and efficiency of flight in this country.

Sincerely,



Raquel Girvin  
Regional Administrator

cc: The Honorable Jimmy Panetta  
The Honorable Anna Eshoo  
The Honorable Jackie Speier



U.S. Department  
of Transportation  
**Federal Aviation  
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Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

August 6, 2019

Mary-Lynne Bernald  
Chairperson  
Santa Clara/Santa Cruz Counties Airport/Community Roundtable  
PO Box 3144  
Los Altos, CA 94024

Dear Ms. Bernald:

Thank you for the email regarding a letter the Santa Clara/Santa Cruz Counties Airport/Community Roundtable received on June 25, 2019, from a member of the public, Mr. Alastair Fyfe. His letter addressed recommendations made in the 2016 Select Committee Final Report and nine criteria in designing the new route, and you asked for the Federal Aviation Administration's (FAA) position on these nine criteria and the development of the BIG SUR (BSR) Overlay.

The Phase Two Report recommended that the SERFR flight path be moved to the historical path flown to BSR. The Select Committee approved with an eight to four vote. The FAA initially determined that such a procedure was operationally feasible. However, the design of the new procedure is ultimately subject to the FAA's design criteria and safety/operational requirements. A Full Working Group convened June 4-5, 2019, and included all affected stakeholders with regard to this procedure. If and when the FAA determines the new procedure meets safety criteria and is operationally feasible, the FAA will consult with elected representatives and airport roundtables about next steps.

Thank you for this opportunity to answer your inquiry.

Sincerely,

Raquel Girvin  
Regional Administrator



**August 27, 2019**

**Name**

Lydia Kou

**Message**

SCSC RT - Priorities

Dear Chair,

Here is my completed priorities matrix. I'm sorry it is late.

Using only a vote count is confusing given there is no criteria and we are comparing apples and oranges.

- Pursuing procedures under development (e.g. Big Sur Overlay) versus how the Roundtable should structure its work (e.g. legislative subcommittee) are not the same.

- Prioritizing website maintenance versus a Legislative subcommittee are different categories.

Also new procedures (today and not known but coming in the future) which have negative aircraft impacts over any community member should be given a weighted priority. Not all Cities are impacted by a procedure, but all Cities benefit from e.g. website maintenance, these should not be weighted the same.

Thank you,

-----

Lydia Kou - Council Member

**Attachment Summary**

**20190827\_L\_Kou\_20190823\_Work Program Priority List\_Lydia\_Kou.docx**

#	Programs/Actions	Rank
1	A-1.1 Tracking Select Committee and Ad Hoc Committee Recommendations	11
2	A-2.1 Ensure that Airport staffs (SFO and SJC) and Congressional Representatives actively participate in Roundtable meetings and relevant Subcommittee meetings	10
3	A-2.2 Website Maintenance	15
4	A-3.1 Legislative Subcommittee	6
5	A-4.1 Collaborate with other Community Roundtables and Forums to leverage resources and maximize effectiveness	9
6	A-4.2 Procedure Development & Mitigation Subcommittee	5
7	B-1.1 PIRAT TWO <del>Development</del>	2
8	B-1.2 Big Sur Overlay to Replace SERFR STAR	1
9	B-1.3 SJC South Flow	3
10	B-1.4 Nighttime Procedures and Operation procedures	4
11	B-2.1 Airports Growth and Expansion	14
12	B-4.1 Procedure Development Process <u>(Leverage Big Sur Overlay to capture process)</u>	13
13	C-2.1 Noise Complaint Process	16
14	C-2.2 Baseline Noise <u>Data (including pre and post NextGen)</u>	7
15	D-1.1 FAA's Environmental Review Process <u>(FAA includes as part of procedure development process)</u>	---
16	D-2.1 Monthly Flight Reports	8
17	D-3.1 Tracking Legislative/Regulatory Action	12
18	D-4.1 Ongoing Roundtable Member Training Opportunities	17
19	D-4.2 Community Engagement and Outreach <u>(Include as part of procedure review/modify e.g. PIRAT)</u>	---

**Commented [#11]:** Most should be included in priorities I ranked 1, 2, and 3 but also need to look at BDEGA West nighttime

**Commented [#12]:** I did not rank this because it should be part of the FAA's procedure development process

**Commented [#13]:** Training should be done to accomplish the work program

**Commented [#14]:** When working on procedures, Community Engagement and Outreach should be part of that.

**August 28, 2019**

**Name**

Liz Lawler

**Message**

Priorities List

Hi Evan,

Its probably too late now, but here it is.

**Attachment Summary**

**20190828\_L\_Lawler\_Priorities list.pdf**

#	Programs/Actions	Rank
1	A-1.1 Tracking Select Committee and Ad Hoc CommiΣeeRecommendations	5
2	A-2.1 Ensure that Airport staffs (SFO and SJC) and Congressional Representatives actively participate in Roundtable meetings and relevant Subcommittee meetings	13
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14	C-2.2 Baseline Noise Data	9
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16	D-2.1 Monthly Flight Reports	19
17	D-3.1 Tracking Legislative/Regulatory Action	8
18	D-4.1 Ongoing Roundtable Member Training Opportunities	7
19	D-4.2 Community Engagement and Outreach	6

**August 28, 2019**

**Name**

Smadar Shiffman

**Message**

Jet noise complaints analysis

Dear SCSC Round Table,

I have lived in Palo Alto, Standford, and Menlo Park since 1989. My health and quality of life has been greatly degraded by the increase in jet noise since the FAA implementation NextGen. Please include in the SCSC work plan an analysis of the SFO and SJC jet noise complaints database since 2012. The analysis should have a variety of queries and summary statistics that can correlate with other FAA data of traffic patterns and altitudes. Regular reports should result as well, that track key statistics from SFO and SJC, as SFO provides to the SFO Roundtable.

Sincerely,

Smadar Shiffman, CA

Palo Alto

**August 28, 2019**

**Name**

Jenny Wan-Mernyk

**Message**

Jet noise complaints analysis

Hello,

Please include an analysis of SFO's and SJC's jet noise complaints databases since 2012 as part of the SCSC Roundtable work plan. The analysis should have a variety of queries and summary statistics that can correlate with other FAA data of traffic patterns and altitudes. Regular reports should result as well, that track key statistics from SFO and SJC, as SFO provides to the SFO Roundtable.

Jenny Wan-Mernyk

Palo Alto, CA 94301

**August 29, 2019**

**Name**

Maryanne Welton

**Message**

Jet noise complaints analysis

I am disturbed so many times by low, loud, screeching jets over my house. They wake me up in the middle of the night, they destroy my ability to enjoy my garden, they interrupt conversations and so many aspects of life. I specifically purchased a home that was not in a flight path and then NextGen happened and everything changed for the worst.

I ask that you include an analysis of SFO's and SJC's jet noise complaints databases since 2012 as part of the SCSC Roundtable work plan. This information may help inform future changes to the flight path so that there are no longer hundreds of low, loud jets going over my house around the clock.

Thanks,

Maryanne Welton

Palo Alto, CA 94306

**September 2, 2019**

**Name**

Lisa Matichak

**Message**

Two items for next SC SC Roundtable meeting

Hi all,

I would like to request that the SC SC Roundtable include the following two topics on an upcoming agenda.

- 1) OAK 050 - there is concern that this flight path will put more planes over cities in Santa Clara County.
- 2) Supersonic flights - it is my understanding that supersonic aircraft manufacturers want the FAA to change the noise standard for supersonic flights over land from "no measurable sonic boom overpressure" to "no significant impact," which currently means the DNL standard. We know that the DNL standard is not one that truly measures the noise impact on residents in our communities.

Thank you,

Lisa  
Lisa Matichak  
Mayor  
City of Mountain View

**September 4, 2019**

**Name**

Nastasja von Conta

**Message**

Email List for SFO Aircraft Noise Project Updates

Hi Mary,

I am reaching out to you hoping that you could share with me the Roundtable members and their alternates email address. We would like to share with them SFO's new aircraft noise system upgrades. We recently made available a new flight tracking tool and there will be more community-facing tools coming online soon.

Thanks,

Nastasja

Nastasja von Conta  
Senior Aircraft Noise Abatement Specialist | Planning, Design & Construction  
San Francisco International Airport

**September 8, 2019**

**Name**

Peter Brende

**Message**

Jet Noise Complaints Analysis

Round table,

As you develop your work plan, please be sure to include resources for an analysis of SFO and SJC jet noise complaints database since 2012.

I think it would make sense to develop summary statistics of this database that can be correlated with other FAA data of traffic patterns and altitude.

Thanks for your consideration,

Peter

**September 18, 2019**

**Name**

Lydia Kou

**Message**

Re: Survey - Draft Work Program Prioritization

Dear Evan,

I am going to submit my input after the Sept 25th Ad Hoc meeting.

Thanks,

Lydia Kou - Council Member

**September 19, 2019**

**Name**

Robert Holbrook

**Message**

Minutes of last RTRT meeting pertaining to Budget discussion

Mary-Lynne,

Unfortunately, I wasn't able to attend the last RT meeting. I understand from my colleagues that the Budget discussion took a turn that at least the public had not expected. Having spoken to several members of the public who were there and also to two of the RT members, I remain confused about what the RT approved. Would you be able to provide me with the wording of the resolution(s) that were voted on during that agenda item? (Subject to the minutes being approved at the next meeting, of course).

I will add that depending on what was agreed, I would like to provide feedback in advance of the next meeting to the RT as a whole and maybe to individual members as well. To do so, I would need to receive the wording of the resolution before the current deadline for minutes to be posted for the public – assuming that is still three days in advance of the next full RT meeting. Since comments from the public to be included in the package are also due three days in advance of that meeting, it might not be possible for me to prepare an adequate response if the minutes are not posted until the deadline. And depending on the exact timing, I might not be able to respond before the deadline at all. May I suggest that it would be best if the minutes were to be published to the public at least three days before the deadline for comments from the public for the agenda packet. (A week in advance would be an easier target to remember.)

Best regards,  
Robert

**September 19, 2019**

**Name**

Faviola Garcia

**Message**

Interim Response Letter to Mayor of Palo Alto Eric Filseth

Good afternoon,

I'm sharing this for your awareness.

Favi-

Faviola Garcia  
Senior Advisor  
Federal Aviation Administration  
Office of the Regional Administrator

**Attachment Summary**

**20190919\_F\_Garcia\_FAA\_AWP-1-20190812-02 FAA-190522-003 Filseth Final Response.pdf**



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

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**SEP 17 2019**

The Honorable Eric Filseth  
Mayor of Palo Alto  
P.O. Box 10250  
Palo Alto, CA 94303

Dear Mayor Filseth:

Thank you for your letter dated May 6, 2019, titled "City of Palo Alto Response to FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties, Further Updates on Phase Two, dated December 2018 and April 2019." The Federal Aviation Administration (FAA) appreciates the concerns raised in your letter and welcomes the opportunity to continue to work through the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) on these issues.

As part of the FAA's commitment to continued communication with communities affected by aviation, the FAA is engaging with airport and community roundtables. Working with these formally organized bodies, the FAA will consider consensus recommendations on changes to the airspace. The most effective way to convey concerns regarding flight paths or airspace is the organized roundtable in your area. The FAA will work on the content of your request, but you will receive an official response through the SCSC Roundtable Chairperson Mary-Lynne Bernald.

The FAA remains committed to addressing community concerns and working collaboratively with all stakeholders as it seeks to improve the safety and efficiency of the National Airspace System, and will continue to work issues through the SCSC Roundtable.

Thank you for this opportunity to review and address your concerns.

Sincerely,

Raquel Girvin  
Regional Administrator

**September 22, 2019**

**Name**

Michelle Wu

**Message**

Re: SCSC roundtable

It is frustrating and slow. However, good news we identified the missing player, SF airport's participation in the roundtable. FAA pointed the ground noise problem to SF airport. I am hoping in October meeting, the airport will attend the meeting and provide reasonable resolution.

I am cc'ing scscroundtable for direct response.

- Michelle Wu  
Vice Mayor, Town of Los Altos Hills



**SCSC Roundtable Emails Received  
September 20 – October 18, 2019**



## Emails to the SCSC Roundtable - September 20 – October 18, 2019

September 22, 2019

### Name

Michelle Wu

### Message

Re: SCSC roundtable

It is frustrating and slow. However, good news we identified the missing player, SF airport's participation in the roundtable. FAA pointed the ground noise problem to SF airport. I am hoping in October meeting, the airport will attend the meeting and provide reasonable resolution.

I am cc'ing scscroundtable for direct response.

- Michelle Wu  
Vice Mayor, Town of Los Altos Hills



**September 25, 2019**

**Name**

Matthew Kazmierczak

**Message**

RE: Santa Clara/Santa Cruz Counties/Airport Roundtable

Attached is the San José City Council memo that was adopted on 8/14/2018, referenced by Councilmember Jones today.

**Attachment Summary**

**20190925\_M\_Kazmierczak\_Memo from Liccardo Carrasco Jones Khamis and Peralez\_14Aug2018**



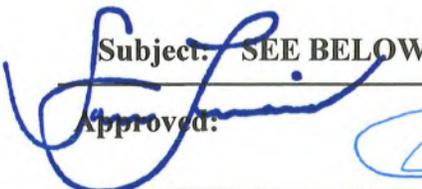
# Memorandum

**To: HONORABLE MAYOR AND CITY COUNCIL**

**From:** Mayor Sam Liccardo  
Vice Mayor Magdalena Carrasco  
Councilmember Chappie Jones  
Councilmember Johnny Khamis  
Councilmember Raul Peralez

**Subject:** SEE BELOW

**Date:** August 10, 2018

**Approved:**  

**SUBJECT: CITIES ASSOCIATION OF SANTA CLARA COUNTY – SANTA CLARA / SANTA CRUZ AIRPORT ROUNDTABLE**

## RECOMMENDATION

1. Direct staff to continue exploring utilization of the Regional Airport Planning Committee, or RAPC, within MTC rather than the creation of a new entity.
2. Defer consideration of joining the Santa Clara / Santa Cruz Airport Roundtable being formed by the Cities Association of Santa Clara County until the City receives a response from the FAA to the recommendations of the Airport Ad Hoc Advisory Committee on South Flow Arrivals.
3. Adopt the position that future participation in the Santa Clara / Santa Cruz Airport Roundtable be conditioned on the following changes to the governance and structure of the body:
  - a) Proportional representation based on population for member jurisdictions.
  - b) Recommendations from the Roundtable require a 2/3 majority to ensure consensus.
  - c) Amending the bylaws of the Roundtable so that no recommendations will be made that would only result in shifting noise to another community.
  - d) Recommendations from the Roundtable that require a significant change in operations at the San José Airport, as determined by City staff, require approval by the San José City Council.

## BACKGROUND

We appreciate the efforts of the Cities Association to respond to the request from our Congressional delegation to create a forum for aircraft noise concerns. As operator of the Norman Y. Mineta San José International Airport (SJC), we want to be responsive and proactive to the concerns of our residents and neighbors. We know that recently there have been concerns raised with regard to noise when SJC is in its south flow operation. It was with these concerns in mind that the City

Council created the Ad Hoc Advisory Committee on South Flow Arrivals in October of 2017. Recommendations from this committee were only recently forwarded to the FAA for its review. We believe it is important to wait for these recommendations to be reviewed and responded to first so that we are not duplicating efforts. Additionally, we should continue to explore the utilization of existing forums and bodies, such as RAPC, rather than creating a new entity.

Beyond receiving feedback from the FAA on the recommendations from the Ad Hoc Committee on South Flow Arrivals, we are also concerned with the governance and structure of the proposed Santa Clara / Santa Cruz Airport Roundtable. Unless changes are made, we cannot recommend participation by San José or our airport staff. San José represents a majority of the population of Santa Clara County, but would only be allowed one representative and one vote at the roundtable. This is also while we are being asked to contribute financially based on population. San José should be given equal representation and votes in line with its population. Additionally, recommendations from the Roundtable can be adopted by a simple majority vote. This model would not result in consensus-based decision-making that will be key in working towards regional and mutually acceptable solutions.

Most importantly, we want there to be a clear understanding that under no circumstances will noise problems simply be moved to another community. San José has a clear policy directive to oppose changes in legislation, policies, regulations, guidelines, or procedures that would result in an increase of aircraft noise impacts on San José residents without an increased benefit to the community. During the Ad Hoc Committee process there were attempts to move noise to an Eastern Approach over communities in East San José. Moving a problem is not a solution. The Roundtable should have a core principle in place to prevent the body from making recommendations that go down this path.

Lastly, we are concerned about the participation of our SJC Airport staff in the Roundtable process. It is unclear how much time is needed and how many resources are required to support an effort such as this Roundtable. This is an added cost for which member jurisdictions are not being asked to contribute. Should San José and its staff participate in the Roundtable, we would seek to carefully monitor the time and level of effort required by staff – particularly, since no end date to the Roundtable is envisioned currently.

In the interest of regional cooperation, we would like to be able to say yes to the Santa Clara / Santa Cruz Roundtable. However, we cannot agree to the Roundtable as it is currently proposed.



**September 30, 2019**

**Name**

Michelle Wu

**Message**

Re: jet noise work program priorities

Hi Srinivas,

I am not aware of any changes on oceanic route. I'm cc'ing SCSC roundtable for their direct reply.

At the mean time, you can get latest update at the roundtable website:  
<https://scscroundtable.org>

Let me know if this helps.

- Michelle Wu  
Vice Mayor, Town of Los Altos Hill

-----  
Hi Michelle,

We are seeing more pacific oceanic flights going over us now. Has anything changed with flight procedures?  
Any update would be appreciated.

Thanks,  
Sriniva



**October 2, 2019**

**Name**

Supervisor Leopold

**Message**

Correspondence received from Supervisor Leopold

\*\*\*No Text in Email\*\*\*

Andi Jordan  
Executive Director  
Cities Association of Santa Clara County

**Attachment Summary**

**20191002\_A\_Jordan\_Letter from Supervisor Leopold\_2019-10-02**



# County of Santa Cruz

## BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069  
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**GREG CAPUT**  
FOURTH DISTRICT

**BRUCE MCPHERSON**  
FIFTH DISTRICT

October 2, 2019

Santa Clara/Santa Cruz Roundtable  
P.O. Box 3144  
Los Altos, CA 94024

Dear SC/SC Roundtable Members,

As former Vice Chair of the Select Committee on SFO Arrivals, I want to share with you a recent opinion piece that was published in our local newspaper. The piece celebrates the success that local government officials have had in engaging with the Federal Aviation Administration (FAA). I am forwarding this to you because I think there are important points to consider.

When the NextGen changes were made to our Metroplex, the impacts were serious and immediate on our communities. For some, these new changes added to the burden they already felt. For others, there were new and significant changes to communities. Over the 20 meetings held by the Select Committee, local government officials were able to engage in useful and meaningful exchanges and education about what was happening and what could be done. At the conclusion of the process, even long-time members of the SFO Roundtable recognized that the advocacy found in the Select Committee had helped revitalized their own work on the Roundtable.

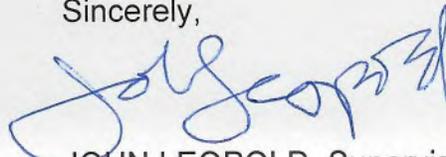
The final recommendations included many different elements. One of the most important was a call to form a group that could meet regularly with the FAA and share information. Your Roundtable is the product of that recommendation. The Select Committee recommendations represent a new chapter of the FAA listening to the public rather than simply the airlines. In order for you to build on the success of the Select Committee I caution trying to re-litigate the recommendations. By re-hashing the work of that very public, well-attended, and hard-earned process, the message you would send to this federal agency is one that undermines listening to the critical insights that you, the SC/SC Roundtable, provide on the effects of air traffic on your communities.

October 2, 2019

Page 2

Thank you for taking the time to read this piece. I wish you good luck on the important work that you are doing. I am grateful that we have a group of people who are willing to put their time into addressing issues of concern for our jurisdictions.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Leopold", written in a cursive style.

JOHN LEOPOLD, Supervisor  
First District

Guest Commentary

# Making our voices heard over jet noise

By John Leopold

Santa Cruz County is on the verge of a victory for democracy in dealing with a federal agency that has no history of working with local government. We cannot let that opportunity slip by, especially when it can bring relief to so many members of our community.

In March 2015, without the benefit of even one community meeting, the Federal Aviation Administration (FAA) moved the SFO arrivals flight path over Santa Cruz county 3 miles. While that sounds innocuous, the impact has been devastating for thousands of residents who experience loud flights over their homes day and night. The move was the work of NextGen, an effort by the FAA to realign the airspace to better meet the needs of airlines. The FAA told us the noise resulted from a conflict in the route design and the ground topography under the new route.

Before this flight change, only one noise complaint was filed in the previous two years. Today they average more than 6,000 complaints each day. Since the jet path move, the San Francisco airport has received around two million complaints about noise. We are 50 miles from the airport and jet noise shouldn't be an issue in our community.

Fortunately, our federal legislators recognized the impact and in one of the first initiatives for the FAA, they got the agency to agree to sit down with local government representatives and the public to understand the impact and work on solutions. At the first meeting of the Select Committee, the FAA Western Region Administrator admitted that the FAA had not foreseen the impacts on Santa Cruz and committed to making it better.

The Select Committee agreed that no decision could be made unless a supermajority of the body and representatives from each of the three counties agreed with a recommendation, setting a high bar for any approval. The Committee met 19 times and heard testimony from the public. A meeting in Santa Cruz attracted more than 600 people from our community, and

Santa Cruz residents attended most of the Select Committee meetings in large numbers.

The Committee worked hard to understand the nature of the problem. The FAA patiently told us about how they measure sound, what was an Optimum Profile Descent and taught us about Class-B airspace. Detailed modeling was done and shared with everyone through online presentations, videos of each meeting and a public sharing of all documents.

At the end, most of us felt comfortable making suggestions about changes and worked studiously with the FAA staff to make recommendations that were feasible and practical. The final recommendation about the jet path was to return it to its historic path but with recommendations to make it less impactful than it had been for the previous 40 years.

Although the committee gave its supermajority approval in November 2016, it was only in June of this year that the FAA completed its technical review, saying the recommendations were achievable. Final safety testing is now underway, though they have told us that it still might take 18-24 months to implement.

Credit should go to Congressmembers Panetta, Eshoo and Speier who have unanimously endorsed the recommendations from the Select Committee. They got a hard-shelled, bureaucratic agency to listen to the public. The FAA now has new "engagement staff" and we have established the South Bay Roundtable which gives us a platform to work with the FAA on a regular basis so we are aware of any upcoming changes and can share with them the impact of their decisions.

When we are so close to relief for thousands of County residents, we should celebrate a new era of effective communication and real democracy within a federal agency. I look forward to the day when we don't have to talk about jet paths anymore, like we did when the jet path was on its historic path.

*John Leopold is a Santa Cruz County Supervisor and was a member of the Congressionally appointed Select Committee.*

**October 8, 2019**

**Name**

Faviola Garcia - FAA

**Message**

Copy of the FAA's September 26, 2019 Presentation to the SFO Roundtable Technical Working Group

Favi,

I understand from the September 26, 2019 Technical Working Group meeting of the SFO Community Roundtable that Adam Vetter said he would be willing to provide the public with a clean copy of the presentation he gave on the SFO 050 and OAK 135 departures down the San Francisco Bay. Would you please send a copy of it to me for our work on behalf of the SCSC Roundtable? Thank you!

Regards,

Steve

Steven R. Alverson  
Senior Vice President



October 8, 2019

Name

Lydia Kou

Message

Report Out - SFO RT Technical Working Group Meeting 9/26/2019

Please find my update report pertaining to the September 26th SFO-Roundtable's Technical Working Group (TWG) meeting. I would also respectfully request identified SCSC RT next steps for consideration (highlighted **SCSC RT Consideration** within report).

· **Overview and Discussion of Submitted Questions to the FAA on August 22, 2019**

o The FAA released a [July 2019 update](#) in which they indicated that they anticipate a publication date around Spring 2020 for 050 departures:

- The excerpt in *italics* below is from the FAA and their update.

- ***Create an OAK departure procedure that flies down the Bay during nighttime hours • References: RT B 24 Part 2 (Pg 28), B 33 (Pg. 30), C 050° ST 2 (Pg. 40), C Nighttime ST 4 part 2 (Pg. 44), C CNDEL COL 1 in part (Pg. 50), D 1.a.ii. Resp 3 part 2 (Pg 56), D 1.b.ii. Resp 4 part 2 (Pg. 59) • Status: On March 9, 2018, this proposed action was entered into the IFP Gateway. This Request has received initial feasibility and Regional Airspace and Procedures Team approval. The FAA anticipates a publication date sometime in Spring 2020.***

o The SFO RT had submitted the topic (050) to the FAA that included multiple questions.

o FAA presented visuals for Aug 1-7, 2019. 20 flights the entire week (24 hours) that were “assigned” to the 050 heading. The FAA did not have breakouts by # flights, times, speeds, and altitudes. Need to ask a future follow up question on this and topics related to impact of the procedure.

o Regarding how departures over the Bay will conflict with SFO arrivals?  
Answer: will not conflict e.g. will hold up departing planes. This did not address consequences of the procedure on volumes or impacts to other current or future procedures e.g. BDEGA-east. Need to ask a future follow up question.

o Procedure was requested by NorCal TRACON. For the July “FAA Report Update” the FAA included an update that was not requested by the Select Committee or the SFO-RT. This was new information as many perceived the FAA Updates to be responses to requests. Additionally the FAA referenced the SFO-RT in the item as if it was the requestor. FAA shared that procedures are changed if there is an operational benefit.

- o No industry representation required because not a PBN procedure that requires the J07100.41 process. It is a conventional procedure and the process is 8260.3.
- o TBD if requirement for community engagement. Need to ask FAA this future follow up question as the Environmental Review not determined yet.
- o Discussion and interest to coordinate SCSC RT and SFO RT questions e.g. may have different questions on these procedures and both RTs have an interest on the topic.
- o **SCSC RT Consideration:** Coordinate with SFO-RT to submit follow up questions to the FAA on this topic by end of October.

· **SFO Ground-Based Augmentation System (GBAS) Update**

- o Project is on hold currently given contract terms between Airport and vendor.
- o TBD if and when website and information will be released.
- o Question to SFO was asked about getting a pre-NextGen baseline for comparison of before and after GBAS.
- o Question was asked to RT to follow up with the FAA about modifying STARs to take advantage of GBAS? Does FAA have a policy overall or for a specific procedure?
- o **SCSC RT Consideration:** Coordinate with SFO-RT to submit follow up questions to the FAA (re: modifying STARs) and SFO (re: establishing baseline) on this topic by end of October.

· **Follow-Up to Title 21 Overview– Noise Monitors and Thresholds**

- o SFO RT is considering creating a group to follow up on the topic of monitor locations and thresholds
- o Discussion and further work on where monitors are located, thresholds and durations
- o Important to make a distinction between monitors addressing state and federal requirements.
- o Temporary monitors, currently 4. Will be replaced with 8.
- o Full RT discussion that is community driven on where to put monitors at the next RT meeting.
- o Question by SFO: do you want # airplanes or noise events?
- o **SCSC RT Consideration:**
  1. Request to SFO airport to place monitors under SFO arrival and departure flight paths of procedures and associated vectoring, as well as provide adequate coverage regardless of county limits. In addition, ask SFO to explain the high level criteria they use to determine the monitor locations (for instance, why in one city versus another; do they look at flight concentration? as well as how they detect airplane noise events (for instance, what noise

threshold do they use? Is it always the same threshold regardless of the ambient noise level?  
This topic is on the agenda for the October 2<sup>nd</sup> SFO-RT meeting

2. Collaborate with future SFO-RT on locations, thresholds and duration discussions.

- **PIRAT TWO Status Updates**

- o No update

- **Additional**

- o **Community shared in public comments:** Consider restarting the Legislative Subcommittee. For example, SFO-RT should comment on:

- Warren and Lynch companion bills on Airplane Noise and Pollution

- <https://www.congress.gov/bill/116th-congress/senate-bill/2506/committees>

- <https://www.congress.gov/bill/116th-congress/house-bill/976>

- DOT report showing negative NorCal Metroplex benefits

- [https://www.oig.dot.gov/sites/default/files/FAA%20Metroplex%20Program%20Final%20Report%5E08-27-19.pdf?utm\\_medium=email&utm\\_source=govdelivery](https://www.oig.dot.gov/sites/default/files/FAA%20Metroplex%20Program%20Final%20Report%5E08-27-19.pdf?utm_medium=email&utm_source=govdelivery)

For reference: the [questions to the FAA](#), [agenda](#), [audio recording](#) of the meeting, and the FAA's presentation slides are posted on the SFO-RT site.

I did attend the SFO Roundtable General meeting on October 2nd and will provide an update report soon, I am swamped with work and council matters at the moment.

Kind regards,



-----

Lydia Kou - Council Member

Contact Info: <https://goo.gl/BcgCQS>



**October 9, 2019**

**Name**

Ivar Satero – SFO Airport Director

**Message**

Invitation to join SCSC Roundtable

Mr. Satero:

On behalf of the SCSC Roundtable, please see the attached letter inviting SFO to join the SCSC Roundtable as a voting member.

We appreciate your consideration and look forward to continued collaboration.

I may be reached at the number below for questions.

My best,

~Andi

Andi Jordan

Executive Director  
Cities Association of Santa Clara County

**Attachment Summary**

**20191002\_A\_Jordan\_Letter from Supervisor Leopold\_2019-10-02**



October 9, 2019

Ivar C. Satero  
Airport Director  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, CA 94128

Dear Mr. Satero:

On behalf of the newly formed Santa Clara Santa Cruz Roundtable, I am writing to invite the San Francisco Airport to join the SCSC Roundtable as a voting member.

At the August 2019 meeting, the Roundtable Membership approved a new membership for airports as voting members. In keeping with the agreements and principles establishing the SCSC Roundtable, each airport fee will be based on the airport’s population of the home jurisdiction and then will consider the total number of passengers of each airport. For example, SFO Airport’s population would be the population of San Francisco population at the most recent census. SJC’s population would be the 2010 census of San José, but as the airport has approximately a quarter of the passengers, their total would be divided by 4.

	Population: Census 2010	2018 Passengers	Total
San Jose	945,942 x .10 = \$94,594	14,700,000	\$23,648.50
San Francisco	805,235 x .10 = \$80,524	57,793,313	\$80,524.00

We would appreciate the opportunity to work with SFO.

I am available if you have any questions or comments.

My best,

Andi Jordan  
Executive Director  
Cities Association of Santa Clara County

Attachments:

- MOU
- By-laws
- Chair Mary-Lynne Bernalds on the SCSC Roundtable’s Accomplishments



Remarks to Cities Association of Santa Clara County from Mary-Lynne Bernald, Chair, SCSC Roundtable

One of the recommendations made in the Select Committee's final report was the formation of a permanent roundtable to address aircraft noise issues in the South Bay area and Santa Cruz County.

In June 2017, Congressional Representatives Eshoo, Panetta, and Khanna asked Cities to form a permanent Roundtable.

In October 2018, Directors of the Cities Association voted to initiate the formation of the Roundtable. The Roundtable commenced work in February 2019.

The RT's mission is twofold:

1. To provide a forum for addressing community noise and environmental issues, and
2. To make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental issues.
- 3.

Currently, the Roundtable includes representatives from Santa Clara and Santa Cruz Counties, the Cities of Capitola, Cupertino, Los Altos, Los Altos Hills, Monte Sereno, Mountain View, Palo Alto, Santa Clara, Santa Cruz, Saratoga, and Sunnyvale, as well as participants from SFO and the FAA.

By laws were amended to allow staff members from the two County offices to become voting members of the RT. All other members are elected City Council officials.

To date, we have held 7 meetings: three in the Santa Clara County Supervisors' Chambers; three in the City of Santa Clara Council Chambers, and one in Santa Cruz County Supervisors' Chambers.

From the beginning, it became apparent that the lack of a venue for Select Committee and South Flow Ad Hoc Committee updates, for community input, for technical expertise, and for interaction with the FAA has proven frustrating.

That is why passing the Resolution affirming the SC/SC Roundtable as the appropriate organization to follow up the reports of the Select Committee and the South Flow Ad Hoc and to address ongoing community concerns related to aircraft noise and environmental issues can be hailed as a major accomplishment.

Other accomplishments include:

- Providing that venue throughout our region for community input and FAA reports and updates.
- Becoming the centralized communication venue.
- Setting up a website.
- Responding to community emails requesting technical clarification on flight track questions by Steve Alverson and ESA
- Receiving needed trainings and/or briefings from ESA on

Noise 101

Proposed LOUPE Five Departure Procedure at SJC

Proposed PIRAT Two STAR Standard Terminal Arrival Route into SFO

And, Review of the FAA Instrument Flight Procedures Information Gateway (IFP)

- Receiving reports from the FAA on

FAA and Community Roundtable Process

FAA's Procedure Development Process

FAA's responses to Questions on PIRAT TWO STAR procedure and LOUPE FIVE Departure Procedure

FAA's response to recommendations from the SJC Ad Hoc Advisory Committee on South Flow Arrivals, and

FAA's review of the Select Committee on South Bay Arrival Recommendations

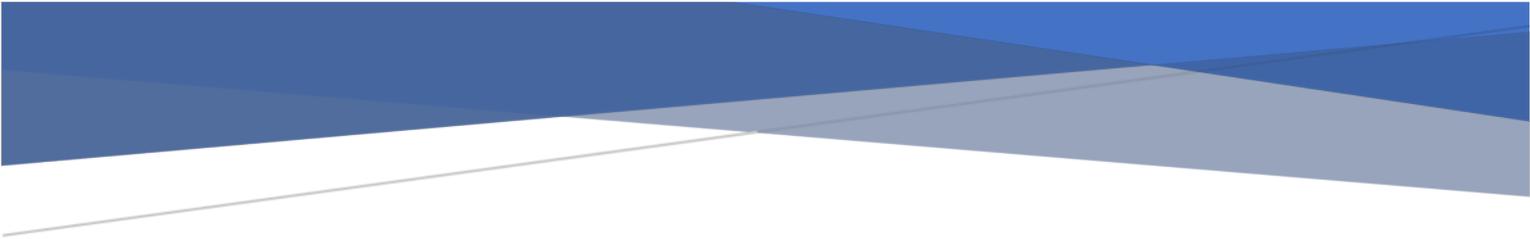
- Receiving a detailed presentation of the Select Committee Process from Kris Zanardi out of Supervisor Joe Simitian's office
- Receiving a presentation on the South Flow Ad Hoc from Glenn Hendricks
- Arranging a very beneficial tour of the SFO tower and runways.
- Initiating discussions with SFORT and OAK Noise Forum requesting a formal process for regional collaboration among the three.

Information garnered over six meetings by our consultant ESA has been the catalyst for developing our Strategic Plan and our Work Program. Those items were presented to the RT in draft form at July's meeting. With input from all participating members, a subcommittee will work to finalize the draft documents which will lay the foundation for the RT and prioritize, through regional consensus, our goals for the upcoming year.

As Chair, I am tremendously aware of how valuable this venue is.

As a start-up organization we cannot lose sight of how much we have actually accomplished in just seven meetings while there have been so many diverse demands on this organization during this short time.

I am also aware of how much there is left to do!



# SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE PURPOSE & BYLAWS

ESTABLISHED & APPROVED (March 27, 2019)

To address community noise concerns and make recommendations to the Regional  
Airports and FAA on noise related issues.

CITIES ASSOCIATION OF SANTA CLARA COUNTY  
[WWW.CITIESASSOCIATION.ORG](http://WWW.CITIESASSOCIATION.ORG)

## Table of Contents

MISSION .....	2
PURPOSE .....	2
BYLAWS .....	2
ARTICLE I. ORGANIZATION NAME.....	2
ARTICLE II. CURRENT ROUNDTABLE MEMORANDUM OF UNDERSTANDING (MOU).....	2
ARTICLE III. MEMBERSHIP/REPRESENTATION .....	3
ARTICLE IV. OFFICERS/ELECTIONS .....	4
ARTICLE V. STAFF SUPPORT .....	5
ARTICLE VI. MEETINGS.....	5
ARTICLE VII. SUBCOMMITTEES .....	6
ARTICLE VIII. FUNDING/BUDGET .....	7
ARTICLE IX. CONDUCT OF BUSINESS/VOTING.....	8
ARTICLE X. AMENDMENTS/EFFECTIVE DATE .....	8

# Santa Clara/Santa Cruz Counties Airport/Community Roundtable Purpose & Bylaws

## MISSION

Mission Statement: To Address Community noise concerns and make recommendations to the Regional Airports and FAA on noise related issues.

## PURPOSE

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable was established in 2018 to address community concerns related to noise from aircraft operating to and from, and not limited to San Francisco International Airport (SFO) and San Jose International Airport. This voluntary committee of local elected and appointed officials provides a forum for public officials, airport management, FAA staff, and airline representatives to address issues regarding aircraft noise, with public input. The Roundtable monitors a performance-based aircraft noise mitigation program, as implemented by airport staff, considers community concerns regarding relevant aircraft noise issues, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, airport management, and local elected officials.

## BYLAWS

### Article I. Organization Name

The name of the independent public body established by a 2018 Memorandum of Understanding (MOU), (as amended) to carry out the purpose stated above, is the “Santa Clara/Santa Cruz Counties /Community Roundtable” and may be commonly referred to as the “Roundtable.”

### Article II. Current Roundtable Memorandum of Understanding (MOU)

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

### Article III. Membership/Representation

1. Any City/County in Santa Clara or Santa Cruz County is eligible to be a member of the Roundtable. The following Cities and Counties are founding members of Roundtable:

City of Capitola  
City of Cupertino  
City of Los Altos  
City of Los Altos Hills  
City of Monte Sereno  
City of Mountain View  
City of Palo Alto  
City of Santa Clara  
City of Santa Cruz  
City of Saratoga  
City of Sunnyvale  
County of Santa Clara  
County of Santa Cruz

2. Roundtable Representatives and their Alternates are voting members who serve on the Roundtable and are designated by each of the members listed in Article III. above.
3. The City representative shall be elected officials. The County representatives may be elected officials or the County Chief Executive Officer or designee. Each City shall also have one alternate which is also an elected official. Each County shall have one alternate which may be an elected official or a chief executive officer or designee.
  - Minéta San Jose International Airport
  - San Francisco International Airport
  - Other organizations as determined
4. Roundtable Advisory Members are non-voting members that provide technical expertise and information to the Roundtable and may consist of representatives from the following:
  - Knowledgeable airline representatives operating at San Francisco International Airport & Minéta San Jose International Airport,
  - Federal Aviation Administration (FAA) Staff
  - Other organizations as determined by the Roundtable
5. All Representatives and Alternates who serve on the Roundtable shall serve at the pleasure of their parent bodies and are elected officials or staff. Residents are not permitted to represent cities or counties.

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

#### Article IV. Officers/Elections

1. The officers of the Roundtable shall consist of a Chairperson and a Vice-Chairperson.
2. The Chairperson and Vice-Chairperson shall be elected by a majority of the members present at the February Meeting or the first Regular Meeting held thereafter. The term of the Chairperson and Vice-Chairperson shall not exceed twelve (12) months from the date of the election.
3. Nominations for officers of the Roundtable shall be made from the floor.
4. The Chairperson shall preside at all Regular and Special Roundtable Meetings and may call Special Meetings when necessary.

5. The Vice-Chairperson shall perform the duties of the Chairperson in the absence of the Chairperson.
6. A special election shall be called if the Chairperson and/or Vice-Chairperson are unable to serve a full term of office.
7. The Chairperson or Vice-Chairperson may be removed from office at any time by a majority vote of the members.

#### Article V. Staff Support

1. Roundtable staff support shall be directed by the Cities Association of Santa Clara County may include staff and consultants.
2. The duties of the Roundtable Staff and consultants provided by the Cities Association of Santa Clara County shall be specified and approved as part of the Roundtable's annual budget process.

#### Article VI. Meetings

1. The Roundtable membership shall establish, by adopted resolution, the date, time and place for regular Roundtable meetings. Such resolution shall be adopted at the first regular meeting.
2. A majority of all voting members of the Roundtable must be present to constitute a quorum for holding a Regular or Special Roundtable Meeting.
3. If a quorum is not present at a Regular or Special Roundtable Meeting as determined by the roll call, the Chairperson may decide to:
  - a. terminate the proceedings by declaring a quorum has not been achieved and therefore an official meeting cannot be convened, or
  - b. delay the start of the official meeting as a means to achieve a quorum, if possible, and
  - c. if the Chairperson chooses to delay the meeting, the Chair may ask for a consensus from the Representatives/Alternates present to hear the informational items only as noted on the meeting agenda.

4. All agendas and meeting notices for each Regular Meeting, Special Meeting, and certain Subcommittee Meetings, as defined in Article VII, shall be posted, as prescribed by law (Brown Act, California Government Code Section 5490 et seq.).
5. Each Roundtable Meeting Agenda packet shall be posted on the Roundtable Web site as soon as possible before a meeting.

#### Article VII. Subcommittees

1. Subcommittees shall either be a Standing Subcommittee or an Ad Hoc Subcommittee which may be created, as needed, to address specific issues. The number of members appointed to a subcommittee of the Roundtable shall consist of less than a quorum of its total membership (see Article VI. Section 2, re: quorum).
2. Creation of a Standing Subcommittee or an Ad Hoc Subcommittee may be created by a majority vote of the Representative/Alternates present at a Regular Meeting. Any Member may propose the formation of a subcommittee.
3. Standing Subcommittee or Ad Hoc Subcommittee membership and number of meetings shall be based on the following:
  - a. The Chairperson, at his or her discretion, may appoint any Roundtable Representative or Alternate to serve on a Standing Subcommittee or on an Ad Hoc Subcommittee.
  - b. The Roundtable Chairperson and Vice-Chairperson may serve on a Subcommittee or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson. The Roundtable Chairperson shall serve or appoint a Chair of the Subcommittee, and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.
  - c. Each Subcommittee shall meet as many times as necessary to study the issues identified by the Roundtable as a whole and develop and submit final recommendations regarding such issues to the full Roundtable for review/action.
  - d. After the date on which the Roundtable has heard and taken action on an Ad Hoc Subcommittee's final recommendation(s), the Ad Hoc Subcommittee shall cease to exist, unless the Roundtable determines that the Subcommittee must reconvene for the purposes described in this paragraph.

In its action on the Ad Hoc Subcommittee recommendation(s), the Roundtable may direct the Subcommittee to reconvene, as necessary to review, refine, and/or revise all or a portion of its recommendation(s). If such action occurs, the

Ad Hoc Subcommittee shall be charged with preparing and submitting a subsequent recommendation(s) to the full Roundtable for review/action. After the date on which the Roundtable has received the subsequent Ad Hoc Subcommittee recommendation(s), the Subcommittee shall cease to exist.

4. The duties of a chairperson of a Roundtable Subcommittee may include, but are not limited to, presiding over Subcommittee meetings and submitting recommendations to the full Roundtable, regarding the topics/issues addressed by the Subcommittee.

#### Article VIII. Funding/Budget

1. The Roundtable shall be funded by its voting member agencies. Attached to the bylaws is the initial Funding allocation for each City and County. The Cities Association of Santa Clara County shall establish a Roundtable Fund that contains the funds from the member agencies and shall be the keeper of the Roundtable Fund. All Roundtable expenses shall be paid from the Roundtable Fund.
2. The amount of the annual funding for each member shall be based on the approved per capita formula and may be increased or decreased on a percentage basis at a Regular or Special Meeting by a majority vote of those members present at that meeting.
3. The Roundtable fiscal year shall be from July 1st to June 30th.
4. Roundtable Staff, in consultation with the Roundtable Chairperson, will recommend an annual funding amount for the Roundtable at least 60 days prior to the anticipated date of adoption of the annual Roundtable Budget and inform each member of their anticipated increase or decrease in funding amount.
5. The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting to be held between February - April of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.
6. The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.
7. If a member withdraws from the Roundtable, per the provisions of Article III. Section 9, the remainder of that member's annual Roundtable funding contribution shall be forfeited, since the annual Roundtable Budget and Work Program are based on revenue provided by all Roundtable members.

## Article IX. Conduct of Business/Voting

1. All Roundtable Regular Meetings and Special Meetings shall be conducted per the relevant provisions in the Brown Act, California Government Code Section 54950 et seq.
2. All Roundtable Standing Subcommittees, as identified in Article VII., are considered legislative bodies, per Government Code Section 54952 (b) (Brown Act) and therefore, the conduct of Standing Subcommittee meetings shall be guided by the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
3. Ad Hoc Subcommittees are not legislative bodies, as defined by law, and therefore the conduct of those Subcommittee meetings are not subject to the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
4. All action items listed on the Meeting Agenda shall be acted on by a motion and a second, followed by discussion/comments from Roundtable Representatives and the public, in accordance with Robert's Rules of Order. Approval of an action item shall require a majority of the membership.
5. Each City and County represented on the Roundtable shall have one vote on all voting matters that come before the Roundtable.
6. To ensure efficient communications and the appropriate use of Roundtable Staff and Airport Noise Abatement Office Staff resources outside of noticed Roundtable meetings, other than those requests deemed to be minor by the Chairperson, Roundtable Members shall submit all requests for assistance/information/analysis to the Chairperson. The Chairperson will determine the appropriate course of action to respond to the request and shall, if necessary, forward the request to Roundtable and/or Airport staff for action. The Chairperson shall inform the Roundtable Member of the disposition of the request in a timely manner. For requests that are outside of the Roundtable's purview or approved Work Program, the Chairperson shall notify the Member that the request cannot be fulfilled at that time. The Vice Chairperson shall have similar authority in the Chairperson's absence.

## Article X. Amendments/Effective Date

1. The Bylaws shall be adopted at a Regular or Special Roundtable Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
2. The adopted Bylaws may be amended at any Roundtable Regular or Special Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.

3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

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Roundtable Chairperson Mary-Lynne Bernald  
City of Saratoga

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Date

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Roundtable Vice-Chairperson Lisa Matichak  
City of Mountain View

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Date

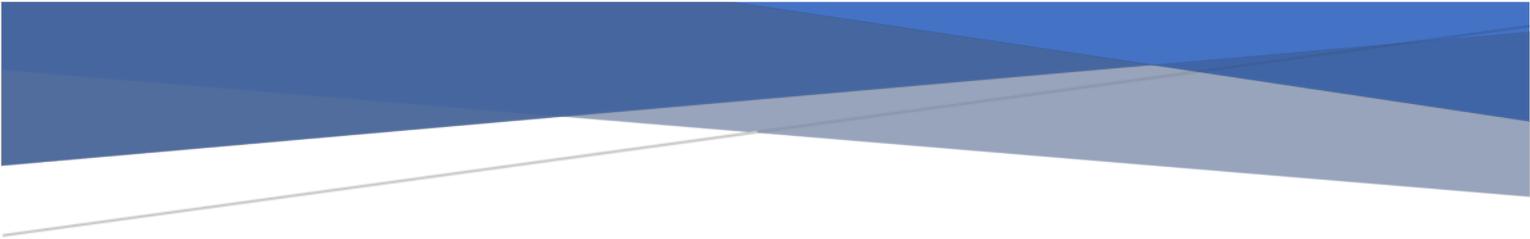
3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

Mary Lynne Bernald  
Roundtable Chairperson Mary-Lynne Bernald  
City of Saratoga

Mar 4/27/2019  
Date

Lisa Matichak  
Roundtable Vice-Chairperson Lisa Matichak  
City of Mountain View

Mar. 27, 2019  
Date



# MEMORANDUM OF UNDERSTANDING

PROVIDING FOR THE CONTINUING OPERATION OF THE SANTA  
CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Cities Association of Santa Clara County  
[www.citiesassociation.org](http://www.citiesassociation.org)

# MEMORANDUM OF UNDERSTANDING (MOU)

## PROVIDING FOR THE CONTINUING OPERATION OF THE SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

### *Preamble*

A critical need exists in Santa Clara and Santa Cruz Counties for a permanent venue to address aircraft noise concerns and it is essential to include all unrepresented cities in these counties.

In July 2017, the Cities Association of Santa Clara County received a Congressional request by Representatives Eshoo, Khanna, Panetta to take a leadership role in developing an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), and San Francisco International Airport (SFO) that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the South Bay and Santa Cruz County

Between May and November 2016, the Select Committee on South Bay Arrivals, a temporary committee of 12 local elected officials (Select Committee) appointed by Congresswoman Anna G. Eshoo, Congressman Sam Farr, and Congresswoman Jackie Speier, convened meetings to receive public input and develop regional consensus on recommendations to reduce aircraft noise caused by SFO flights and airspace, and procedural changes related to the Federal Aviation Administration's Next Generation Air Transportation System.

Among the many recommendations that received unanimous approval by the Select Committee was the need for a permanent venue to represent currently disenfranchised communities in addressing aircraft noise concerns including, but not limited to SFO. This recommendation stems from the fact that our mutual constituents in Santa Clara and Santa Cruz Counties, do not currently belong to a permanent aircraft noise mitigation entity such as the SFO Airport/Community Roundtable.

On October 3, 2017, the San José City Council authorized the Ad Hoc Advisory Committee on South Flow Arrivals to explore possible solutions to address the noise impacts on residents when weather conditions over the airfield require the Airport to operate in a “south flow” configuration (when aircraft land from the north of the Airport instead of the usual landing from the south).

Both the Select Committee and the South Flow Ad Hoc Roundtable have disbanded, the Santa Clara/Santa Cruz Roundtable envisioned by the Cities Association would likely be viewed as an appropriate surrogate for this function in partnership with the SFO Roundtable, SFO and San Jose Minéta Airports.

A significant demand exists for an aircraft noise mitigation entity to represent constituents in the South Bay, it is imperative that any potential body not be confined to SJC or SFO related issues and also include representation of all affected and currently unrepresented communities in Santa Clara and Santa Cruz Counties. While participation by elected officials

in each affected city is essential, it is critical that the establishment of such a body should not be unilaterally implemented by one city, but instead be led collectively by the entire affected region.

The [FAA's November 2017 Phase Two Report](#), the FAA reiterates it will not support solutions that result in shifting the problem of noise from one community to another. It also repeatedly identifies increased flying distance as an unacceptable outcome of many community-proposed solutions that conflict with the economic, environmental, and operational efficiency benefits gained from shorter flying distances.

The FAA repeatedly points to the anticipated inevitability of increases in congestion as airports increase their number of flight operations. The report explicitly states it will not move forward on certain feasible recommendations "until issues of congestion, noise shifting and flying distance have been addressed with the airline stakeholders and the affected communities by the Select Committee and/or SFO Roundtable."

Each jurisdiction is just one of over 100 municipalities in the Bay Area. The ability of any single community, whether 30,000 or 60,000, to influence the complex operations of a federal agency serving a region of 8 million people is limited.

The impacts of airplane noise must be considered amid the competing interests of the flying public, airline industry priorities, airport operational requirements, broader economic and environmental impacts and, above all else, safety. The successful navigation of these public interest challenges requires effective collaboration.

To ensure equitable regional representation, each city and county should have the opportunity to appoint one Member and one Alternate who are local elected officials to serve on the body, elect their own leadership, and participate in helping to fund the effort just as the SFO Airport/Community Roundtable does. Once it is conceived, the newly formed South Bay Airport Roundtable could also work with the SFO Airport/Community Roundtable to establish a joint subcommittee to address complex overlapping issues.

The Cities Association of Santa Clara County is seeking each jurisdiction of Santa Clara County and Santa Cruz County to collaborate with neighboring jurisdictions through the formation of a community roundtable to most effectively address the community impacts of aircraft operations and work with the Federal Aviation Association (FAA).

The Board of Directors of the Cities Association of Santa Clara County supports and will initiate formation of an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), San Francisco International Airport (SFO), and the FAA, that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the Santa Clara and Santa Cruz Counties, and invite the jurisdictions, cities and counties within Santa Clara County and Santa Cruz County, to partner in the formation of the Santa Clara/Santa Cruz Roundtable.

## *ARTICLE I: Statement of Purpose and Objectives*

### Purpose

The overall purpose of the Santa Clara/Santa Cruz Counties Community Roundtable (Roundtable) is to continue to foster and enhance this cooperative relationship to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise in neighborhoods and communities in Santa Clara and Santa Cruz Counties.

### Objectives

*Objective 1:* Continue to organize, administer, and operate the Roundtable as a public forum for discussion, study, analysis, and evaluation of policies, procedures and mitigation actions that will minimize aircraft noise impacts to help improve the quality of life of residents in Santa Clara and Santa Cruz Counties.

*Objective 2:* Provide a framework of understanding as to the history and operation of the Roundtable.

*Objective 3:* Maintain the Roundtable as a focal point of information and discussion between local, state, and federal legislators and policy makers, as it applies to noise impacts from airport/aircraft operations in local communities.

*Objective 4:* Develop and implement an annual Roundtable Work Program to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies, regarding implementation of effective noise mitigation actions.

*Objective 5:* Maintain communication and cooperation between Airport management and local governments, regarding: (1) local agency land use and zoning decisions within noise-sensitive and/or overflight areas, while recognizing local government autonomy to make those decisions and (2) decisions/actions that affect current and future on-airport development, while recognizing the Airport's autonomy to make those decisions.

## *ARTICLE II: Agreement*

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

Accept the operation of the Roundtable as described in the "Statement of Purpose and Objectives," as stated in Article I.

Work cooperatively to reduce noise and environmental impacts, from aircraft operations at, but not limited to, SFO and SJC, in affected neighborhoods and communities.

Provide the necessary means (i.e., funding, staff support, supplies, etc.) to enable the Roundtable to achieve a reduction and mitigation of aircraft noise impacts, as addressed in this agreement.

Represent and inform the respective constituencies of the Roundtable members of the Roundtable’s activities and actions to reduce aircraft impacts, as addressed in this agreement. Initial funding will be shared by jurisdictions, and thereafter it is expected the airport will contribute.

The Roundtable shall establish a budget for each fiscal year. Each Roundtable voting member jurisdiction shall contribute to the budget based on a per capita formula: the population of each jurisdiction (most recent available census numbers) times the following per capita fee structure. This formula is the maximum contribution a jurisdiction will make:

Per Capita Fee Structure	
Large City	\$ 0.50
Small City	\$ 0.50
Medium City	\$ 0.50
XL City	\$ 0.10
County	\$ 0.50

*ARTICLE III: Roundtable Membership*

Voting membership – The Roundtable voting membership consists of one designated Representative and one designated Alternate. The founding jurisdictions include:

- City of Capitola
- City of Cupertino
- City of Los Altos
- Town of Los Altos Hills
- City of Monte Sereno
- City of Mountain View
- City of Palo Alto
- City of Santa Clara
- City of Santa Cruz
- City of Saratoga
- City of Sunnyvale
- County of Santa Clara
- County of Santa Cruz

*ARTICLE III: Roundtable Membership - continued*

**Non-Voting Membership** - Roundtable non-voting membership shall consist of Advisory Members who represent the following:

- Relevant subject matter experts from airlines operating at SFO or SJC
- Federal Aviation Administration (FAA) staff
- Other representatives as deemed necessary

**Additional Voting Membership** - Other incorporated towns and/or cities located within Santa Clara or Santa Cruz Counties may request voting membership on the Roundtable by adopting a resolution:

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

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

*ARTICLE IV: Roundtable Operations and Support*

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

Initial Roundtable staff support shall be provided by the Cities Association of Santa Clara County. The Roundtable is expected to hire additional technical staff support as needed.

*ARTICLE V: Amending This Memorandum of Understanding (MOU)*

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

Step 1: Roundtable consideration of a proposed MOU amendment

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

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

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

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

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

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

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

This Memorandum of Understanding (MOU) shall be deemed adopted and effective upon adoption by at least two thirds of the jurisdictions listed in Article III.

The effective date of this Memorandum of Understanding (MOU) shall be the date of approval by at least two-thirds of the member agencies/bodies.

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

This MOU shall remain in effect so long as all of the voting following membership conditions are met:

This Memorandum of Understanding (MOU) and any subsequent amendments to this document shall remain in effect indefinitely,

1. as long as the membership conditions of Item No. 3 of this Article are met,
2. until it is replaced or superseded by another Memorandum of Understanding (MOU), or
3. until the Roundtable is disbanded.

\_\_\_\_\_  
City/County Representative                      Jurisdiction                      Date

\_\_\_\_\_  
President, Cities Association of Santa Clara County                      Date



October 16, 2019

**Name**

Darlene Yaplee

**Message**

DOT inspector General report - Nor Cal Next Gen NEGATIVE benefits

SCSC Roundtable,

The Department of Transportation, Inspector General issued a Report on FAA's NextGen implementation dated August 27, 2019.

Most importantly the Northern California Metroplex is the ONLY Metroplex with NEGATIVE benefits.

The title of the report is, "FAA Has Made Progress in Implementing Its Metroplex Program, but Benefits for Airspace Users Have Fallen Short of Expectations."

- Metroplex sites having achieved "significantly" lower benefits than expected.
  - The updated *estimate* for 7 metroplexes nationwide, is half of previous estimates (\$31.1M instead of \$61.6M annually).
  - Benefits were items such as more direct paths and fuel savings.
  - There is no consensus between the FAA and industry about actual benefits achieved.
  - Negative benefits means *without even including* the negative aircraft noise and emissions impacts to our community.
  - Can you imagine, neither our community nor industry is having positive benefits from the NorCal NextGen implementation?
  - Someone needs to take a serious look at what the FAA has been doing in the NorCal Metroplex. Clearly this is not what Congress had in mind to "modernize the airspace".
  - Please consider requesting a detailed audit or hearing of the NextGen implementation at NorCal Metroplex. The Roundtable should contact Congressional Offices (House & Senate).
  - I would like to see the Legislative committee restarted to lead such efforts along with advocacy on Senator Warren's S.2506 and Representative Lynch of Boston's HR. 976 legislation on health impacts of air traffic noise.

pg. 18 shows chart that the Northern California NextGen implementation has negative benefits.

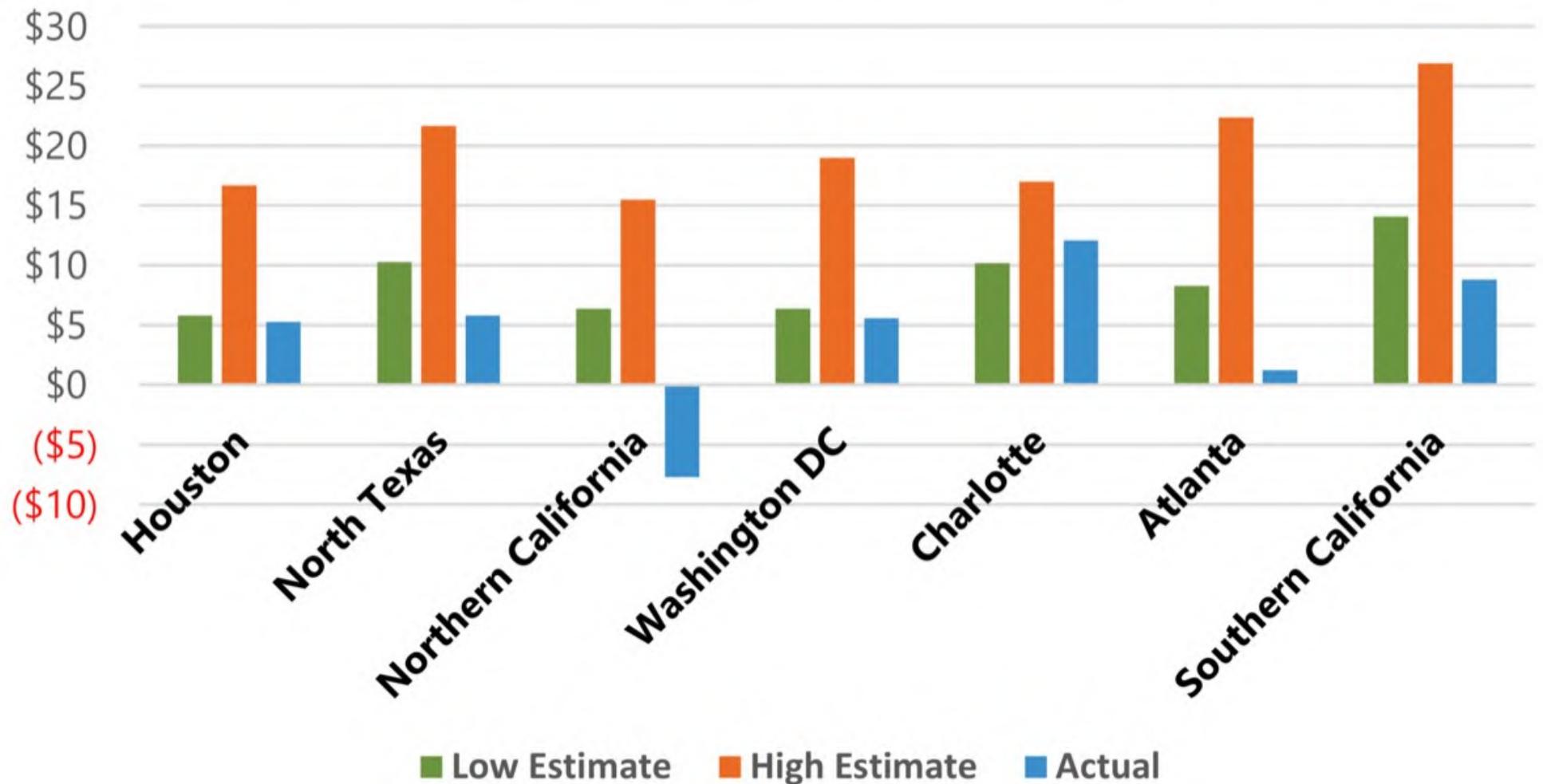
The link to the report

is [https://www.oig.dot.gov/sites/default/files/FAA%20Metroplex%20Program%20Final%20Report%5E08-27-19.pdf?utm\\_medium=email&utm\\_source=govdelivery](https://www.oig.dot.gov/sites/default/files/FAA%20Metroplex%20Program%20Final%20Report%5E08-27-19.pdf?utm_medium=email&utm_source=govdelivery)

**Attachment Summary**

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Figure 4. Metroplex Implementation Sites Pre- and Post-Implementation Estimated Annual Benefits (in Millions)



October 18, 2019

Name

Lydia Kou

Message

SSFO RT Meeting 10/02/19 - Summary

SCSC Roundtable:

I attended the SFO-RT meeting on October 2<sup>nd</sup> and wanted to summarize items that are relevant to the SCSC RT, including some possible next steps to consider. Here is the meeting [packet](#), [agenda](#), and [video](#).

Cheers,

Lydia

- . **Airport Director's Reports**
  - o GBAS Working through contract terms with vendor
    - 3-4 airports in similar situation
  - o **SCSC RT Consideration:** Given that GBAS approaches can start 23 nmiles from SFO, discuss how the SCSC Roundtable can be involved in the design and review process of innovative approaches to determine if they can reduce aircraft impacts. Follow up with FAA on changing STARs so communities can get the full benefit from GBAS.
- . **FAA Work on Noise Initiatives**
  - o FYI FAA Raquel Girvin and Adam Vetter attended (not on the agenda to speak)
  - o Presentation by Jim Hileman, Chief Scientific and Technical Advisor for Environment at FAA
    - His slides will be made public on SFO-RT site (by the way, slides include research on emissions, and in particular particulate emissions)
    - An overview of current research
    - RT members were able to ask him questions and the public could comment
    - One question from a RT member was that the FAA uses averages so the conclusions are different than if there were more details on the highs and lows of aircraft impact
  - o **SCSC RT Consideration:** For those interested in an update on research, suggest watching video (his presentation starts at time stamp 40:00) and viewing his slides when available. Afterwards, I heard that at other RTs Jim Hileman answers public questions; therefore, this is something to check on when we have FAA speakers if they are willing to answer public questions directly.
- . **Report from TWG Sept 26, 2019 (Notes below are mine from the TWG meeting)**
  - Overview and Discussion of Submitted Questions to the FAA on August 22, 2019**
    - o The FAA released a [July 2019 update](#) in which they indicated that they anticipate a publication date around Spring 2020 for 050 departures:
      - The excerpt in *italics* below is from the FAA and their update.
      - ***Create an OAK departure procedure that flies down the Bay during nighttime hours*** • References: RT B 24 Part 2 (Pg 28), B 33 (Pg. 30), C 050° ST 2 (Pg. 40), C Nighttime ST 4 part 2 (Pg. 44), C CNDEL COL 1 in part (Pg. 50), D 1.a.ii. Resp 3 part 2 (Pg 56), D 1.b.ii. Resp 4 part 2 (Pg. 59) • Status: On March 9, 2018, this proposed action was entered into the IFP Gateway. This Request has received initial feasibility and Regional Airspace and Procedures Team approval. *The FAA anticipates a publication date sometime in Spring 2020.*
  - o The SFO RT had submitted a topic (050) to the FAA that included multiple questions.
  - o FAA presented visuals for Aug 1-7, 2019. 20 flights the entire week (24 hours) that were "assigned" to the 050 heading. The FAA did not have breakouts by # flights, times, speeds, and altitudes. Would need to ask a future follow up question on this and topics related to impact of the procedure.
    - o Regarding how departures over the Bay will conflict with SFO arrivals? Answer: will not conflict e.g. will hold up departing planes. This did not address consequences of the procedure on volumes or impacts to other current or future procedures e.g. BDEGA-east. Need to ask a future follow up question.
    - o Procedure was requested by NorCal TRACON. For the July "FAA Report Update" the FAA included an update that was not requested by the Select Committee, South Flow, or the SFO-RT. This was new information as many perceived the FAA Updates to be responses to requests. FAA shared that procedures are changed if there is an operational benefit.

- o No industry representation required because not a PBN procedure that requires the J07100.41 process. It is a conventional procedure and the process is 8260.3.
- o TBD if requirement for community engagement. Need to ask FAA this future follow up question as the Environmental Review not determined yet.
- o Discussion and interest to coordinate SCSC RT and SFO RT questions e.g. may have different questions on these procedures and both RTs have an interest on the topic.
- o **SCSC RT Consideration:** Coordinate with SFO-RT to submit follow up questions to the FAA on this topic by end of October.

**SFO Ground-Based Augmentation System (GBAS) Update**

- o Project is on hold current given contract terms between Airport and vendor.
- o TBD if and when website and information will be released.
- o Question to SFO was asked about getting a pre-NextGen baseline for comparison of before and after GBAS.
- o Question was asked to RT to follow up with the FAA about modifying STARs to take advantage of GBAS? Does FAA have a policy overall or for a specific procedure?
- o **SCSC RT Consideration:** Coordinate with SFO-RT to submit follow up questions to the FAA (re: modifying STARs) and SFO (re: establishing baseline) on this topic by end of October.

**Noise Monitors**

- o There was a discussion on the new noise monitors. Where should they be located and what thresholds & durations should be used for noise monitors?
- o Chair Lewis is going to create a working group that will include the public to discuss criteria. I plan on participating. HHMH to make recommendations for thresholds/duration.
- o SFO makes the decision on location and thresholds
- o Unclear how the noise monitor data are used today. Some data are reported but it does not seem that they inform any decisions.
- o Later Ann Wengert mentioned this would be a good area for collaboration between the SFO RT and the SCSC RT.
- o **SCSC RT Consideration:** 1. Request to SFO airport to place monitors under SFO arrival and departure flight paths of procedures and associated vectoring, as well as provide adequate coverage regardless of county limits. 2. Collaborate with SFO-RT on locations, thresholds and duration discussions. 3. Articulate how the noise monitoring data can be best used.

**Formal Coordination with other Bay Area Roundtables**

- o Ann Wengert presented an update on the Ad Hoc Steering Committee
- o Ann, Elizabeth and Mary-Lynne met on August 28, 2019
  - o 3 members from each group: SCSC, OAK Noise Forum and SFO-RT
    - SCSC: Mary-Lynne Bernald, Lydia Kou, and Ed Bottorff
    - SFO-RT: Elizabeth Lewis, Ann Wengert, and Mark Addiego
    - She has not heard yet from OAK Noise Forum for their staffing, will move forward if they cannot staff at this time
    - Goal is to meet before the end of this year to organize this Steering Committee
- o Ann suggested that noise monitoring could be a topic of shared interest
- o **SCSC RT Consideration:** Identify ideas of shared interest and how Roundtables can work together to be more effective and efficient. The SCSC work plan may be a start.

Respectfully,

-----

Lydia Kou - Council Member  
 Contact Info: <https://goo.gl/BcqCQS>

...

[Message clipped] [View entire message](#)

# **SCSC Roundtable Staff Email Responses<sup>1</sup>**

## **August 23 – September 20, 2019**

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<sup>1</sup> All incoming emails receive the following response, “Thank you for contacting the SCSC Roundtable. Please be assured that your communication will be reviewed by the appropriate person. Citizen/resident communications will be distributed to SCSC Roundtable Members.” The responses on the following pages reflect the more detailed responses that have been provided when appropriate.



## SCSC Roundtable Staff Email Responses – August 23 – September 20, 2019

**August 24, 2019**

**Name**

Robert Holbrook

**Message**

Comments on Strategic Plan and Work Program

Hi Robert,

Thanks for your email.

The email attachments containing suggested edits to the Draft Strategic Plan and Draft Work Program were inadvertently omitted from the email section of the August 28, 2019 SCSC Roundtable Agenda Packet. The email attachments have now been inserted into the August Agenda Packet. We will be reposting and retransmitting the August Agenda Packet with all of the attachments. Our transmittal email will explain the revision to the Packet and will direct the Roundtable Members to the email section of the Packet, so they can review/consider the input from members of the public on the Draft Strategic Plan and Draft Work Program prior to Wednesday's Roundtable meeting.

Thank you for bringing this inadvertent production error to our attention. We apologize for any concern we may have caused you.

Enjoy the rest of your weekend!  
Regards,  
Steve

**August 25, 2019**

**Name**

Jennifer Landesmann

**Message**

SCSC Roundtable Agenda Packet Re-Posted

Hi Jennifer,

Thank you for letting us know. We inadvertently did not include your forwarded email. This has now been remedied, and the agenda packet has been updated to include your forwarded email. We are also sending out a notification to the Roundtable, and will note this update to the agenda packet.

Thank you,  
Evan Wasserman, ESA

**August 26, 2019**

**Name**

Carlos Palacios

**Message**

Priorities List

Hi Carlos,

Thank you for sending your list of Work Program priorities. We have saved this list to our project files, and will include with other Roundtable member input.

Regards,  
Evan Wasserman, ESA

**August 26, 2019**

**Name**

Darlene Yaplee

**Message**

Missing in Aug packet -- Fwd: Comments: Strategic Plan and Work Program

Hi Darlene,

Thank you for reaching out.

It appears that your email "Comments: Strategic Plan and Work Program" from yourself and Marie-Jo Fremont (dated August 9, 2019) is in fact already in the SCSC Roundtable August meeting packet (page 168).

However, the confusion may be due to the email being located between Anita Enander's Strategic Plan, and Work Program Edits. This is something we can remedy by moving the pages around in the PDF. I apologize for any inconvenience.

**August 28, 2019**

**Name**

George Wylie

**Message**

Your August 8, 2019 Letter and Accompanying Resolution No. 2019-20-02 Regarding the Suggested Replacement of the SERFR Arrival Route with a New Arrival Route Over or Near the BSR Ground Track

Dear Mr. Wylie:

Thank you for your August 8, 2019 letter and accompanying Resolution No. 2019-20-02 regarding the San Lorenzo Valley Unified School District's concern about the suggested replacement of the SERFR Arrival with a new arrival route over or near the Big Sur (BSR) ground track. As indicated in Resolution No. 2019-20-02, the recommendation to the Federal Aviation Administration (FAA) to move the SERFR Arrival to the BSR ground track came from the Select Committee on South Bay Arrivals (Select Committee). The Select Committee was convened and disbanded prior to the Santa Clara/Santa Cruz Counties/Airport Community Roundtable's (SCSC Roundtable) first meeting in February 2019.

The SCSC Roundtable was formed to serve as a follow-on public forum to receive/consider community input regarding aircraft noise impacts. The understanding during the formation of the SCSC Roundtable was that the Select Committee recommendations to the FAA would not be revisited by the SCSC Roundtable. Essentially, the FAA was moving forward with examining the Select Committee recommendations, which it would run through its flight procedure evaluation process. As a result, the potential moving of the SERFR Arrival to a new arrival route over or near the BSR arrival is currently under review by the FAA.

It is important to note that the SCSC Roundtable has no authority to relocate or replace the current SERFR Arrival with a new arrival track over or near the BSR ground track. The authority to create, amend, or eliminate flight procedures within the National Airspace System resides solely with the FAA. In addition, the SCSC Roundtable has taken no actions since its first meeting in February 2019 to recommend to the FAA the creation, amendment, or elimination of any flight procedures.

The SCSC's Roundtable role in the FAA's procedure evaluation process is to provide a forum through which the FAA can report on its efforts and the members of the Roundtable and public can provide input to the FAA regarding the FAA's work. Should the FAA's procedure evaluation process advance beyond the preliminary stage, in which matters such as safety and flyability are considered, the SCSC Roundtable may be asked by the FAA to provide suggestions regarding the potential public outreach venues and groups that should be contacted.

Should the FAA's effort to evaluate the SERFR Arrival produce a publicly-available environmental analysis, be assured that the Roundtable as a whole and its individual members will carefully review the document for potential noise impacts. The SCSC Roundtable may (or may not) choose at that time to provide the FAA feedback on its analysis, especially as it relates to changes in aircraft noise exposure and other environmental factors including air emissions. However, SCSC Roundtable will not be reopening the Select Committee process on this procedure or any of the Committee's other recommendations.

So that the SCSC Roundtable members, the FAA, and members of the public can understand the San Lorenzo Valley Unified School District's concerns, we have posted your letter and the accompanying Resolution to the SCSC Roundtable website.

I thank you for sharing the School District's concern and trust this clarifies the SCSC Roundtable's standing in this matter.

Sincerely,

Mary-Lynne Bernald

Chairperson

Cc: SCSC Roundtable Members and Alternates

#### **Attachment Summary**

**"20190828\_M\_Bernald\_Final\_San\_Lorenzo\_Valley\_USD\_201900828"**



**SANTA CLARA/SANTA CRUZ COUNTIES  
AIRPORT/COMMUNITY ROUNDTABLE**

PO Box 3144  
Los Altos, CA 94024

August 28, 2019

Mr. George Wylie  
President, Board of Education  
San Lorenzo Valley Unified School District  
325 Marion Avenue  
Ben Lomond, CA 95005

**Subject: Your August 8, 2019 Letter and Accompanying Resolution No. 2019-20-02 Regarding the Suggested Replacement of the SERFR Arrival Route with a New Arrival Route Over or Near the BSR Ground Track**

Dear Mr. Wylie:

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Mr. George Wylie  
August 28, 2019  
Page 2

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Should the FAA's effort to evaluate the SERFR Arrival produce a publicly-available environmental analysis, be assured that the Roundtable as a whole and its individual members will carefully review the document for potential noise impacts. The SCSC Roundtable may (or may not) choose at that time to provide the FAA feedback on its analysis, especially as it relates to changes in aircraft noise exposure and other environmental factors including air emissions. However, SCSC Roundtable will not be reopening the Select Committee process on this procedure or any of the Committee's other recommendations.

So that the SCSC Roundtable members, the FAA, and members of the public can understand the San Lorenzo Valley Unified School District's concerns, we have posted your letter and the accompanying Resolution to the SCSC Roundtable website.

I thank you for sharing the School District's concern and trust this clarifies the SCSC Roundtable's standing in this matter.

Sincerely,

A handwritten signature in cursive script that reads "Mary-Lynne Bernald".

Mary-Lynne Bernald  
Chairperson

Cc: SCSC Roundtable Members and Alternates

## August 28, 2019

### Name

SCSC Roundtable Members and Alternates

### Message

FAA Response Letters to the SCSC Roundtable

Dear SCSC Roundtable Members and Alternates,

Three correspondence items came in yesterday evening from the FAA in response to letters/questions by the SCSC Roundtable. These response letters have been posted to the Correspondence section of the SCSC Roundtable website for your review/use. There will also be printed copies of the response letters provided at the meeting today. As these letters are pertinent to items on today's agenda, you may want to review prior to the meeting.

- Correspondence: 2019-08-27 Letter Response from FAA to SCSC Roundtable Regarding Various Inquiries
- Correspondence: 2019-08-27 Letter Response from FAA to SCSC Roundtable's 23 Submitted Questions
- Correspondence: 2019-08-6 Letter from FAA to SCSC Roundtable regarding forwarded Alastair Fyfe letter

Thank you,

SCSC Roundtable Staff - Evan Wasserman

## August 30, 2019

### Name

SCSC Roundtable Members and Alternates

### Message

SCSC Roundtable - Ad Hoc Committee for Development of the Strategic Plan and Work Program

Dear SCSC Roundtable-Ad Hoc Committee Members,

In response to requests made during the August Roundtable meeting by volunteers of the Ad Hoc Committee, attached are the clean Word versions of the Draft Strategic Plan and Draft Work Program for your use and reference. These clean versions incorporate all Roundtable member edits that had previously been provided, with the majority of member comments/edits accepted. In certain situations, where edits or comments sometimes conflicted, the decision was made to accept only the edits that made the most sense for the text. In making additional revisions to these documents, if you would like ESA to make any particular edits or formatting changes please let us know. Thank you,  
SCSC Roundtable Staff - Evan Wasserman



# **SCSC Roundtable Staff Email Responses<sup>1</sup>**

## **September 20 – October 18, 2019**

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**September 22, 2019**

**Name**

Michelle Wu

**Message**

Re: SCSC roundtable

Dear Member Wu and Ms. Bertrand,

During the August 28, 2019 SCSC Roundtable meeting, the FAA indicated that if the community is interested in reviewing the measured aircraft noise levels in a specific area, then the airports that have noise monitoring systems would have to provide that data as the FAA does not have it. These noise monitoring reports are publicly available online and does not require airport participation in the SCSC Roundtable to acquire them. Here is a link to SFO's noise monitoring reports.

There was a separate and unrelated discussion at the August 28, 2019 SCSC Roundtable meeting about SFO joining the SCSC Roundtable as a member. This discussion was focused on the Roundtable operating budget. In essence, having SFO participate as a member would provide additional funds for the Roundtable's work and would give SFO a vote in Roundtable matters.

Regardless of whether SFO joins the SCSC Roundtable as a member or not, staff from the SFO Noise Abatement Office has been at every SCSC Roundtable meeting to date.

We trust that this response is helpful to you.

Regard,  
SCSC Roundtable Staff

**September 25, 2019**

**Name**

Matthew Kazmierczak

**Message**

RE: Santa Clara/Santa Cruz Counties/Airport Roundtable

Matthew,

Thank you for facilitating the meeting and sending the San José City Council memo.

Regards,

Steve  
Regard,  
SCSC Roundtable Staff



**October 3, 2019**

**Name**

SCSC Roundtable Members and Alternates

**Message**

Dear SCSC Roundtable Members and Alternates,

I have attached for your review, an excerpt from the September 10, 2019 San Francisco Airport Commission meeting minutes. In reviewing the minutes, I found the report by Mike Nakornkhet, SFO's Acting Director of Finance, to be particularly informative about recent changes in air service, passengers, and aircraft types at SFO, SJC, and OAK. Mr. Nakornkhet's presentation provides a clear image of how domestic versus international air service has changed at SFO, SJC, and OAK over the past few years and how the share of passengers has shifted amongst the three airports over that time. His discussion of the upgauging of the aircraft fleet is particularly notable as airlines are able to carry more passengers with little or no growth in their operations. I wrote an article about the upgauging trend in the April 2018 edition of ESA Connects. Here is a link to the article, which starts on page 3. In addition to his discussion, the attached Meeting Minutes excerpt includes Mr. Nakornkhet's slide presentation, which is very informative. In addition to reading this excerpt yourself, please feel free to distribute this information to your constituents. It may answer some of the questions they have raised regarding changes in aircraft operations at SFO, SJC, and OAK.

Regards,  
Steven R. Alverson  
SCSC Roundtable Facilitator  
ESA | Environmental Science Associates| esassoc.com  
\*Sent by Evan Wasserman on behalf of Steven R. Alverson

**Attachment Summary**

**20191003\_E\_Wasserman\_Excerpt from the San Francisco Airport Commission meeting minutes**

D. DIRECTOR'S REPORT:

Director Satero introduced Mike Nakornkhet to present on Item #1 Analysis of Airline Traffic.

1. Analysis of Airline Traffic for Fiscal Year 2018/2019:

**Mike Nakornkhet, Acting Director of Finance** presented on the analysis of airline traffic for Fiscal Year 2018/19. Fiscal Year 2019 concluded with 57.6M total passengers, which represents the second highest year on record at SFO. This is only slightly behind the highest year on record, which was Fiscal Year 2018 with 57.8M total passengers. Even though the total number of passengers was approximately the same, the make-up of passengers, domestically versus internationally, was different. In 2018, 76% of passengers were domestic while 24%, or 13.8 million, were international. In 2019, international share increased to 26%, or 14.8M, which represents a record for international passengers at SFO. The reason for such strong international growth was the new and increased services, such as 12 new routes added by seven carriers, two of which switched service from Oakland. International routes perform well at SFO because of the year-round strong demand that the Airport attracts. The domestic sector did experience some tapering, primarily due to Alaska Airlines and Southwest. Alaska went through a process called route rationalization, where they cut back on some non-profitable routes after their merger with Virgin America. This is only temporary as they are adding back services this fiscal year. Southwest declined because they are focusing most of their Bay Area growth at San Jose. Regarding the Airport's monthly performance during the year, international traffic mostly offset domestic decline with the result of a slight overall decline of only 0.7% for the entire fiscal year. At other Bay Area airports, Oakland increased by 1.9%, while San Jose increased by 10.7%, primarily from domestic traffic increases. The outlook into early 2020 exhibits the same trend, where the main story at SFO is international growth and the main story at San Jose is domestic growth. This results in a shift in the market share of international passengers towards SFO. Two years ago, the market share of Bay Area international passengers was 88% at SFO, last year it was 89%, and this year it is likely going to be 90%. SFO's flat traffic this past fiscal year does not compare favorably to other international gateways. However, because the Airport has grown so rapidly during the prior four years, its five-year average is still in the top half of large international gateways in the U.S. The one-year reprieve has been healthy for the Airport because it allowed for the shift in traffic mix towards international, and it's giving Staff time to add more gates to accommodate future growth as part of the Ascent program. Over the past five years, the average aircraft size has gotten larger from 142 seats to 159 seats. Staff would like to see this number

continue to increase to 175 because it will help the Airport reach its target of 71M annual passengers in about a decade. In addition, the domestic number of times airlines use each gate in a day (or the number of turns per gate) has increased from 6.9 to about 7.5 over the past 5 years. This is almost the full capacity that a gate can handle, which explains the need to build more gates. The international average has also increased from about three to four, which is relatively high for international operations because it takes more time to load and unload international aircraft. As for preliminary year-end financial results for Fiscal Year 2019, the total operating cost was approximately \$1.09B dollars, which was offset with non-airline revenues (\$580M from concessions, parking, and passenger facilitation charges). The remainder is covered by airline landing fees and terminal rentals. The cost-per-enplanement (CPE - unit cost airline pays to fly one passenger out) is \$17.93. SFO's CPE number compares favorably to other international gateways, and it is in a competitive position to continue to attract new and increased airline service going forward.

**Commissioner Yeung** asked about the benefits of shifting to more international traffic.

**Mr. Nakornkhet** responded that international planes are larger which is more favorable operationally. International passenger spending is also higher on average in the Airport and the City than domestic.

**Commissioner Yeung** asked if the shutdown of the A380 is going to impact business.

**Mr. Nakornkhet** responded that the Airport has been seeing retirements and shutdowns. However, they are being replaced with larger medium-gauge international aircrafts with around 300 seats which is about the right size to get to 71M passengers in our projections.

**Vice President Crayton** asked how the Airport is supporting international passengers.

**Director Satero** mentioned the Airport's concierge program and investment in lounges have served passengers well. Another opportunity is a premium experience at the fixed based operation with Signature flight support. The investment in lounges by the internationals is very important. The C3C Project will turn offices on the 5th floor of the International Terminal into airline lounges.

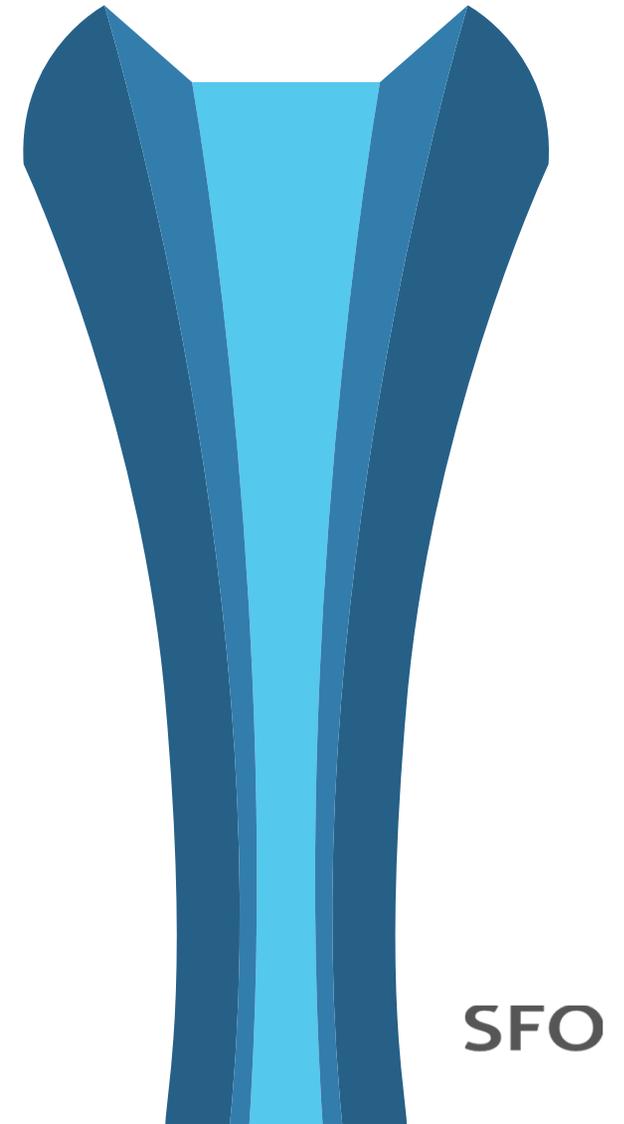
**Commissioner Johns** said the presentation is timely given the Airport's limitations on space. Since the Airport can't expand runways due to our geography, larger planes mean lesser planes come in. Other airports are going to have to take over the short hauls. Fewer but larger planes is how we are going to be able to handle the traffic within the confined space that we have and weather. **Director Satero** added that the Airport can only operate one runway for arrivals and departures during bad weather conditions.

\*\*\*Please see the attached slides\*\*\*

# Analysis of Airline Traffic

## Fiscal Year 2019

September 10, 2019



FY 2019 Total SFO Passengers

**57.6 Million**

FY 2018...

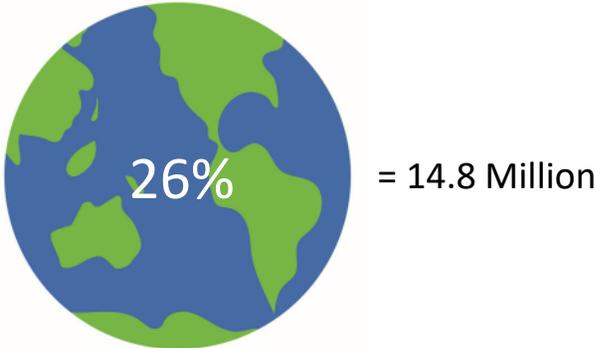
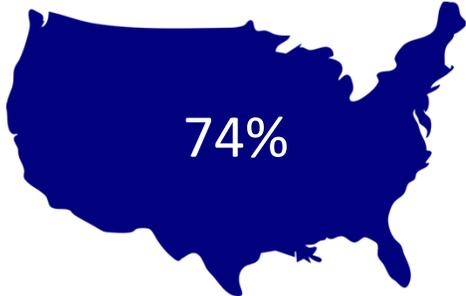
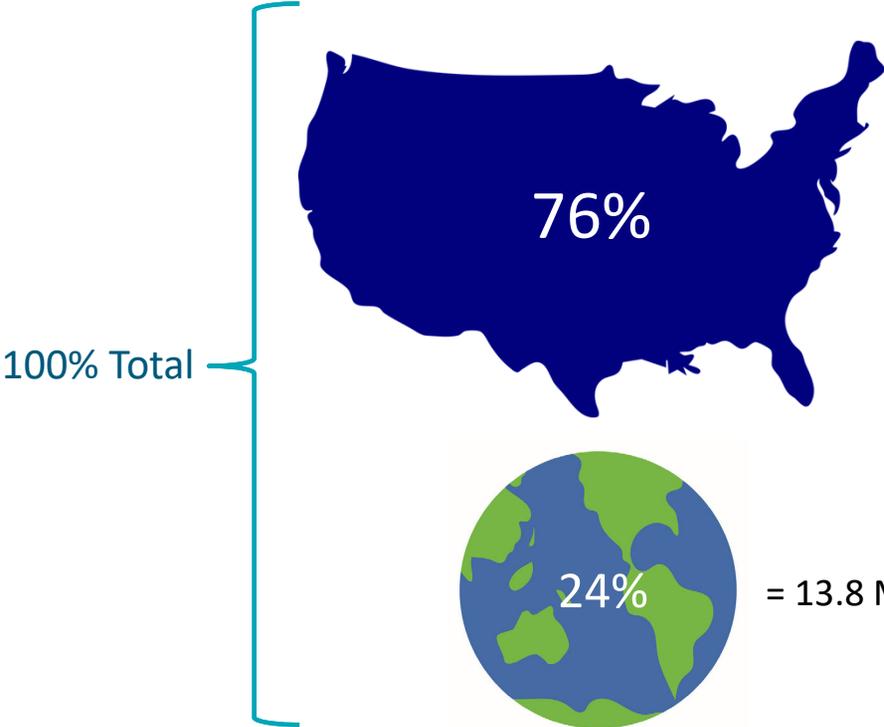
**57.8 Million**

Source: Monthly Air Traffic Activity Reports

# Domestic vs. International

2018

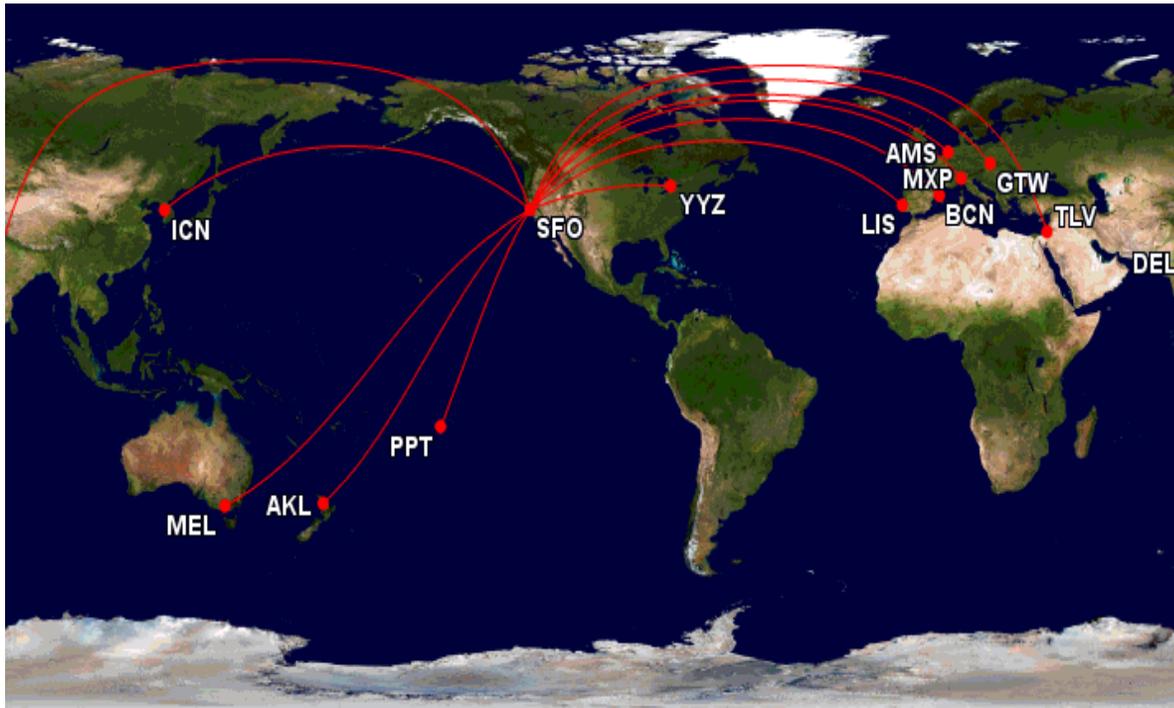
2019



Source: Monthly Air Traffic Activity Reports

# New International Service

*12 New or Increased Routes*

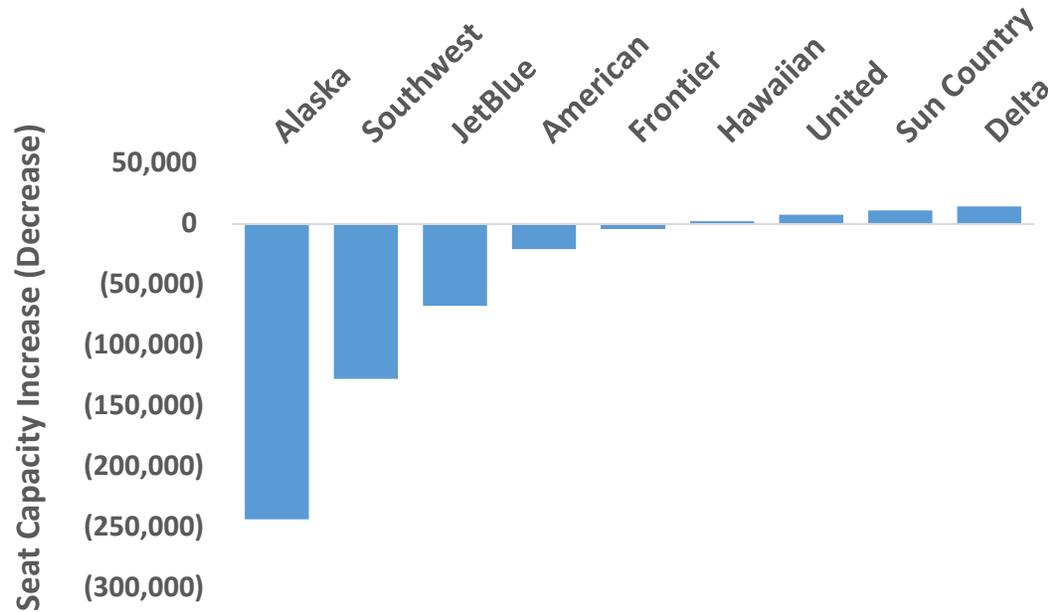


- United: 6 new or increased services
  - New: New Delhi, Melbourne, Toronto, Amsterdam
  - Increasing: Auckland, Papeete
- Level: Barcelona
- Norwegian: London Gatwick
- Air Italy: Milan
- TAP Air Portugal: Lisbon
- El Al: Tel Aviv
- Qantas: Melbourne

Source: SFO Airline Route Development Log

# Domestic Tapering

Jan – June 2019 Seat Capacity Changes



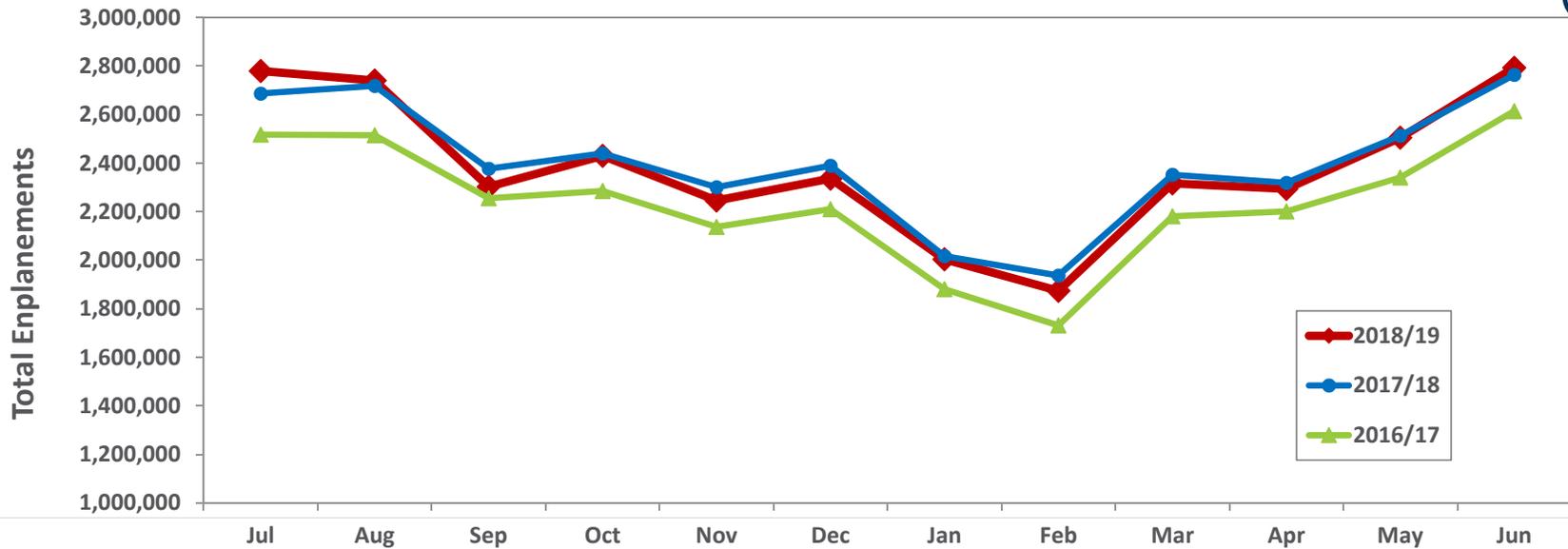
- Alaska responsible for more than half of the decrease (route rationalization)
- Followed by Southwest (growth mainly at SJC)

Source: Official Airline Guide

# FY 2019 Monthly Performance

Overall Enplaned Passengers down 0.7%

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	FY 2019
Domestic	3.3%	0.4%	-4.8%	-2.4%	-5.7%	-5.4%	-4.0%	-6.3%	-3.3%	-4.3%	-3.9%	-1.4%	-3.0%
International	3.8%	2.2%	2.4%	6.2%	9.8%	8.0%	10.0%	6.7%	4.4%	10.2%	10.4%	8.1%	6.7%
<b>Total</b>	<b>3.4%</b>	<b>0.8%</b>	<b>-3.1%</b>	<b>-0.4%</b>	<b>-2.4%</b>	<b>-2.2%</b>	<b>-0.6%</b>	<b>-3.3%</b>	<b>-1.5%</b>	<b>-1.1%</b>	<b>-0.3%</b>	<b>1.0%</b>	<b>-0.7%</b>



Source: Monthly Air Traffic Activity Reports

# Oakland and San Jose



Bay Area Airport	FY 2019 % Growth
San Francisco (SFO)	-0.7%
Oakland (OAK)	1.9%
San Jose (SJC)	<u>10.7%</u>
<b>Bay Area Total</b>	<b>1.6%</b>

Source: Data provided by respective airports' staff

# Near-term Outlook

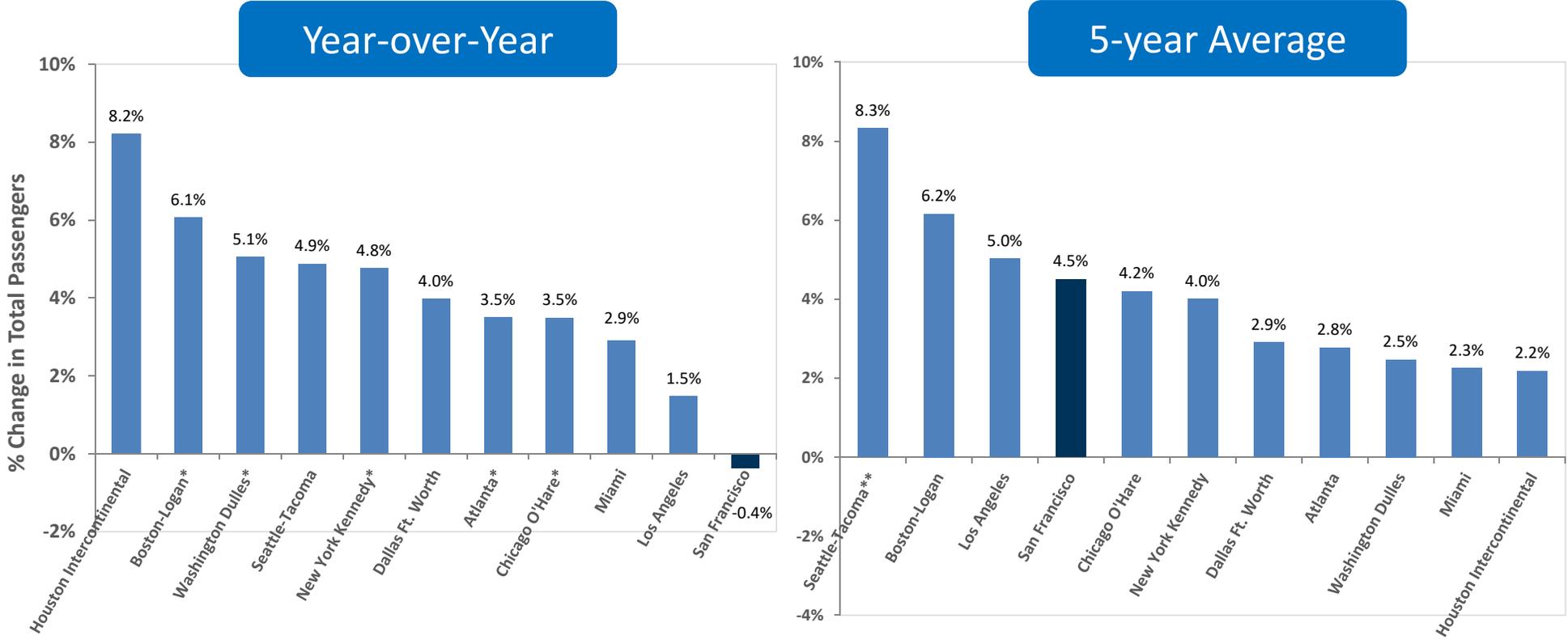
Aug 2019 – Jan 2020 Seat Capacity Changes

	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	6-month Average
Domestic	3.1%	-7.2%	-2.4%	-0.2%	3.5%	5.0%	0.3%
International	7.1%	5.7%	6.0%	6.8%	6.5%	6.0%	6.4%
<b>SFO Total</b>	<b>4.1%</b>	<b>-3.8%</b>	<b>-0.2%</b>	<b>1.5%</b>	<b>4.3%</b>	<b>5.3%</b>	<b>1.8%</b>
<b>OAK</b>	<b>-7.8%</b>	<b>-3.5%</b>	<b>-1.2%</b>	<b>-1.3%</b>	<b>0.5%</b>	<b>0.5%</b>	<b>-2.3%</b>
<b>SJC</b>	<b>8.4%</b>	<b>13.2%</b>	<b>13.4%</b>	<b>10.9%</b>	<b>14.2%</b>	<b>11.9%</b>	<b>11.9%</b>



Source: Official Airline Guide

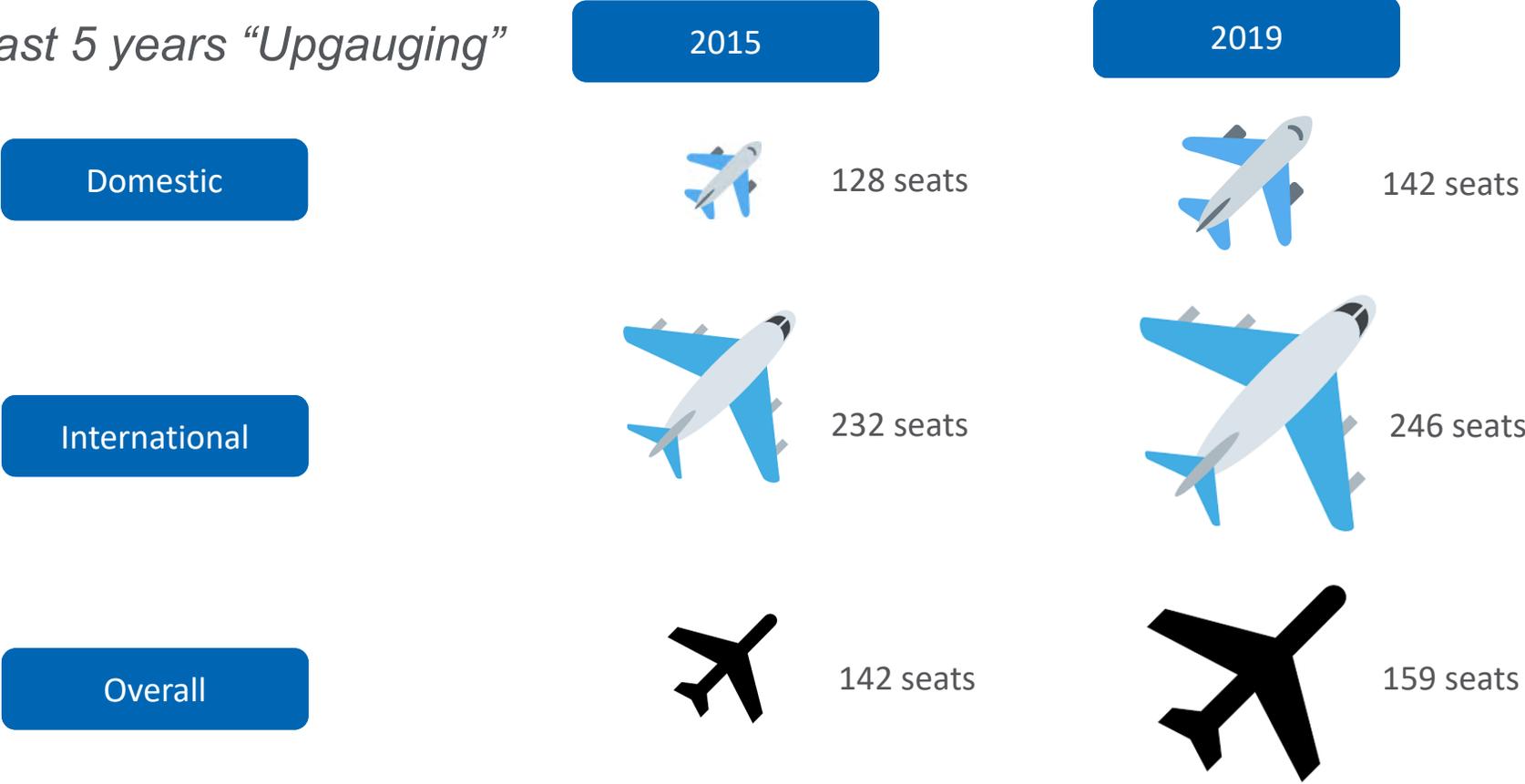
# Other International Gateways



Source: Compiled from websites of respective airports

# Increased Aircraft Size

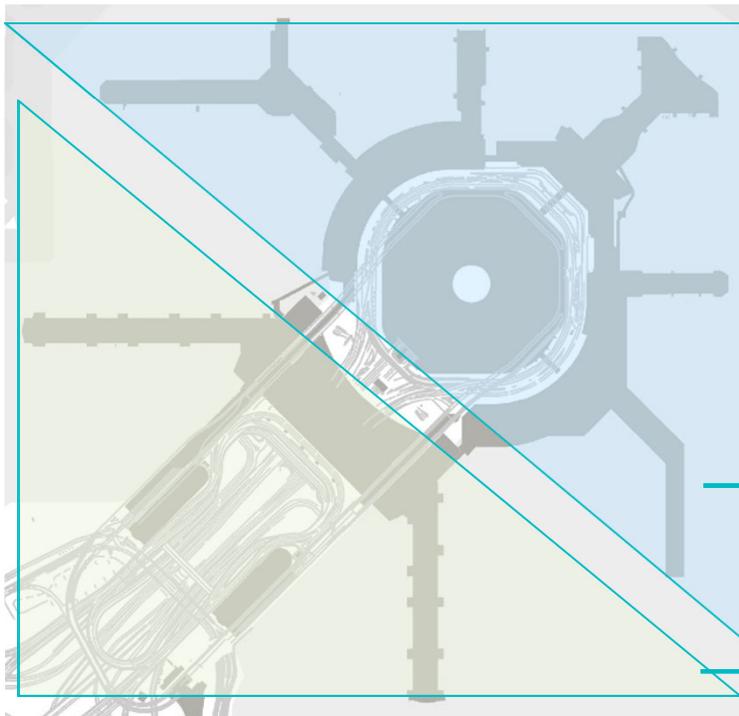
Past 5 years "Upgauging"



Source: Official Airline Guide

# Increased Turns per Gate

*Past 5 years*



Fiscal Year	2015	2016	2017	2018	2019
Domestic Terminals	6.9	7.0	7.1	7.5	7.4
International Terminal	3.1	3.3	3.6	3.9	4.1

Source: Monthly Air Traffic Activity Reports

## Preliminary Year-End Financials

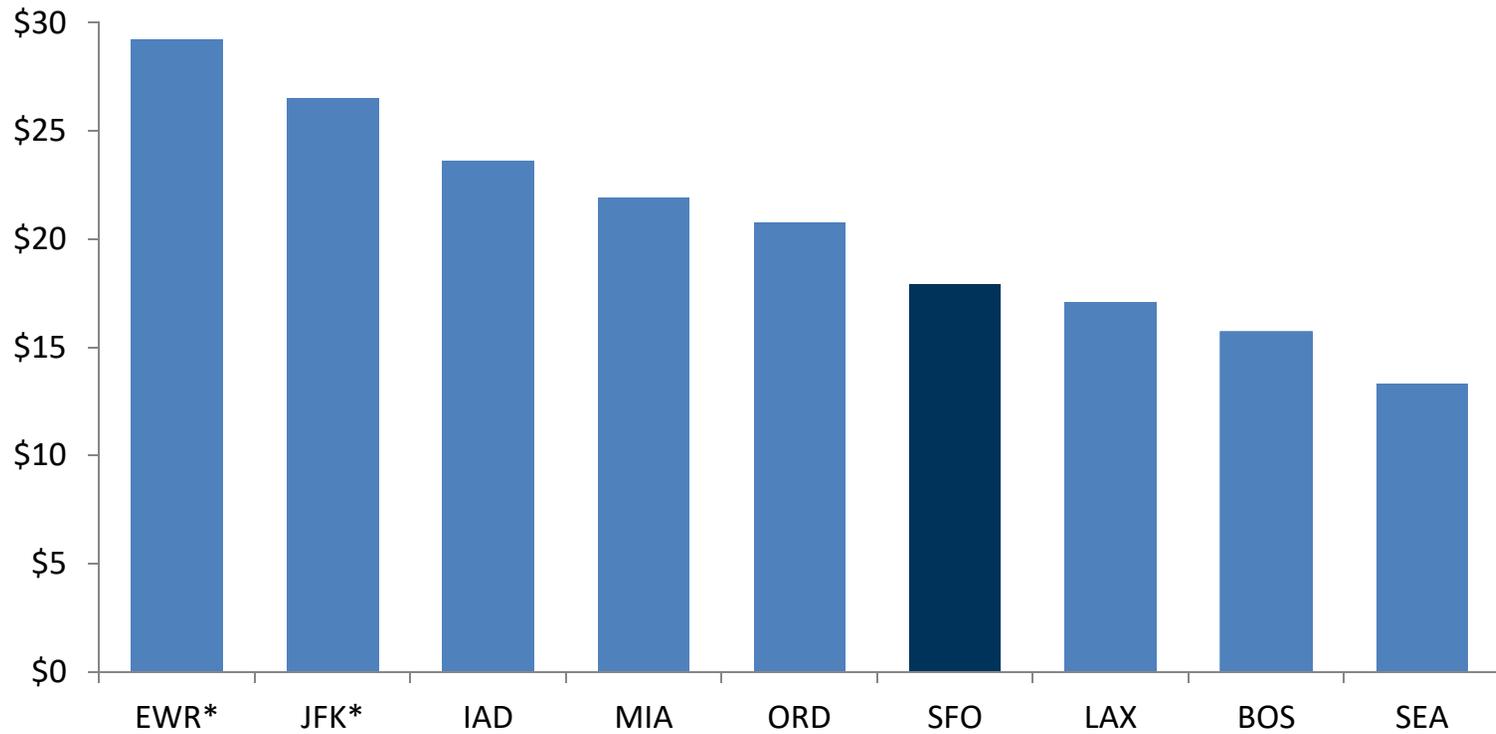
	Fiscal Year 2019 (\$ Millions)
Operating Expenses	\$ 573
Debt	471
Annual Service Payment to City	<u>49</u>
<b>Total Operating Costs [A]</b>	<b>\$1,093</b>
Terminal Concessions	\$ 114
Parking	97
Ground Transportation (i.e. Taxis, TNCs, Rental Cars)	116
Other revenues	190
Passenger Facility Charges	<u>63</u>
<b>Total revenues [B]</b>	<b>\$ 580</b>
Airlines Pay [A] – [B]	\$ 513
<i>Passenger Enplanements</i>	<u>28.6</u>
<b>CPE</b>	<b>\$ 17.93</b>

Source: FY 2018/19  
Preliminary Year-End  
Report, August 29, 2019

SFO

# CPE Relative to Other Airports

Select International Gateway Airports – FY 2019 est. CPE



*\*Based on latest available actual CPE with estimated increases in-line with Consumer Price Index.  
Note: EWR, JFK, IAD, ORD and SEA estimates represent calendar year 2019 because the Airports' fiscal years end December 31.  
Sources: Airports' Official Statements, FAA Form 127 and various budget documents.*

# Thank you



