



AGENDA

SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Seventh Regular Meeting of the Roundtable

**August 28, 2019
1:00 – 3:00 PM**

SANTA CLARA COUNTY, BOARD OF SUPERVISORS' CHAMBERS
70 W Hedding St, First floor, San Jose 95110
Tel. (408) 299-5001 Fax (408) 938-4525 TDD (408) 993-8272

- | | | |
|---------|--|--------------------|
| 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. FAA Update on the:
a. April 10, 2019 Letter to the FAA Regarding SCSC Roundtable Questions on the LOUPE FIVE and PIRAT TWO Flight Procedures,
b. May 13, 2019 Letter to the FAA Regarding SCSC Roundtable Questions on the LOUPE FIVE and PIRAT TWO Flight Procedures, and
c. FAA's May 2019 Response to Recommendations from the SJC Ad Hoc Advisory Committee on South Flow Arrivals – <i>Favi Garcia and Adam Vetter, FAA</i> | Information/Action |
| 1:40 PM | Public Comment | |
| 1:50 PM | 4. Roundtable Budget Discussion – <i>Andi Jordan, Cities Association of Santa Clara County</i> | Information/Action |
| 2:00 PM | Public Comment | |
| 2:05 PM | 5. Update on the Draft Strategic Plan and Draft Work Program Process and Continued Discussion of Roundtable Member Priorities on the Draft Work Program – <i>Steve Alverson, Roundtable Facilitator</i> | Information/Action |
| 2:15 PM | Public Comment | |
| 2:25 PM | 6. Member Discussion
- Chair's Report | Information |
| 2:40 PM | Public Comment | |

In compliance with the Americans with Disabilities Act and the Brown Act, those requiring accommodation for this meeting should notify the Clerk of the Board's Office 24 hours prior to the meeting at (408) 299-5001, TDD (408) 993-8272.

- 2:45 PM 7. Comments from the Public for Items not on the Agenda - *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.*
- 2:55 PM 8. Review of Roundtable Actions Taken – *Steve Alverson, Roundtable Facilitator* Information
- 3:00 PM 9. Adjournment – *Chairperson Bernald*

Materials to be provided at the meeting:

- Copies of the agenda packet

Agenda Item #3

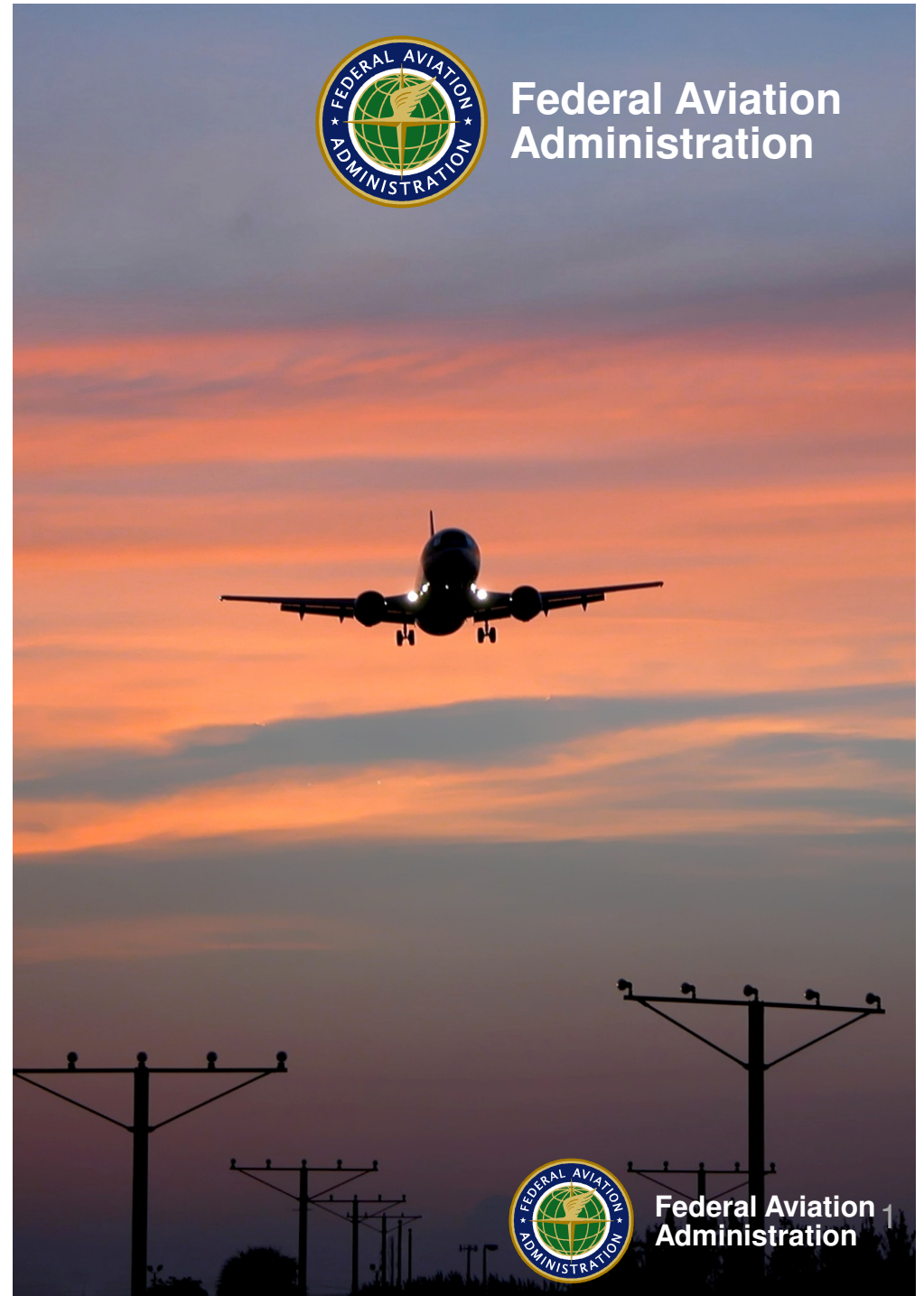
FAA Update

FAA Presentation Materials for August 28, 2019 Roundtable

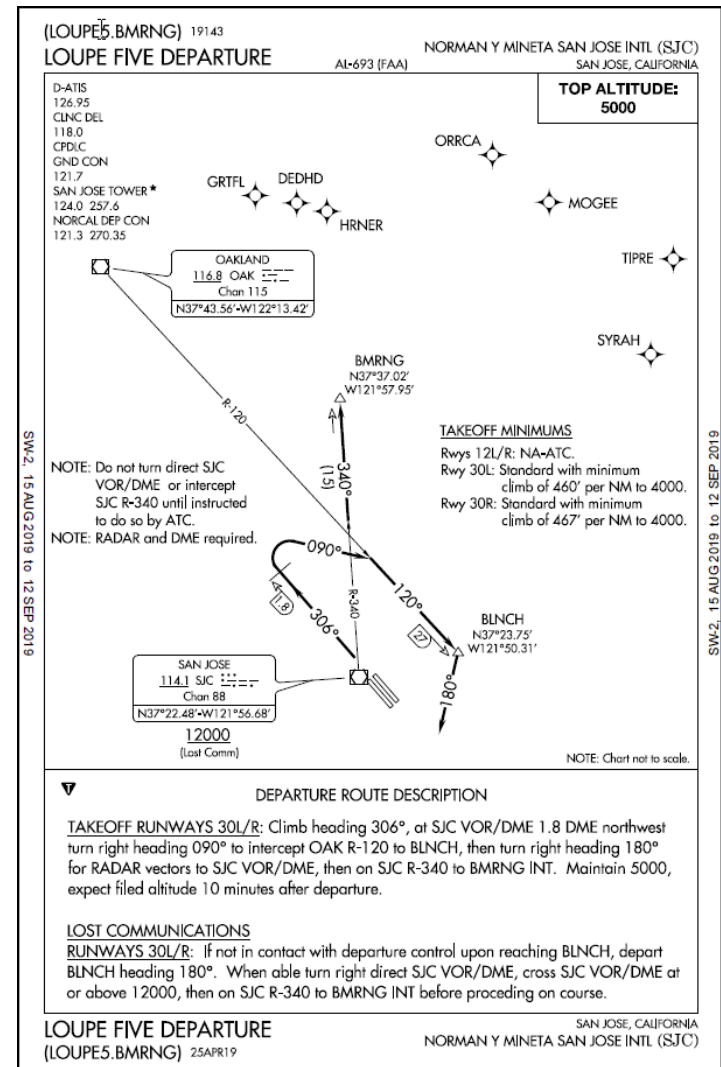
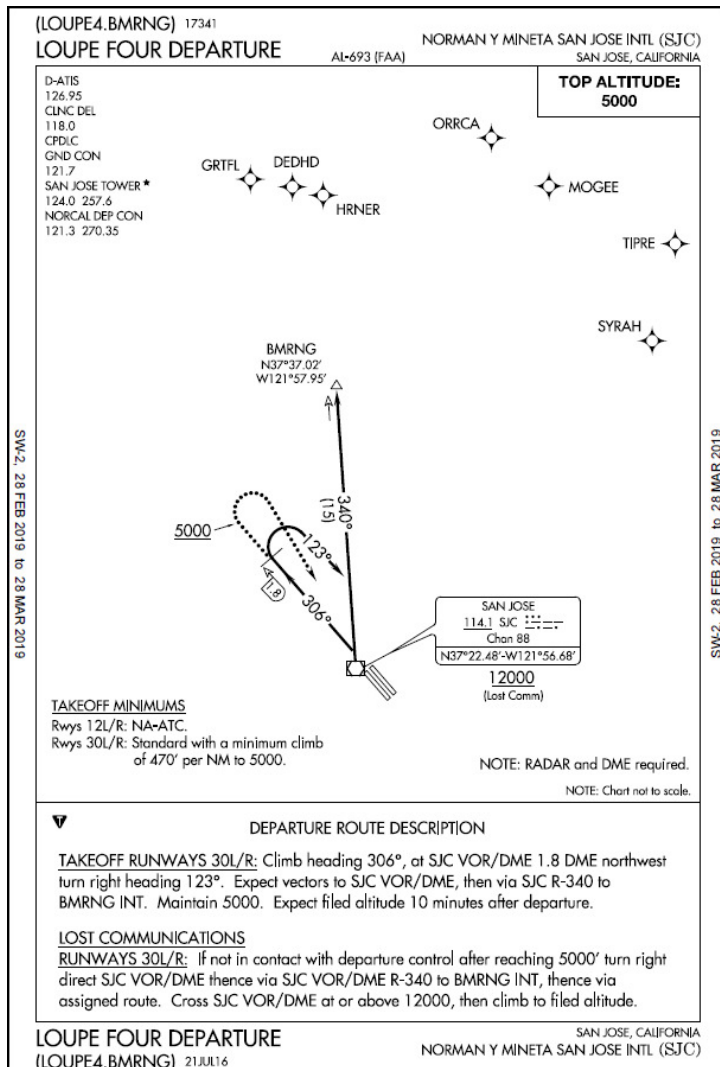
Presented to: Santa Cruz/Santa Clara
Counties Airport/Community
Roundtable

By: Federal Aviation Administration

Date: August 28, 2019

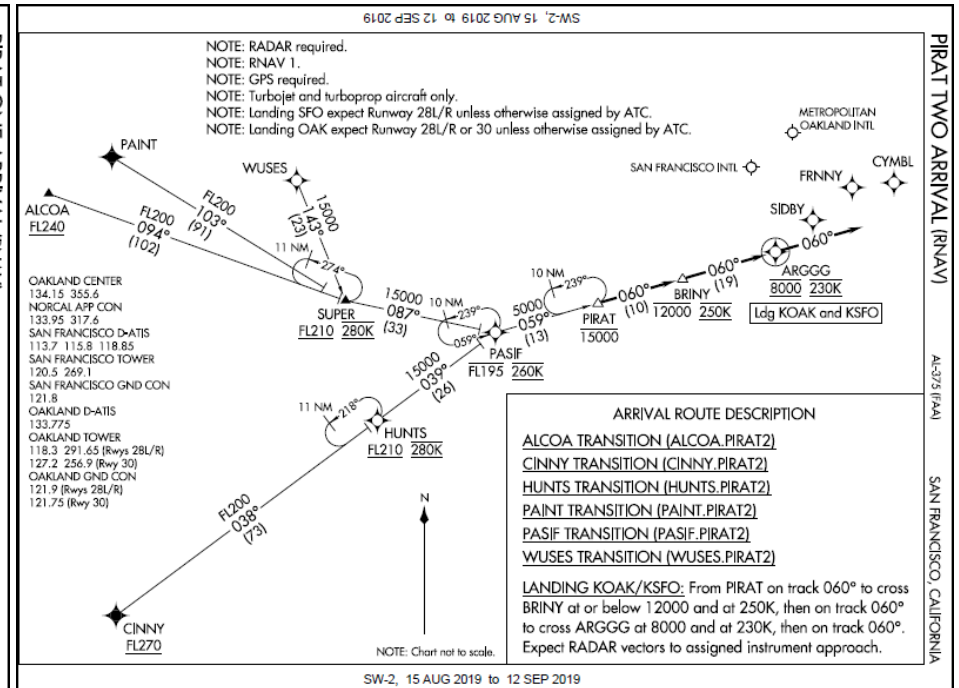
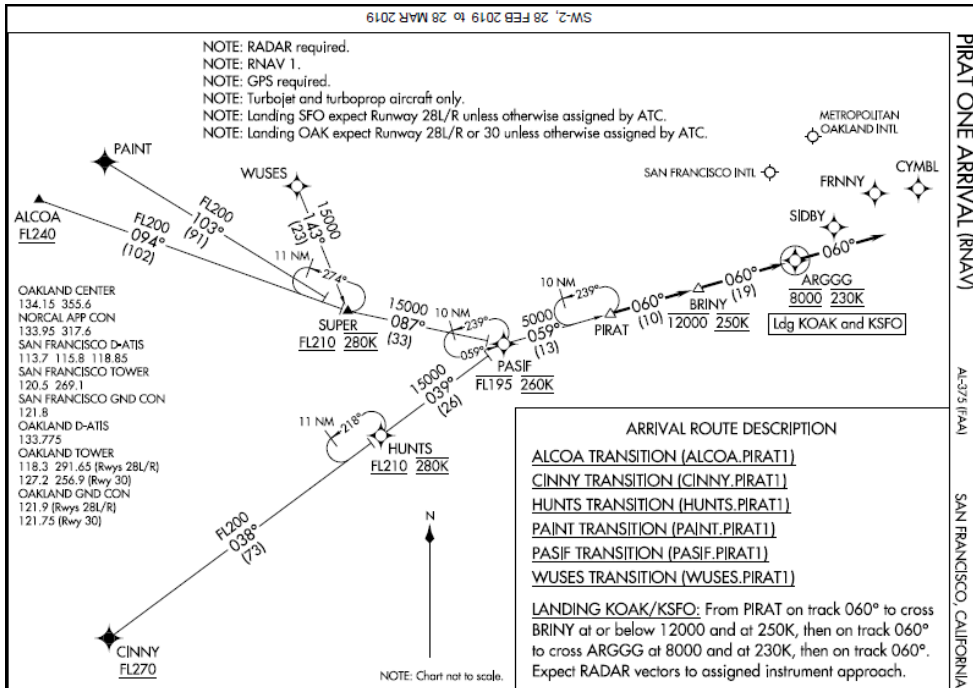


LOUPE Procedure



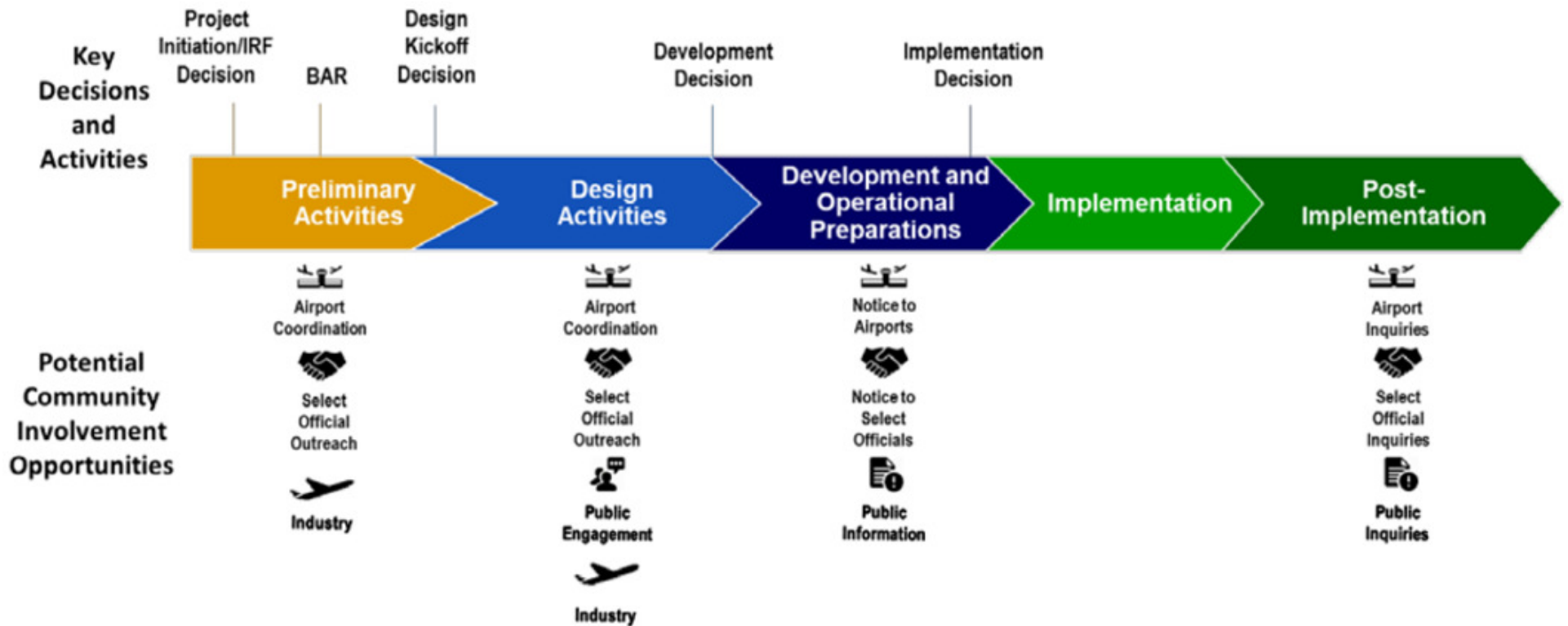
Federal Aviation Administration

PIRAT Procedure



Federal Aviation
Administration

Performance Based Navigation (PBN) .41 Procedure Timeline



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



PBN .41 Procedure Timeline

- **18 to 24 month process normally.**
- **Preliminary Activities**
 - This will include Airport coordination, Select Official outreach, Industry.
- **Design Activities**
 - This will include Airport coordination, Select Official outreach, Public Engagement*, Industry.

****Note the need and level of public engagement will vary based on project circumstances.***



PBN .41 Procedure Timeline

- **Development and Operational Preparedness**
 - Air traffic Controllers are trained on new procedure.
 - Procedural Notice is sent to:
 - Airports
 - Select Officials
 - Public (via IFP Gateway)
- **Implementation**
 - Procedures are charted/published.
 - Aircraft flight systems are updated.
 - Aircraft start flying new procedure.



PBN .41 Procedure Timeline

- **Post Implementation**

- The FAA will inquire with:

- Air traffic Control/Western Service Center: Looking at the safety and performance of new procedure.
- The Airport: Looking at any effects on the throughput.
- Select Officials: Any issues from constituents.
- Public: Noise complaints or other comments.



Agenda Item #4
Roundtable Budget Discussion



SCSC ROUNDTABLE AGENDA REPORT

Department: Cities Association of Santa Clara County

Prepared by: Andi Jordan
Executive Director

TOPIC: BUDGET AMENDMENT

SUBJECT: APPROVE 6 MONTH OR 18 MONTH BUDGET AMENDMENT

EXECUTIVE SUMMARY:

The SCSC Roundtable must approve funding for the continuation of the SCSC Roundtable beyond December 2020. The bylaws stipulate funding and budget cycle for the Roundtable. Initial dues funded the 2019 calendar year funding. Therefore, the SCSC Roundtable should adopt a 6-month or 18-month FY Budget.

Initial Roundtable member jurisdiction dues funded the budget on a calendar year basis for 2019. To align the budget with the bylaws, which stipulate a Fiscal Year budget structure, the Roundtable should adopt either a 6-month or 18-month FY Budget. Adoption of either option will ensure the continuation of the SCSC Roundtable beyond December 2020.

RECOMMENDATION:

- Approve either a 6 month or 18-month budget amendment based on current SCSC Roundtable funding;
- Consider approval of a dues structure for possible new members that are either San Francisco International Airport or San José Minéta Airport per the MOU (page 5) *which allows the SCSC Roundtable to determine annual funding for new members.*

BACKGROUND:

The SCSC Roundtable created an initial year budget based on San Francisco Airport Roundtable's (SFO RT) budget. Initial budget income from member jurisdictions on a per capita basis totaled \$250,000. Budget for the Facilitator/Consultant was awarded for the calendar year at \$236,986.70. Currently the Cities Association is not charging the SCSC Roundtable for being the fiscal agent. The Scope of work for the Facilitator/Consultant services include:

Task 1: Facilitate Regular Roundtable Meetings

Task 2: Assist CASCC in improving Roundtable Participation (meeting format and composition)

Task 3: Provide Support for Work Not Currently Before the Roundtable

Task 4: Follow up with FAA and SFO on the Select Committee Recommendations

Task 5: Follow up with the FAA and SJC on the South Flow Recommendations

Task 6: Develop an FAA Advocacy Plan

Task 7: Prepare and Maintain the SCSC Roundtable Public Website

Environmental Science Associates is currently contracted through December 31, 2019 with option to extend up to 3 years.

BYLAWS: The approved SCSC Bylaws outline the funding formula at .50 per capita (all jurisdictions except very large cities such as San José). If San José elected to join, their maximum is established at .10 per capita.

Article VIII. Funding/Budget (Bylaws approved March 27, page 7)

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.

The Memorandum of Understanding also discuss the budget:

Memorandum of Understanding (MOU, Article II, page 4)

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

INCOME

For Calendar Year 2019, all expected funding was received from all jurisdictions. Cities Association Staff recommends that the current budget be amended for 6 months or 18 months to allow the SCSC Roundtable to convert the activities to the FY budget cycle as outlined in the Bylaws.

SCSC Roundtable Budget Amendment Income Options		
2019	6 months	18 months
\$250,000	\$125,000	\$375,000

Funding for the SCSC Roundtable is defined by population. Cities Association Staff recommends that a membership be defined in this budget amendment for airports to join as voting members. In Roundtables across the country, including SFO and LAX, airports are a voting member. In keeping with the agreements and principles establishing the SCSC Roundtable, Cities Association Staff recommends the airport membership be based on a metric of total airport traffic or passengers or population of their jurisdiction. For example, SFO Airport’s population would be the population of San Francisco’s city population at the most recent census.

Option 1. Airport membership by total passengers

Option 2. Airport membership by population

	Population: Census 2010	2018 Passengers
San Jose	945,942 x .10 = \$94,594	14,700,000
San Francisco	805,235 x .10 = \$80,524	57,793,313

If either of the airports chooses to join the Roundtable, dues and budget may be reconsidered for the entire membership.

PROPOSED ALLOCATIONS AND EXPENDITURES

Staff and Consultant Services

Cities Association Staff recommends that staffing and consultant services remain on the same budget levels. The effort of standing up a new organization on a topic that is so divisive to communities needs ample time allow the group success. (budget attached)

	2019 Calendar Budget	6 month Budget	18 month budget
Facilitation and Consultant Services	\$220,825.00	\$110,412.50	\$331,237.50
Revised Consultants reimbursable costs	\$16,161.70	\$8,080.85	\$24,242.55
Contingency	\$13,013.30	\$6,506.65	\$19,519.95
Subtotal	\$236,986.70	\$118,493.35	\$355,480.05
Total	\$250,000.00	\$125,000.00	\$375,000.00

OPTIONS:

Option 1: Amend current budget and approve a 6-month extension which will convert initial funding to a fiscal year budget (amend current budget). The SCSC Roundtable would then consider a FY 2020-2021 budget in February-April of 2020.

PROS	CONS
Aligns budget to FY cycle per bylaws	6-month budget requires another budget request in February – April 2020
Allows more time to review budget for 2020-2021	Don't approve anything, Roundtable disbands.
Budget may always be amended	
Aligns budget to all jurisdictions and Cities Association (fiscal agent)	

Option 2: Amend current budget and approve an 18-month extension which will convert initial funding to a fiscal year budget per the bylaws and provide funding through FY 2020-2021

PROS	CONS
Aligns budget to FY cycle per bylaws	
Allows more meeting time for issues of the Roundtable	
Budget may always be amended	
Aligns budget to member jurisdictions and Cities Association (fiscal agent)	

SCSC Roundtable has the following options to consider on this matter:

1. Cities Association Staff's recommended action adopt either a 6 month or a 18 month budget with a new income type membership for airports (see below).
2. Direct Cities Association Staff to return with more information.
3. Take no action.

RECOMMENDED ACTION:

Move to ADOPT the SCSC Roundtable Budget Amendment for (6 months budget of income of \$125,000 and expenses of 118,493.35) or (18 month budget with income of \$375,000 and expenses of 355,480.05; and adopt new income type of a membership dues for airports to join as a voting member with dues of a very large city (.10 x per capita)

ATTACHMENTS:

- Funding scenario
- Scope of Work – ESA
- SCSC Roundtable Budget Summary through June 2019

City Name	2010 Census			Final Budget	full participation	2010 Census		
	Population	.5/.1				Population	6 month	18 month
San Jose		\$ -	\$ -	\$ -	\$ 37,504.95	945,942	-	
Campbell		\$ -	\$ -	\$ -	\$ 7,682.20	39,349	-	
Cupertino	58,302	\$ 29,151.00	\$ 17,926.99	\$ -	\$ 10,719.29	58,302	8,963	26,890
Gilroy		\$ -	\$ -	\$ -	\$ 9,890.02	48,821	-	-
Milpitas		\$ -	\$ -	\$ -	\$ 13,911.64	66,790	-	-
Morgan Hill		\$ -	\$ -	\$ -	\$ 7,824.00	37,882	-	-
Mountain View	74,066	\$ 37,033.00	\$ 22,774.18	\$ -	\$ 13,969.18	74,066	11,387	34,161
Palo Alto	64,403	\$ 32,201.50	\$ 19,802.95	\$ -	\$ 11,998.53	64,403	9,901	29,704
Santa Clara	116,468	\$ 58,234.00	\$ 35,812.15	\$ -	\$ 22,225.74	116,468	17,906	53,718
Saratoga	29,926	\$ 14,963.00	\$ 9,201.79	\$ -	\$ 5,521.16	29,926	4,601	13,803
Sunnyvale	140,081	\$ 70,040.50	\$ 43,072.80	\$ -	\$ 26,859.37	140,081	21,536	64,609
Unincorporated Santa Clara county	89,960	\$ 44,980.00	\$ 27,661.34	\$ -	\$ 18,284.96	89,960	13,831	41,492
Santa Cruz	59,946	\$ 29,973.00	\$ 18,432.49	\$ -	\$ 11,556.28	59,946	9,216	27,649
Watsonville		\$ -	\$ -	\$ -	\$ 9,643.71	7,922	-	-
Los Altos	28,976	\$ 14,488.00	\$ 8,909.68	\$ -	\$ 5,629.26	28,976	4,455	13,365
Los Gatos		\$ -	\$ -	\$ -	\$ 5,468.46	29,413	-	-
Unincorporated Santa Cruz County	129,739	\$ 64,869.50	\$ 39,892.79	\$ -	\$ 25,097.02	129,739	19,946	59,839
Los Altos Hills	7,922	\$ 3,961.00	\$ 2,435.90	\$ -	\$ 1,552.07	7,922	1,218	3,654
Monte Sereno	3,341	\$ 1,670.50	\$ 1,027.31	\$ -	\$ 699.13	3,341	514	1,541
Capitola	9,918	\$ 4,959.00	\$ 3,049.64	\$ -	\$ 1,824.91	9,918	1,525	4,574
Scotts Valley		\$ -	\$ -	\$ -	\$ 2,138.27	11,580	-	-
		\$ 406,524.00	\$ 250,000.00	\$ -	\$ 250,000.15		125,000	\$ 375,000.00

SCSC 2019 Roundtable Budget Through June 2019

as of 8/12/19

	Budget	Spent	Remaining		
Labor	\$220,825	\$138,970	\$81,855		
Expenses	\$16,162	\$8,821	\$7,341		
Total	\$236,987	\$147,791	\$89,196		
Monthly Average	\$19,749			Average Monthly Budget	Variance Against Budget
Billing	Total	Labor	ODCs		
January					
February	\$11,792	\$10,678	\$1,114	\$19,749	\$7,957
March	\$14,414	\$13,948	\$467	\$19,749	\$5,334
April	\$22,223	\$17,238	\$4,986	\$19,749	-\$2,474
May	\$25,724	\$25,180	\$544	\$19,749	-\$5,975
June	\$32,298	\$31,950	\$348	\$19,749	-\$12,549
July	\$41,339	\$39,978	1,361.92		
August					
September					
October					
November					
December					
Total	\$147,791	\$138,970	\$8,821	\$98,745	-\$49,046

**Table 1: Santa Clara/Santa Cruz Community Roundtable
ESA Labor Detail and Expense Summary**



		<i>Employee Names</i>							<i>Subtotal</i>	<i>Total Hours</i>	<i>Labor Price</i>
		Steve Alverson	Chris Sequeira	Chris Jones	Jessica O'Dell	Web Development Manager	Senior Graphic Designer	Web Developer			
<i>Labor Category</i>		Facilitator	Backup Facilitator	Technical Support	Administrative Support	Managing Associate II	Senior Associate II	Senior Associate I	<i>Subtotal</i>	<i>Total Hours</i>	<i>Labor Price</i>
		Senior Director III	Managing Associate III	Senior Managing Associate III	Associate II	Managing Associate II	Senior Associate II	Senior Associate I			
Task #	Task Name/Description	\$ 300	\$ 195	\$ 205	\$ 105	\$ 190	\$ 160	\$ 150			
1.0	Facilitate Regular Roundtable Meetings								\$ -	-	\$ -
1.1	Prepare For Up To 17 Roundtable Meetings	102	17	16					\$ 37,195	135.00	\$ 37,195
1.2	Attend, Facilitate, and Interact with CASC staff/ Roundtable Members at Up To 17 Roundtable Meetings	136			136				\$ 55,080	272.00	\$ 55,080
1.3	Prepare Up To 17 Meeting Recaps and Lists of Action Items/Actions Taken	51			102				\$ 26,010	153.00	\$ 26,010
2.0	Assist CASC in Improving Roundtable Participation, Meeting Format, and Composition	17							\$ 5,100	17.00	\$ 5,100
3.0	Provide Support for Work Not Currently Before the Roundtable	40	80	100	24				\$ 50,620	244.00	\$ 50,620
4.0	Follow Up with FAA and SFO on the Select Committee Recommendations	24							\$ 7,200	24.00	\$ 7,200
5.0	Follow Up with FAA and SJC on the Southflow Recommendations	24							\$ 7,200	24.00	\$ 7,200
6.0	Develop an FAA Advocacy Plan	40	24	24					\$ 21,600	88.00	\$ 21,600
7.0	Prepare and Maintain the Santa Clara/Santa Cruz Community Roundtable Public Website	24	12			4	12	44	\$ 18,820	96.00	\$ 18,820
									\$ -	-	\$ -
									\$ -	-	\$ -
									\$ -	-	\$ -
Total Hours		458	133	140	262	4	12	44	1053	1,053	
Total Labor Costs		\$ 137,400.00	\$ 25,935.00	\$ 28,700.00	\$ 27,510.00	\$ 760.00	\$ 1,920.00	\$ 6,600.00	\$ 228,825.00		\$ 228,825.00

ESA Labor Cost	\$ 228,825.00
ESA Non-Labor Expenses	
Reimbursable Expenses	\$ 8,161.70
ESA Equipment Usage	\$ -
Subtotal ESA Non-Labor Expenses	\$ 8,161.70
Subconsultant Costs	\$ -

PROJECT TOTAL	\$ 236,986.70
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**Table 2: Santa Clara/Santa Cruz Community Roundtable
Cost Proposal: ESA Non-Labor Expenses by Task**

Reimbursable Costs	Total	Subtotal	Task Number
			1
Project Supplies			
Printing/Reproduction			
Document and Map Reproductions (CD + Digital Photo)			
Postage and Deliveries			
Mileage (To/From Sacramento International Airport) 1/11-1/12/19	\$2,415.70	\$2,415.70	\$2,415.70
Vehicle Rental			\$0.00
Lodging (GSA Rate 17 nights @\$239/night excluding taxes)	\$4,063.00	\$4,063.00	\$4,063.00
Meals & Incidental Expenses (GSA Rate: 34 days @ \$49.50/day)	\$1,683.00	\$1,683.00	\$1,683.00
Total Reimbursable Costs (for all tasks)	\$8,161.70	\$8,161.70	\$8,161.70

Section 5

Work Plan

Santa Clara/Santa Cruz Community Roundtable Facilitator Proposed Services

ESA's proposed services for this assignment cover all nine items in Section III, Scope of Work, of CASCC's RFP. ESA has changed the order of the tasks to match the workflow as it relates to preparing for, facilitating, and following up on the Roundtable meetings. For ease of the Selection Committee's review, we have used parentheses in each task title to indicate the work items covered by that task. We have also provided additional detail regarding how ESA would carry out each task. Our proposed services are informed by both our staff's experience providing roundtable facilitation services over the past four decades and our work on NorCal and SoCal Metroplex issues.

Task 1. Facilitate Regular Roundtable Meetings

Task 1.1. Prepare for Up to 17 Roundtable and Subcommittee Meetings (Covers Item 3 and 5 of the Scope of Work in the RFP)

Prior to each scheduled Roundtable meeting, ESA shall secure travel arrangements as efficiently and cost-effectively as possible. ESA anticipates that the six (6) regular Roundtable meetings will be in the evening, which will require an overnight stay. Our Roundtable Facilitator, Steve Alverson, will travel by car or train from ESA's Sacramento Office to facilitate each regular Roundtable meeting. The

same approach will be used for the anticipated eleven (11) subcommittee meetings. However, it is possible that these meetings will be held during the day and will not require an overnight stay or may be conducted via a video conferencing system resulting in a lower cost than estimated herein.

ESA shall assist the CASCC and Roundtable Chair and Vice Chair with the preparation of each meeting agenda. ESA shall also assist CASCC to comply with Brown Act requirements regarding meeting notices and agendas. ESA shall also perform background research, prepare technical studies/memos and letters, and develop presentation materials (e.g., Microsoft PowerPoint presentations, presentation boards, etc.) as requested by the CASCC and/or Roundtable on a variety of topics of interest to the Roundtable. These topics may include technological advancements as well as updates on policy research taking place within the United States and other countries. Technological advancement topics may include, but will not be limited to, noise reducing technologies (e.g., electric aircraft, geared turbofan engines, vortex generators, shape-shifting wings, etc.) NextGen, Optimized Profile Descents, and Required Navigation Performance. Policy research topics may include, but will not be limited to, the FAA's National Airports Noise Survey, health risk studies, ACRP publications, state/federal legislation, and ICAO CAEP actions. ESA shall prepare these draft presentations/materials and submit them to CASCC for review/approval at least two weeks in advance of a scheduled regular Roundtable meeting.

ESA shall also assist the Roundtable with preparing letters to agencies, such as the FAA, as directed by the CASCC.

Deliverables

- Presentation materials (i.e., Microsoft PowerPoint presentations) for use at the Roundtable meetings. Under this task, ESA will prepare for up to 17 presentations (an average of one per meeting).
- Up to 17 (an average of one per meeting) draft and final memos/letters related to items on Roundtable meeting agendas and/or items included in the Roundtable work program for distribution to CASCC staff and other interested parties as needed.

Task Schedule

Draft presentation materials shall be provided to CASCC at least two weeks prior to each scheduled Roundtable meeting. Final presentation materials shall be provided to CASCC at least one week prior to each scheduled Roundtable meeting. Draft memos/letters shall be provided to CASCC at least two weeks prior to each scheduled regular Roundtable meeting. Final memos/letters shall be provided to CASCC at least one week prior to each scheduled Roundtable meeting.

Task 1.2. Attend, Facilitate, and Interact with CASCC staff/Roundtable Members at Up to 17 Roundtable and Subcommittee Meetings (Covers Items 1, 2, and 3 of the RFP Scope of Work)

ESA's Roundtable Facilitator shall travel to Los Altos to attend and facilitate up to 17 Roundtable meetings (including Subcommittee meetings). ESA shall ensure that the meetings stay on point, are conducted in an orderly fashion, and maximize participation by meeting attendees by applying Robert's Rules of Order Newly Revised, 11th edition. During the meetings, ESA shall interact with CASCC staff and Roundtable members to further define issues to be addressed by the Roundtable, address alternative action items for Roundtable

consideration, and provide expert information on the noise topics under consideration. CASCC and ESA may agree to meet at CASCC's offices prior to the Roundtable meeting to review and discuss the presentations, meeting materials, and expectations for the meeting.

Deliverable

- Attendance and facilitation of up to a total of 17 Roundtable and Subcommittee meetings.

Task Schedule

Attendance at Roundtable and Subcommittee meetings based on the published Roundtable meeting schedule.

Task 1.3. Prepare Up to 17 Meeting Recaps and Lists of Action Items/Actions Taken (Covers the remaining portion of Item 5 of the Scope of Work in the RFP)

ESA will utilize local, San Francisco Bay Area administrative support staff to prepare the action item lists and draft and final meeting recaps following each scheduled Roundtable meeting capturing the key points of discussion from the meeting and identifying any work items that need to be addressed. The action item list will capture action items, actions taken, and member requests for CASCC's review/use.

Deliverables

- Seventeen (17) Draft and seventeen (17) final meeting recaps and seventeen (17) draft and seventeen (17) final lists of Roundtable action items, actions taken, and member requests.

Task Schedule

Draft meeting recaps and lists of action items, actions taken, and member requests within one week following each scheduled Roundtable meeting. Final meeting recaps and lists of action items, actions taken, and member requests within one week of receipt of CASCC's comments/edits.

Task 2. Assist CASCC in Improving Roundtable Participation, Meeting Format, and Composition (Covers item 4 of the Scope of Work of the RFP)

ESA will assist CASCC in identifying methods to encourage participation by the FAA and key stakeholders. On an ongoing basis, ESA will work closely with CASCC to improve the format and composition of Roundtable meetings.

Deliverable

- Ongoing dialogue with CASCC regarding Roundtable participation, meeting format, and composition. Up to 17 one-hour telephone calls with CASCC prior to each Roundtable meeting to discuss the format of Roundtable meetings and methods to improve the FAA and key stakeholder participation in Roundtable meetings.

Task Schedule

This task shall be carried out on an ongoing basis throughout the term of the contract with up to 17 one-hour telephone calls per year at least four weeks prior to each scheduled Roundtable meeting.

Task 3. Provide Support for Work Not Currently Before the Roundtable (Covers Item 6 of the Scope of Work of the RFP)

As directed by CASCC, ESA shall provide support for work not currently before the Roundtable, but that may be added during the contract period. Under this task, ESA would provide a wide range of services not yet anticipated by CASCC including, but not limited to, aircraft noise analyses, aircraft noise modeling, noise measurements, airspace analyses, and aviation planning studies. The results of these efforts would be presented in white papers, reports, and/or technical memorandums as appropriate.

Deliverables

- Deliverables shall be defined by CASCC at the time the specified service is needed.

Task Schedule

The schedule shall be set for each effort under this task at the time the specified service is defined by CASCC.

Task 4. Follow Up with FAA and SFO on the Select Committee Recommendations (Covers Item 7.a. of the Scope of Work of the RFP)

ESA shall establish a routine follow-up schedule with the FAA and SFO on the Select Committee recommendations and report back to the Santa Clara/Santa Cruz Community Roundtable as appropriate.

Deliverables

- ESA shall plan for up to two (2) one-hour phone calls each month to the FAA and SFO for updates on the Select Committee recommendations and shall report back to the Santa Clara/Santa Cruz Community Roundtable as appropriate. The two calls may be combined into a single call upon agreement by the FAA and SFO.

Task Schedule

Up to two (2) one-hour phone calls once each month and at least four weeks prior to each regularly scheduled Roundtable meeting.

Task 5. Follow Up with FAA and SJC on the Southflow Recommendations (Covers Item 7.b. of the Scope of Work of the RFP)

ESA shall establish a routine follow-up schedule with the FAA and SJC on the Southflow recommendations and shall report back to the Santa Clara/Santa Cruz Community Roundtable as appropriate.

Deliverables

- ESA shall plan for two (2) one-hour phone calls each month to the FAA and SJC on the Southflow recommendations and report back to the Santa Clara/Santa Cruz Community Roundtable as appropriate. The two calls may be combined into a single call upon agreement by the FAA and SJC.

Task Schedule

Up to two (2) one-hour phone calls once each month and at least four weeks prior to each regularly scheduled Roundtable meeting.

Task 6. Develop an FAA Advocacy Plan (Covers Item 8 of the Scope of Work of the RFP)

ESA shall create a Draft FAA Advocacy Plan for the Roundtable’s consideration that will describe the steps that the Roundtable, CASCC, and/or its Facilitator will take during the course of the contract term to establish and maintain a positive working relationship with the key FAA representatives for the aircraft noise issues that affect the South Bay residents. The plan will focus on methods for addressing current concerns that have resulted from the implementation of the NorCal Metroplex procedures as well as establishing a process by which the FAA can inform the Roundtable about potential future procedure changes and establish a process by which the Roundtable can provide input into those plans.

Deliverables

- One (1) Draft FAA Advocacy Plan. One (1) Final FAA Advocacy Plan.

Task Schedule

The Draft FAA Advocacy Plan will be developed for the Santa Clara/Santa Cruz Community Roundtable 30 days prior to its second regular meeting. The CASCC shall review and comment on the Draft Plan at least two weeks prior to the second regular Roundtable meeting. ESA shall revise the Draft Plan and submit it for inclusion in the Roundtable

meeting packet one week prior to the scheduled meeting date. ESA shall revise the Draft Plan to create the Final Plan two weeks after the Roundtable’s approval.

Task 7. Prepare and Maintain the Santa Clara/Santa Cruz Community Roundtable Public Website (Covers Item 9 of the Scope of Work of the RFP)

ESA shall create and maintain the Santa Clara/Santa Cruz Community Roundtable public website for the term of the contract. The website shall be used to post meeting agendas/meeting notices, maps to the Roundtable meeting site, meeting recaps, technical reports, and other materials that are relevant to the Roundtable members and interested public (e.g., a link to the NorCal Metroplex EA, a link to the SFO Airport Community Roundtable, etc.). ESA shall be responsible for posting Roundtable meeting agendas at least 72-hours prior to the regular meetings as required by the Brown Act, meeting recaps with one business day of CASCC approval, and other materials in a timely manner.

Deliverables

- Establish, host, and maintain one (1) publicly-accessible Santa Clara/Santa Cruz Community Roundtable website.

Task Schedule

Draft Roundtable website for CASCC review/ approval within twenty-one (21) days of receipt of a fully executed contract and written notice to proceed. Deliver an operational, publicly accessible website within thirty (30) days of receipt of CASCC’s written approval of the website format and contents.

Agenda Item #5
Update on the Draft Strategic Plan and
Draft Work Program

Draft Strategic Plan: Clean



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

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.



Draft Strategic Plan:
Redline



SANTA CRUZ/SANTA CLARA COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Strategic Plan

August 14, 2019 ~~July 19, 2019~~

DRAFT

Commented [A1]: Comments/Edits incorporated from Roundtable Members:

- Mary-Lynne Bernald (Hard markup shown in Red)
- Anita Enander (Edits/comments shown in Green)
- Lydia Kou (Edits/comments shown in Blue)
- Lisa Matichak (Edits/comments shown in Grey)

Introduction

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable (Roundtable) has prepared this Strategic Plan to define a vision for its work ~~as well as 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. ~~In To support~~ that work and in keeping with Objective 3 of the Roundtable’s Memorandum of Understanding (MOU ~~– insert hot link~~), a separate Work Program ~~insert hot link to Work Program~~ has been developed to analyze and evaluate the impacts of aircraft noise and environmental issues in affected communities and to make recommendations to appropriate agencies for implementation of effective noise mitigation actions. Both documents will be employed by the Roundtable to guide its efforts in addressing noise and environmental issues to Roundtable member communities.

Background

~~The Roundtable was convened beginning on February 27, 2019, to foster collaboration among communities in Santa Clara and Santa Cruz Counties for the purpose of resolving aircraft noise issues.~~ 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, that~~ allows for reduced separation between aircraft in flight and more concentration of aircraft flight paths. Consequently, people living in communities beneath these flight paths began experiencing an 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 ~~and~~ departure 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. Both the Select Committee and Ad Hoc Committee final reports were submitted to the FAA for their consideration in making changes ~~which include~~ how aircraft operate in and out of regional commercial service airports.

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.

Commented [A2]: Suggested edits from Lisa Matichak:

...developed. That Work Program lays out the initial action needed to analyze and evaluate the noise and environmental impacts of aircraft noise in affected communities. It includes areas in which the Roundtable may and to make recommendations to appropriate agencies, and/or advocate for policy changes, to reduce the impacts. It is expected that follow up will be done to ensure that actions are taken and that they achieve the desired results. for implementation of effective noise mitigation actions. Both documents will be employed by the Roundtable to guide its efforts in addressing noise and environmental impacts to Roundtable member communities.

Commented [A3]: Suggested edits from Lydia Kou:

...developed to analyze and evaluate the noise and environmental impacts of aircraft noise in affected communities, and to make recommendations to appropriate agencies or advocate policy changes for

Commented [A4]: Suggested edits from Anita Ender:

...developed as the basis from which to the Roundtable will analyze and evaluate aircraft the noise and environmental impacts of aircraft noise in affected communities, and to

Commented [A5]: Suggested edits from Lisa Matichak:

... GPS technology and flight management systems, that These allow for reduced separation between aircraft in flight, but also lead to narrow concentrated flight corridor

Commented [A6]: Suggested edits from Lydia Kou:

... GPS technology and therefore allows for reduced aircraft separation between aircraft in flight and narrowly more concentrated ion of aircraft flight paths. Consequently, people living in communities beneath these new procedu

Commented [A7]: Suggested edits from Anita Ender:

... GPS technology that allows for reduced separation between aircraft in flight and more concentrated aircraft flight paths. Consequently, people living in communities

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...May 2018. Final reports from both the Select and Ad Hoc Committees were submitted to the FAA for their

Commented [A9]: Suggested edits from Lydia Kou:

...May 2018. Both the Select Committee and Ad Hoc Committee final reports were submitted to the FAA for their consideration in making changes to how

Commented [A10]: Suggested edits from Lisa Matichak:

...May 2018. Both the Select Committee and Ad Hoc Committee final reports were submitted to the FAA for th

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~~ ~~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. ~~Current non-voting participants include, as well as~~ 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 ~~is focused on the Roundtable taking~~ describes a proactive ~~positive~~ approach to ~~reducing~~ ~~addressing~~ aircraft noise ~~and environmental~~ issues affecting member communities and the overall region. ~~By utilizing a~~ Through this proactive approach, the Roundtable will effectively engage member communities, the FAA, and the 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 ~~monitor the actions taken and progress made by~~ engage with the FAA on past or future actions or inactions ~~to address~~ related to the recommendations made by the Select Committee on South Bay Arrivals and the South Flow Ad Hoc Committees. The Roundtable will proactively engage with the FAA to maintain regular communication and status updates on the recommendations.

The Roundtable will endeavor to monitor and comment on 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, ~~and~~ providing comments to the relevant agency, ~~and proposing language for new legislation.~~

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 ~~over the next three-year period.~~

Commented [A11]: Suggested edits from Lydia Kou:

Principle 3 recognizes the autonomy of local governments so the SCSC is the regional forum.

Commented [A12]: Suggested edits from Lydia Kou:

The Roundtable will actively engage with the FAA on past or future actions, or inactions related to the reports of both Committees 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. Excerpt from approved RT Resolution. The Roundtable will also take prompt and timely actions on items that may negatively impact member communities. Such items include, but are not limited to, FAA updates or IFP Gateway postings.

The Roundtable will work to influence proposed legislative and policy actions (such as new rule making and FAA reauthorization bill) as well as advocate for new actions to reduce aircraft impacts on our communities, and establish effective community engagement that affects FAA plans and actions.

Commented [A13]: Suggested edits from Anita Enander:

The Roundtable will actively engage with the FAA on past or future actions or inactions related to the recommendations made by both the Select and Ad Hoc Committees to address aircraft noise issues that have already occurred or will occur in the future resulting from 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, and 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 and comment on 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 and providing comments to the relevant agency. The Roundtable may advocate for new legislation or policies that are consistent with its mission and goals.

Commented [A14]: Suggested edits from Lisa Matchak:

Complete reformat of this section to be in bulleted list form

Specifically, the Roundtable will:

- Educate itself on issues at hand, including their causes, potential solutions, likely impact of solutions.
- Actively monitor and follow up on the actions taken and progress made by the FAA and/or airports in response to

Commented [A15]: Suggested edits from Lisa Matchak:

1. The Roundtable ~~as a public forum~~ serves ~~as a public forum and~~ a focal point of information and discussion ~~between anyone~~ 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, ~~and~~ evaluation, ~~and making recommendations of 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 ~~and aims to take prompt and timely actions on items that may negatively impact member communities.~~
3. The Roundtable understands that current FAA policy is not to move aircraft noise from over one community to another in order to alleviate noise impacts, but notes that implementation of some NextGen procedures did both move and concentrate noise. In the current circumstance, the Roundtable will work collaboratively with the FAA to address aircraft noise and environmental issues through adjustments to aircraft arrival and departure procedures, development of improved procedures that take aircraft noise impacts and environmental issues into account, and policy changes that will help improve the noise environment in member communities.
3. The Roundtable will work to maintain communication and cooperation ~~between anyone~~ 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 ~~and environmental~~ concerns and make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental 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, Action Items, Resources, and Desired Results

The following goals are listed in order of ~~general~~ priority; however, ~~they specific actions may take higher or lower priority depending on import, impact, and urgency, be rearranged as required that~~ reflect the changing nature of the member communities' needs:

1. **Goal Number 1 – Monitor Status of the Prior Committee Recommendations:** The Roundtable will ~~actively~~ monitor the actions taken and progress made by the FAA in addressing the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committee.

Commented [A16]: Suggested edits from Lydia Kou:

, and aims to take prompt and timely actions on items that may negatively impact member communities

Commented [A17]: Suggested edits from Anita Enander:

, and it aims to take prompt and timely actions on items that may negatively affect member communities.

Commented [A18]: Suggested edits from Anita Enander:

Add this as Guiding Principle 3. Renumber remaining items.

Commented [A19]: This needs to match the mission statement in the Bylaws or be deleted. It is not good to have two different mission statements.

Commented [A20R19]: Suggested edits from Lisa Matichak:

The Roundtable's mission to address aircraft noise ~~and aircraft environmental impacts on residents in Santa Clara and Santa Cruz Counties~~. To further this mission, the Roundtable will foster and enhance the cooperative relationship between its membership, ~~airports, airlines, and government agencies and officials~~ to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions.

Commented [A21]: MISSION STATEMENT IN BYLAWS

Mission Statement: To Address Community noise concerns and make recommendations to the Regional Airports and FAA on noise related issues.

Commented [A22]: Suggested edit from Anita Enander

Commented [A23]: Suggested edit from Lisa Matichak

Commented [A24]: Comment from Lisa Matichak:

This section has too much repetition in it.

Commented [A25]: Suggested edits from Lydia Kou:

~~Address Aircraft Noise and Environmental Impacts Described in the Monitor Status of the Prior Committee Recommendations: The Roundtable will: The Roundtable will monitor the actions taken and progress made by the FAA in addressing the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committee, engage~~

Commented [A26]: Suggested edits from Lisa Matichak:

~~Ensure Progress is Being Made on Prior Committees' Recommendations.~~

Commented [A27]: Suggested edits from Anita Enander:

~~Reduce Aircraft Noise and Environmental Impacts Described in the Reports of the Select and Ad Hoc~~

Action Items:

- The Roundtable will monitor the actions taken and progress made by the FAA to address the recommendations made by the Select Committee on South Bay Arrivals and the South Flow Ad Hoc Committees.
- The Roundtable will proactively engage with the FAA to maintain regular communication and status updates on the recommendations.
- The Roundtable will review FAA responses to the Reports to understand the reasons behind the FAA positions.
- 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 staff time and FAA

Desired Results: To ensure, as much as possible, realization of the recommendations made by the Select Committee on South Bay Arrival and the South Flow Ad Hoc Committees.

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 community concerns 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 be actively responsive 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 make timely recommendations that could mitigate adverse results.

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

Desired Results: A better understanding on the part of the Roundtable community members on the various factors and issues associated with aircraft noise and environmental issues in the region.

Commented [A28]: Suggested edits from Lisa Matichak:

Action Item: The Roundtable will actively monitor and follow up on the actions taken and progress made by the FAA to address the recommendations made by the Select Committee and the Ad Hoc Committee.

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

Commented [A29]: Suggested edits from Anita Enander:

Action Item:
- The Roundtable will monitor 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.

Commented [A30]: Suggested edits from Lydia Kou:

Consider renaming "action items" to "key strategies" given this is the strategic plan and actions can be in the work program

Commented [A31]: Suggested edits from Lisa Matichak:

Delete Text

Commented [A32]: Suggested edits from Anita Enander:

- Actions:**
- Define and act on member community concerns related to aircraft noise and environmental issues not covered by the Select and Ad Hoc Committees.
 - Monitor status of and progress on the 2016 SFO Roundtable Recommendations and subsequent follow-up

Commented [A33]: Suggested edits from Lydia Kou:

Action Items:
• Address The Roundtable will be actively responsive to member community concerns related to aircraft noise and environmental issues that were not covered by previous Committees. The Roundtable will provide education to its membership on

Commented [A34]: Suggested edits from Lisa Matichak:

Action Item: The Roundtable will actively listen to and respond to member community concerns related to aircraft noise and environmental issues.
Desired Results: A better understanding by Roundtable members on the various factors and issues associated with

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

Action Items:

- The Roundtable will monitor, actively review, and, when appropriate, ~~comment on~~ advocate for legislation that addresses or has the potential to ~~result in changes to~~ reduce aircraft noise exposure and environmental effects on ~~to~~ its member communities.
- The Roundtable will also monitor and advocate for research and technical advances that produce aircraft noise reduction and environmental effects.
- The Roundtable will establish a Legislative Working Group.

Resources: Roundtable and congressional staff time.

Desired Results: Keeping 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 to reduce aircraft noise and environmental impacts on residents in Santa Clara and Santa Cruz counties.** ~~While the Roundtable understands that it is contrary to FAA policy to move aircraft from over one community to another in order to alleviate noise impacts, The Roundtable is committed to working collaboratively with the FAA to address aircraft noise concerns and environmental issues through both procedure revision or development and policy revisions.~~

Action Items: Items:

- ~~The Roundtable will strive to work with the FAA to address aircraft noise and environmental issues through adjustments to aircraft arrival and departure procedures, development of improved procedures that take aircraft noise impacts and environmental issues into account, and policy changes that will help improve the noise environment in member communities.~~
- Establish subcommittees that will help the Roundtable more efficiently complete its work.
- Collaborate with other Roundtables, Forums, legislators and their staffs, and others who can help the Roundtable achieve its goals.
- Establish baseline data, collect and analyze data, and review reports that can inform the recommendations made by the Roundtable and that can be used to evaluate the impact of procedure and policy changes on member communities.

Commented [A35]: Suggested edits from Lisa Matchak:

Delete Text

Commented [A36]: Suggested edits from Anita Enander:

Actions:

- Monitor, review, and, when appropriate, comment on legislation that could reduce aircraft noise and environmental impacts on Roundtable member communities.
- Collaborate with other community roundtables and forums to leverage resources and maximize the effectiveness of advocacy.
- Monitor research and technical advances that reduce aircraft noise impacts and advocate for use whenever possible.

Resources: Legislative and Policy Subcommittee, Congressional Staff, Roundtable staff – with review by Roundtable, and other Roundtables and Noise Forums.

Desired Results: Adoption of legislative and policy changes and improved technology that will reduce the impact of aircraft operations at regional commercial service airports.

Commented [A37]: Suggested edits from Lydia Kou:

Action Items:

- Monitor, review, and, when appropriate, comment on legislation (local, state, and federal) that , or could change aircraft noise and environmental impacts member communities.
- Propose legislative language to reduce aircraft impacts.
- Collaborate with other community roundtables and forums to leverage resources and maximize the effectiveness.

Commented [A38]: Suggested edits from Lisa Matchak:

Action Item: The Roundtable will monitor, review, and when appropriate, take action on proposed legislation undertaken at the local, state and federal level that addresses or has the potential to result in changes to aircraft noise exposure and/or environmental impact to its member communities. The Roundtable may also draft suggested legislation and work with elected officials to introduce an

Commented [A39]: Comment from Lisa Matchak:

This seems repetitive of other goals, but I'm guessing others will want to leave this in.

Commented [A40]: Suggested edits from Lisa Matchak:

Action Item: 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.

- Identify and provide educational opportunities regarding FAA and airport policies and operations that will help Roundtable members be more effective.
- Use multiple channels to receive public input and provide information to member communities on Roundtable activities.
- 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.
- Work with the FAA to
 - 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.
 - receive early communication on changes that may negatively impact our community.
- Educate members on airport, aircraft, and airspace related topics that will enable effective collaboration with the FAA on the Roundtable Goals and Actions.
- The Roundtable will establish Subcommittees/Technical Working Groups, as appropriate.
- The Roundtable will collaborate with other area Roundtables and Noise Forums.

Resources: Roundtable ~~members and staff time,~~ and Subcommittees based on topic with review by Roundtable

Desired Results: An overall reduction in ~~objectionable~~ aircraft noise and environmental issues in ~~Roundtable member communities and the region as a whole~~ Santa Clara and Santa Cruz counties.

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 ~~upholding~~ 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, ~~t~~he Roundtable will convene a Strategic Plan Subcommittee to discuss any changes that may be needed to the Strategic Plan, and to identify and develop

Commented [A41]: Suggested edits from Lisa Matchak:

*** Remove "Resources" section.***

Commented [A42]: Suggested edits from Anita Enander:

Desired Results: Roundtable will be recognized as the primary focus for community input and information on issues of airport noise and environmental impacts. Its recommendations and results will be based on sound data and well-reasoned decisionmaking from informed members.

Commented [A43]: Suggested edits from Lydia Kou:

Desired Results: An overall ~~To~~ champion and validate changes that reduce ~~tion in~~ objectionable aircraft noise and environmental ~~issues in~~ impacts on Roundtable member communities and the region as a whole.

proposed changes to be recommended for full consideration by the entire Roundtable. In the event the ~~full~~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.



Draft Work Program: Clean

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



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

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 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

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

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

4. Addresses Strategic Goal Number 4

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 for onward distribution to staff for reply and/or to committee members.

Status: Active

Priority: TBD

Draft Work Program:
Redline



SANTA CRUZ/SANTA CLARA COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Work Program

August 23, 2019 ~~July 19, 2019~~

DRAFT

Commented [A1]: Comments/Edits incorporated from Roundtable Members:

- Mary-Lynne Bernald (markup shown in Red)
- Anita Enander (edits/comments shown in Green)
- Lydia Kou (edits/comments shown in Blue)
- Lisa Matichak (edits/comments shown in Grey)

4. Introduction

The mission statement for the Santa Cruz/Santa Clara Counties Airport/Community Roundtable (Roundtable) is provided in the Roundtable's Strategic Plan:

The Roundtable's mission to address community noise concerns and make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental 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.

In short the Roundtable'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.

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 as stated above. 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 are 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. The Work Program also identifies the agency/organization (if any) primarily responsible for completing each activity. Priorities will be assigned prior to adoption of the plan but may be updated as needed, change during the year.

The top-level organization of this program matches the four goals of the Strategic Plan; this may be changed updated as needed if changes are made to the Strategic Plan. The Work Program actions will may be reviewed by the Roundtable at least once annually, during which each action will be reviewed 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.

Commented [A2]: Suggested edits from Lisa Matichak and Mary-Lynne Bernald

Commented [A3]: Most suggested edits in this section are from Anita Enander

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*). This Work Program provides and tracks 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. Each action listed in this Work Program identifies a specific issue, describes the impact, defines the desired outcome, lists key actions 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 change during the year. The top-level organization of this program matches the four goals of the Strategic Plan; this may be changed if changes are made to the Strategic Plan. The Work Program will be reviewed by the Roundtable at least once annually for progress, adjustment, and/or addition/deletion. 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.

2. 1. Roundtable Actions

2.4 1.1 Administrative Actions

2.4.4 1.1.1 Establish a Collaborative Relationship between the SCSC Roundtable and the with other Community Roundtables and Forums to leverage resources and maximize effectiveness SFO Airport Community Roundtable, and Oakland International Airport Noise Forum

Impact Description: The SCSC Roundtable membership believes that it would be beneficial for the SCSC 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. To that end, the SCSC Roundtable Chairperson shall seek to establish a collaborative working relationship with the SFO Airport Community Roundtable and the OAK Noise Forum.

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.

Resources Needed: Various Staff; FAA; Selected Roundtable and Noise Forum Members

Strategic Goal #2 [or (4)]

Actions Taken:

- June 2019 – Chairperson Bernald sent letters sent to the SFO Airport Community Roundtable and OAK Noise Forum seeking to establish a collaborative relationship.
- 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

Commented [A4]: The Actions should be grouped according to which goal they support in the Strategic Plan. And the numbering should be redone to line up with the goals in the Strategic Plan. The existing numbering scheme doesn't make sense.

Commented [A5]: Suggested edits from Anita Enander:

**** Provides suggested edits to call this heading Work Program Elements****

Member Enander then provides four subheadings that equate to the same Goals mentioned in the Strategic Plan.

Within each subheading are the details of the specific roundtable actions.

Commented [A6]: Suggested edits from Lydia Kou:

Establish a Collaborative Relationship between the SCSC Roundtable and the with other Community Roundtables and Forums to leverage resources and maximize effectiveness SFO Airport

Commented [A7]: Suggested edits from Lydia Kou:

Impact Description: It would be beneficial for the Roundtable to collaborate with other entities and in particular the SFO Airport Community Roundtable, and th

Commented [A8]: Suggested edits from Anita Enander:

Impact: It would be beneficial for the Roundtable to collaborate with other entities, especially the SFO Airport Community Roundtable and the Oakland International

Commented [A9]: Suggested edits from Lydia Kou:
*** To add a section for Desired Outcomes***

Desired Outcomes:

Commented [A10]: Suggested edits from Anita Enander:

Roles and Responsibilities: Roundtable Chair, selected Roundtable Members for liaison purposes TBD, Subcommittee members TBD.

Commented [A11]: Suggested edits from Lydia Kou:

Roles and Responsibilities:
• Chair, Selective Roundtable Members for Liaison Purpose TBD, Subcommittees TBD.

Commented [A12]: Suggested edits from Anita Enander:

Actions:

Commented [A13]: Suggested edits from Lydia Kou:

Actions Taken:
• June 2019 – Chairperson to send letters sent to the SFO Airport Community Roundtable and

2.1.2 1.1.2 SJC Staff Attendance

Impact Description: Because of San Jose International Airport's (SJC) impact on Roundtable member communities, it would be beneficial for SJC staff to attend Roundtable meetings to be involved in discussions regarding possible solutions to aircraft noise problems.

Areas Primarily Affected: Global

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

Resources Needed: SJC Staff; Roundtable Consultant

Strategic Goal #2

Actions Taken:

- June 2019 – SCSC Roundtable Chairperson reached out to SJC staff regarding participating in the SCSC Roundtable meetings. SJC Staff indicated that they would not be attending the SCSC Roundtable meetings at the direction of the City Council.

Status: Active

Priority: TBD

1.1.3 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](#)

Commented [A14]: Suggested edits from Lydia Kou:

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

Commented [A15]: Suggested edits from Anita Enander:

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

Commented [A16]: Suggested edits from Anita Enander:

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

Commented [A17]: Suggested edits from Lydia Kou:

Because airport operations and FAA rules and regulations, which are approved by Congress, of San Jose International Airport's (SJC) impact on Roundtable member communities, it would be beneficial is critical for SFO and SJC Staff as well

Commented [A18]: Suggested edits from Anita Enander:

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

Commented [A19]: Suggested edits from Lydia Kou:

Desired Outcomes: Staff from SFO, SJC, and Congressional Representatives Offices participate actively in the development of solutions.

Commented [A20]: Suggested edits from Lydia Kou:

Roles and Responsibilities:
- Chair, Subcommittees TBD.

Commented [A21]: Suggested edits from Anita Enander:

Roles and Responsibilities: Roundtable Chair, Subcommittees TBD

Commented [A22]: Suggested edits from Anita Enander:

Actions:
• Chairperson reach out to SJC staff and determine next steps to engage SJC.

Commented [A23]: Suggested edits from Lydia Kou:

Actions Taken:
• June 2019 – SCSC Roundtable Chairperson to reach out to SJC Staff.

Areas Primarily Affected: Global

Resources Needed: Roundtable Staff/Consultant

Strategic Goal #2

Actions Taken:

Status: Ongoing

Priority:

1.1.4 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.

Areas Primarily Affected: Global

Resources: Roundtable Consultant; SFO Staff Bert Ganoung

Strategic Goal #2

Actions Taken:

Status:

Priority:

1.1.5 Send Roundtable Member(s) to Technical Conference

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

Areas Primarily Affected:

Resources:

Strategic Goal #2

Actions Taken:

Status:

Priority:

1.1.6 Communication and Education Strategies for Accessibility

Item Description: Continue subscription to Airport Noise Report

Areas Primarily Affected: Global

Resources: Roundtable Resources: Roundtable Consultant Staff

Strategic Goal #2

Actions Taken: Subscribed to the ANR

Status: Ongoing

Priority:

2.2 1.2 Aircraft Operations

2.2.1-1.2.1 PIRAT TWO Development

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

NOTE: While the FAA asserts that PIRATE TWO STAR is in response to Select Committee recommendations, the Roundtable strongly disagrees.

Areas Primarily Affected: Palo Alto, Los Altos Hills

Resources Needed: ESA Staff; Bert Ganoung; FAA

Strategic Goal #1

Actions Taken:

- Date? A request has been was made to receive a briefing from the FAA on the development of the PIRAT TWO STAR.
- April 24, 2019 – Consultant gave a presentation that identified the differences between the existing PIRAT ONE STAR and the proposed PIRAT TWO STAR.

Commented [A24]: Suggested edits from Anita Enander:
Several Roundtable member communities have concerns about the potential effects of the implementation of the PIRAT TWO STAR.
NOTE: While the FAA asserts that PIRATE TWO STAR is in response to Select Committee recommendations, the Roundtable strongly disagrees.

Commented [A25]: Suggested edits from Anita Enander:
Areas Primarily Affected: Portola Valley, Los Altos, Los Altos Hills, Palo Alto, Menlo Park, East Palo Alto

Commented [A26]: Suggested edits from Lydia Kou:
Areas Primarily Affected: Portola Valley, Los Altos, Los Altos Hills, Palo Alto, Menlo Park, East Palo Alto

Commented [A27]: This should say who the consultant is.

- 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.

Status: Active

Priority: TBD

2.2.2 1.2.2 Big Sur Overlay to Replace SERFR STAR

Impact Description: The SCSC Roundtable is interested in tracking 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.

Resources Needed: ~~FAA~~ Needed: FAA; Roundtable Consultant; SFO Staff (Bert Ganoung Ganoung)

Strategic Goal #1

Actions Taken:

- May 2019 - The FAA has been asked to provide a briefing from the on the status of the development of the Big Sur Overlay.
- June 2019 – The FAA reported that the development of the Big Sur Overlay is in the early stages of developing the procedure, which could take between approximately 18 and 24 months.

Status: Active

Priority: TBD

2.2.3 1.2.3 SJC South Flow Procedures Development

Impact Description: The SCSC Roundtable is interested in tracking FAA’s implementation of procedures during South Flow conditions at SJC

Areas Primarily Affected: Mountain View, Palo Alto, San Jose, Sunnyvale ~~Palo Alto~~

Resources: Roundtable Consultant; SJC Staff; FAA

Strategic Goal: #1

Actions Taken:

Commented [A28]: Suggested edits from Anita Enander:

Desired Outcomes:

- May 13, 2019 FAA addressed impact related questions asked by the Roundtable.
- Potential impacts of PIRAT TWO versus previous Oceanic Arrivals are identified by Fall 2019; 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: Procedure Review and Mitigation Subcommittee, SFO staff and Roundtable staff.

Actions:

- Submit PIRAT questions, then review and discuss responses from FAA

Commented [A29]: Suggested edits from Lydia Kou:

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 identified by the fall of 2019. If applicable, any negative impacts are mitigated within the next 12 months.

Commented [A30]: Suggested edits from Anita Enander:

Suggested edits from Lydia Kou:

The Roundtable is interested in tracking, reviewing, and providing input on the implementation of the recommendation from the Ad Hoc Committee to replace the SERFR STAR with the Big Sur Overlay.

Commented [A31]: Suggested edits from Anita Enander:

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 if

Commented [A32]: Suggested edits from Lydia Kou:

Desired Outcomes:

- The Roundtable is able to review and influence the BSR Overlay procedure during the development, testing and simulation, testing, and implementation phases.
- The impact to cities under the proposed BSR Overlay is understood before it is posted on

Commented [A33]: Suggested edits from Anita Enander:

SJC South Flow Mitigation Procedures Development

- 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 Consultant 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.

Status: Active

Priority: TBD

2-2-4 1.2.4 Nighttime Procedures

Impact Description: The SCSC Roundtable members concur that there is a need for relief from aircraft noise during nighttime hours.

- [ANA Japan Flight out of SJC at approximately 4 A.M.](#)
- [Others as identified](#)

Areas Primarily Affected: Global

Resources: Roundtable Consultant; FAA; SFO Staff

Strategic Goal # 1

Actions Taken: None.

Commented [A34]: This should say who the consultant is.

Commented [A35]: Suggested edits from Anita Enander.

Impact: 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: Procedure Review and Mitigation Subcommittee, staff, SFO and SJC staff

Actions:

- 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.

Commented [A36]: Suggested edits from Lydia Kou:

Impact Description: The SCSC Roundtable is interested in tracking, reviewing, and providing input on FAA past or future actions, or inactions related to the FAA’s implementation of procedures during 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:

Commented [A37]: Suggested edits from Lydia Kou:

Impact Description: The SCSC Roundtable members concur that there is a need for relief from aircraft noise during nighttime hours to affected member communities.

Areas Primarily Affected: mainly 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). Night time SJC arrivals and departures: areas TBD.

Commented [A38]: Suggested edits from Anita Enander.

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

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, are included in 2.2 below.

Status: Active

Priority: TBD

2.2.5 1.2.5 Procedure Development & Mitigation Subcommittee

Impact Description: The SCSC Roundtable may see the need to convene a subcommittee for purposes of reviewing the FAA's development of arrival and departure procedures into the regional commercial service airports.

Areas Primarily Affected: Global

Resources: Roundtable Consultant

Strategic Goal # 4

Actions Taken: None

Status: Active

Priority: TBD

2.2.6 1.2.6 Legislative Subcommittee

Impact Description: The SCSC Roundtable may see the need to convene a subcommittee for purposes of actively reviewing, monitoring, and advocating for legislative actions pertaining to noise impacts and environmental issues generated by the FAA's development of arrival and departure procedures for regional commercial service airports.

Areas Primarily Affected: Global

Resources: Roundtable Consultant, Congressional Staff

Strategic Goal #3

Actions Taken: None

Status: Active

Priority: TBD

2.2.7 1.2.7 Procedure Development Process

Impact Description: The SCSC Roundtable members have expressed a need want to convene a subcommittee or work group to better understand where and how communities can engage in the FAA's procedure development process.

Areas Primarily Affected: Global

Commented [A39]: Suggested edits from Anita Enander:

Desired Outcomes:

- 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: Procedure Review and Mitigation Subcommittee, staff, SFO staff, and SJC staff (if possible)

Actions:

- Understand current impact (noise maps) and nighttime flight patterns (volume, timing, tracks, altitudes, etc.)

Commented [A40]: Suggested edits from Lydia Kou:

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.

Commented [A41]: Suggested edits from Lydia Kou:

Procedure Development & Mitigation Subcommittee

Impact Description: The SCSC Roundtable wants to see the need to convene a subcommittee to: ~~for purposes of~~ reviewing the FAA's past and future actions development of arrival and departure procedures into the regional commercial service airports (SFO, SJC, ...)

Commented [A42]: Suggested edits from Anita Enander:

Procedure Development and Mitigation Subcommittee

Impact: The Roundtable wants to convene a subcommittee that can more thoroughly review technical aspects of the FAA's past and future actions affecting the commercial

Commented [A43]: Suggested edits from Anita Enander:

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

Commented [A44]: Suggested edits from Lydia Kou:

Areas Primarily Affected: Global

Desired Outcomes:

Quieter procedures and vectoring are implemented to reduce aircraft concentration and noisy maneuvers at low altitudes over our member communities to allow residents to experience the same or lower pre-NextGen levels of impacts.

Desired Outcomes:

The Roundtable

- o is informed of all FAA changes (procedures, vectoring, airspace, etc.) before they are posted on the IFP Gateway.
- o provides timely input to influence the FAA in the procedure development process including the FAA Environmental Review Process.

- This Subcommittee works with the Legislative and Policy Subcommittee to propose legislative and policy changes for timely and proactive community engagement on procedure development.

Resources: Selective Roundtable members, Roundtable Consultant, FAA

Strategic Goal # 4

Actions Taken:

- 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.
- **Date?** : There is a request that the Consultant identify priority items from the IFP Gateway and establish a process for dealing with these items.

Status: Active

Priority: TBD

2.2.86 1.2.8 Additional Operations at SJC 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. Some SCSC Roundtable members have expressed concern regarding increases in aircraft operations at SJC.

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.

Commented [A45]: This should say who the consultant is.

Commented [A46]: Suggested edits from Anita Enander

Impact: The Roundtable wants to convene a subcommittee or working group that can better understand where and how the Roundtable and 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.

Roles and Responsibilities: Roundtable staff and designated members TBD.

Actions:

☑ 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.

Status:

☑ FAA presentation June 26, 2019, gave overview of the procedure development process.

Commented [A47]: Suggested edits from Lydia Kou:

Procedure Development Process Subcommittee or Work Group/Task Force

Impact Description: The SCSC Roundtable members have expressed a needwant to convene a subcommittee or work group to better understand where and how communities can engage in the FAA’s procedure development process.

Areas Primarily Affected: Global

Desired Outcomes:

o The Roundtable
☑ is informed of all FAA changes (procedures, vectoring, airspace, etc.) before they are posted on the IFP Gateway.

☑ provides timely input to influence the FAA in the procedure development process including the FAA Environmental Review Process.

o This Subcommittee works with the Legislative and Policy Subcommittee to propose legislative and policy changes for timely and proactive community engagement on procedure development.

Resources: Roundtable Consultant; Airport staff and RoundtableSJC Staff

Strategic Goal #2

Actions Taken: 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

2.3 1.3 Noise Monitoring and Reporting

2.3.1 1.3.1 Provide Access to the Noise Complaint Process

Impact Description: The ~~SCSC~~ 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.

Resources: Roundtable Consultant; SFO, SJC, (Bert)

Strategic Goal #2

Actions Taken: Date?: Links to SFO, SJC, and OAK's noise complaint processes have been placed on the SCSC Roundtable website. 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

Commented [A48]: Suggested edits from Anita Enander

Airports Growth and Expansion [2.2.6]
 Impact: 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: Airport staff and Roundtable
 Actions:
 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.
 Priority: TBD

Commented [A49]: Suggested edits from Anita Enander

Impact: 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: Airport staff and Roundtable
 Actions:
 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.
 Priority: TBD

Commented [A50]: Suggested edits from Lydia Kou:

2.3 Noise Monitoring and Reporting

Commented [A51]: Suggested edits from Lydia Kou:

Noise Complaint Process

2.4 1.4 Noise and Aviation Information

2.4.1 1.4.1 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.

Areas Primarily Affected: Global

Resources: ~~Roundtable~~ Resources: Roundtable Consultant

Strategic Goal # 2

Actions Taken: None.

Status: Active

Priority: TBD

2.4.2 1.4.2 Visit the TRACON

Impact Description: Priority: TBD

The SCSC Roundtable has interest in visiting the Northern California Terminal Radar Approach Control (NorCal TRACON) on an annual basis.

Areas Primarily Affected: Global

Resources: SFO Staff (Bert)

Strategic Goal #2

Actions Taken:

- 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.

Status: Active

Priority: TBD

2.4.3 1.4.3 Visit the SFO ATCT

Impact Description: The SCSC Roundtable has an interest in visiting the SFO Air Traffic Control Tower (ATCT) on an annual basis.

Areas Primarily Affected: Global

Resources: SFO Staff (Bert)

Strategic Goal #2

Actions Taken: April 2019 – The SFO ATCT tour was held as was offered to SCSC Roundtable members.

Status: Active

Priority: TBD

2.4.4 1.4.4 FAA's Environmental Review Process

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

Areas Primarily Affected: Global

Resources: FAA; Roundtable Consultant

Strategic Goal # 2

Actions Taken:

- Date?: 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

2.4.5 1.4.5 Baseline Noise Data

Impact Description: The Roundtable needs baseline noise data for purposes of comparison with existing conditions.

Areas Primarily Affected: Global

Resources: SFO, SJC Staff; Roundtable Consultant

Strategic Goal # 2

Actions Taken:

- Date?: A request has been made to the Consultant to identify what would be necessary to establish a baseline noise scenario for purposes of comparison with the existing noise environment.

Commented [A52]: This should say who this is.

Status: Active

Priority: TBD

2.4.6 1.4.6 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.

[Additional Select Committee on South Bay Arrivals Recommendations

Impact Description: The SCSC members are interested in receiving further updates on recommendations made that have: been referred to the SFORT which might have impact on the SCSC region; are still having effects on the SCSC region (i.e. BDEGA, East and West); or were deemed infeasible at the time of the submittal of the 2016 Report.

Areas Primarily Affected: Global

Resources: Roundtable Consultant; FAA

Strategic Goal #1

Actions Taken:

- Date?: A request has been made to the Consultant 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, the Consultant began development of a status-tracking matrix.

Commented [A53]: This should say who this is.

Commented [A54]: This should say who this is.

Status: Active

Priority: TBD

2.4.7 1.4.7 Tracking Legislative/Regulatory Action

Impact Description: The Roundtable has a need to track local, state, and federal legislative/regulatory action relevant to aircraft operations at the regional commercial service airports.

Areas Primarily Affected: Global

Resources: Roundtable Consultant; Congressional Offices

Strategic Goal # 3

Actions Taken:

- Date ?: A request has been made to the Consultant to develop a legislative/regulatory status-tracking sheet.

Commented [A55]: This should say who this is.

Status: Active

Priority: TBD

2.4.87 1.4.8 Ongoing Roundtable Member Training Opportunities

Impact Description: The SCSC Roundtable has a need for ongoing 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.

- [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](#)

Areas Primarily Affected: Global

Resources: [Roundtable Consultant](#)

Strategic Goal # 2

Actions Taken:

- Date?: Roundtable members have attended an Aircraft Noise 101 training.

Status: Active

Priority: TBD

SCSC Roundtable Emails Received
July 19 - August 23, 2019

Emails to the SCSC Roundtable - June 27, 2019- July 19, 2019

July 8, 2019

Name

Lydia Kou

Message

Dear Mary-Lynne,

I hope you had a great 4th of July week.

I would like to make a request and to follow up on some items I brought up at the last SCSC Roundtable meeting. I would like to request that the attached letter from Senator Feinstein be posted on the SCSC Roundtable website. The letter specifically refers to the BSR overlay procedure and encourages the FAA to work with SFO on the development of GBAS approaches as well as consider multiple connection points to disperse air traffic. Integrating innovative GBAS approaches in the development of the BSR overlay could significantly benefit many Bay Area residents.

As mentioned in my comments at the last roundtable meeting. I would also like to request that questions on the BSR overlay and GBAS be sent to the FAA. My questions are a superset of the questions that Alastair Fyfe, a resident who spoke at the June meeting, submitted on the BSR overlay. I have listed below my questions for the FAA.

Big Sur Overlay Questions for the FAA

1. Can the FAA confirm they are using the design objectives for the Big Sur Overlay as defined by the Select Committee's two recommendations?
 - 1.2 R1: Use the Big Sur Ground Track for a new NextGen procedure that incorporates the criteria in Recommendation
 - 1.2 R2: Implement as soon as feasible and include 9 criteria
2. Is the procedure that the FAA is developing meeting the design objectives of the Select Committee?
3. Can the FAA and/or Bert of SFO provide an update on the BSR overlay based on the recent FWG meeting and subsequent work?
 - What is the proposed procedure (ground track, altitudes, waypoints, speed)?
 - How was the BSR ground track determined/calculated? What historical data were used to determine the ground track?
 - How does it compare to SERFR3 and SERFR?
 - What are the stated expected benefits?
4. GBAS and Big Sur Overlay
 - Why did the FAA not include GBAS on the agenda for the BSR Overlay Full Working Group (FWG) meeting in early June?
 - When the FAA was asked to discuss GBAS at the FWG meeting, why did it decline to do so?
 - Is the FAA willing to consider GBAS approaches for the BSR Overlay as such as the request by Senator Feinstein? If not, please explain rationale and how GBAS can be considered in the BSR Overlay procedure?

PIRAT

I also would like to propose that PIRAT be on the upcoming agenda for the FAA to answer the remaining PIRAT questions and collaborate with this Roundtable on how to address its impacts on affected cities such as concentrated flights after ARGGG, and the possibility of increased night time flights.

Technical Subcommittee

It is also time to consider forming a technical subcommittee. This is an effective forum at the SFT-RT where procedure topics relevant to impacted cities are discussed in more detail in public meetings, often with the FAA present and then brought back to the full Roundtable. The BSR overlay, PIRAT, and follow up on the SJC South Flow arrivals would benefit from detailed discussions in a technical subcommittee.

Thank you,

Lydia Kou - Council Member

Attachment Summary

Senator Feinstein's letter to the FAA, dated June 24th, 2019 regarding the BSR overlay procedure and encourages the FAA to work with SFO on the development of GBAS approaches.



United States Senate

June 24, 2019

Mr. Daniel K. Elwell
Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Dear Mr. Elwell:

The San Francisco International Airport (SFO) has briefed my staff on their pursuit of a new GPS-based landing technology, known as the Ground-Based Augmentation System (GBAS). GBAS uses GPS receivers and broadcast antennae, positioned on airport grounds, to produce high-precision landing procedures for properly-equipped aircraft. I understand that this system could offer SFO and other airports several potential benefits, including:

- Improved safety through increased separation and airspace de-confliction
- Reduction in flight delays during poor weather conditions
- Noise abatement and emission reduction through:
 - curved or offset approaches that keep aircraft over water
 - increased glideslope angles, allowing aircraft to fly at higher altitude over nearby communities and approach the airport at a steeper rate of descent than available by current landing systems

As your agency knows, implementation of the NextGen airspace modernization plan has generated thousands of noise complaints. SFO staff believes that the noise abatement reductions from the implementation of GBAS could significantly benefit Bay Area residents. In 2016, my Congressional colleagues, along with local elected officials, met numerous times with FAA staff and impacted community members to develop a series of recommendations to reduce noise impacts. Among other recommendations, the task force recommended that the FAA restore the south arrival procedure to a ground track similar to the route previously used for the BSR procedure (a more westerly routing). I have

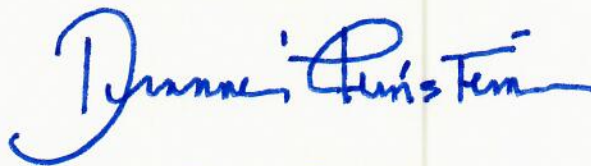
been told that the FAA is willing to implement this change and that the community believed it would have been accomplished by late summer of last year.

I would encourage the Federal Aviation Administration to work closely with SFO on the development of GBAS, and make every effort to expedite the evaluation, certification, and integration of “innovative” approach procedures in order to utilize the technology to its maximum benefit.

I would further request that, in the development of arrival procedures that would connect to GBAS procedures, you consider the creation of multiple connection points to disperse air traffic over affected communities.

I appreciate your engaged participation in these issues in the interest of both air transportation and the communities we all serve. Please keep my office apprised of the status of this inbound route change, and timeframe for implementation of the more westerly arrival route across Santa Cruz County.

Sincerely,



Dianne Feinstein

DF:JL

cc: Raquel Girvin, FAA Western-Pacific Regional Administrator
Ivar Satero, Airport Director, SFO

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

July 19, 2019

Name

Jennifer Landesmann - 4:47pm

Message

Hello Mary-Lynne,

I appreciate your reply and response to my questions, I am copying Andi Jordan whom I sent my original email, I contacted you directly after I noticed she is back next week.

I hope you can please get confirmation before the meeting about the FAA Ombudsman - if he or she is the Regional Obudsman pursuant to Section 180 of the 2018 FAA Reauthorization.

Regarding the assurance that community concerns have been heard and that they are informing RT efforts, I am hopeful about but cannot tell until the outcome of the foundational efforts are visible. After both the Select Committee and the San Jose Ad Hoc Committee, which I have supported for their emergency response, as I have commented to the roundtable, there are lessons learned. My observation is that the regional processes resulted heavy on arbitrary and subjective elements, at the expense of important discussions yet to be had. Despite previous assurances everything charges ahead with no noise maps, no metrics analysis, no substantive environmental assessments discussions. I fully understand that despite FAA's data centric culture, the concept of using objective measures for noise assessments is apparently "new," but we started this conversation in 2015 and it's getting really old to not focus on noise analysis. Not to mention the FAA Reauthorization presses on these topics, and its completely possible to employ alternative metrics in discussions with FAA because that is provided for in 1050.1F. It is a poor excuse that the local airports are waiting for laws to change to work with metrics that better reflect what people are experiencing.

I was in attendance at the first meeting with FAA in 2015 with Lynn Ray VP Mission Support Services documented here. -as reported then it was truly a productive discussion. It was about metrics, and noise, and substantive stuff. Later that afternoon FAA went to Sta Cruz, and since then the ONLY focus has been "move it back" - the substantive stuff was thrown out the window. You may recall denial of traffic concentration issues during the Select Committee, only acknowledged later by FAA. Or the narratives like "altitude is attitude" from Ben Sheleff. "Altitude is attitude" continued during the SJC Ad Hoc Committee with Robert Holbrook's suggestions. That is what guided the Select Committee and not discussions (with data) about noise and altitudes.

The status quo of having winners and losers of random arguments leaving communities divided and those affected helpless, needs a new path forward. I hope you can help steer that with the many suggestions that have been made since the SC and SJC Ad Hoc. Hard questions are needed about PIRAT, GBAS, and for the public to even know what to ask, the elements of the discussion need to evolve.

Again thank you and I hope my comments are taken constructively as I realize that not everything I mention may be popular with others.

Have a good weekend,

Best,

Jennifer

July 19, 2019

Name

Jennifer Landesmann - 4:54pm

Message

The link to the 2015 meeting I mentioned - almost three hours of the most substantive discussion I've seen possible with FAA is here in case my earlier link was not working.

<https://www.paloaltoonline.com/news/2015/07/25/faa-to-work-toward-airplane-noise-reduction>

Thanks

July 20, 2019

Name

Dean Walker

Message

Re: Misinformation from Santa Cruz County Supervisors

Dear Chair Bernald,

I want to confirm that the correspondence to you from SC County Supervisors McPherson and Coonerty of July 8 is misleading.

Briefly, two points are as follows. The suggestion that transitioning the SERFR SFO approach route to the BSR overlay being equivalent to just "moving the noise" from one route to another is absolutely spurious. Secondly, there is no evidence whatsoever that "a new generation of community protests will emerge" if the proposed, rectifying flight path change is implemented. History doesn't support this premise, which nevertheless a few county residents have predicted, based on their unfounded fears.

Thank you for your time and efforts to address the ill-conceived flight pattern plans created through seriously flawed processes by the FAA.

July 20, 2019

Name

Brad Smith

Message

Dear members of the SCSC Roundtable,

I recently learned that Supervisors Coonerty and McPherson are still attempting to undermine the community-based, inclusive effort that was undertaken to address the problems created by unilateral action on the part of the FAA to adjust flight paths over the region. Changes which have had dramatic and negative impact on much of the northern Santa Cruz County and southern Silicon Valley communities for the past three or so years.

Below is a letter I sent to the Board of Supervisors in advance of their vote in 2016 expressing my astonishment at the attempt of these two Supervisors to throwout the recommendations of a broadly agreed to process resulting from over a year of work and collaboration based on misinformation, and largely because they simply didn't like the results.

My disbelief is only magnified to find they are continuing the same tactics two and a half years later.

My conclusions and requests from two and a half years ago still stand...

To adopt this recommendation would throw the whole process into chaos. It would throw out a year and a half's worth of work, continue a bad model of having the FAA unilaterally choosing paths to analyze as potential solutions to what is now our problem (a potentially endless task), and throw into question the integrity of any future generally agreed to process for resolving this situation.

What we need to do is endorse the Select Committee's recommendations, and unite as a community to enforce the controls included in their recommendation to restore the airspace above our communities to noise levels at or below previous levels (that, and I repeat again, lasted for 30 years virtually complaint-free) and to continue to reduce noise levels to the maximum extent possible!

Thank you for your attention,

Sincerely,
Brad Smith (1st District)

Santa Cruz County Board of Supervisors
December 6th, 2016
Agenda Item #29.1
FAA South Bay Arrivals Noise Impact
Dear Supervisor Leopold:

I am writing in opposition to the letter from Supervisors Coonerty and McPherson to have the Board of Supervisors express its opposition to Select Committee on South Bay Arrivals' recommendation for resolving the problems with the new SFO approach over our region and further request that the FAA do further analysis to identify a solution to the problem.

I find it astounding that, after a broadly represented committee was formed to address the problems of this new approach, where that committee spent a year and a half reviewing this very technical and charged issue and ultimately adopted a solution by agreement from two thirds of the committee, that two members of the Board of Supervisors would propose to effectively ignore the work of that committee and ask the FAA, the body that created this problem in the first place, to make this decision for us. A decision that was not theirs to

make in the first place, and that they, as well as our congressional representatives have made clear they are not going to make now!

The facts are as follows. The original "BIG SUR" approach was a very successful, low impact approach, which followed a ground track that avoided populated areas and had been in operation for many years with no measurable impact. Moving the approach to a new ground track was a massive mistake by the FAA, coming at time, 30 years after the original approach was designed, where the population density of the Monterey and San Francisco Bay areas has increased dramatically, making finding a new ground track of the same quality as BIG SUR virtually impossible. And that, as a result, the new "SERFR" approach was doomed from the start due to the presence of significant population areas being a mere 5000' below the SERFR ground track.

The SERFR approach should never have been adopted, the FAA should never have been allowed to make unilateral decisions on how air traffic is going to be routed over our communities, and it should not be given the charge to do this now!

In response to this very challenging situation the Select Committee recommended the approach ground track be moved back to the BIG SUR ground track. However they also requested that a new approach procedure be developed that has the same or less noise impact as the original BIG SUR approach (which, again, had been used for many decades with no complaints), and that was preferably HIGHER than the BIG SUR approach. Furthermore they recommended that a committee be established to review the new approach within 3 months of its completion to ensure the noise goals have been met, and that a permanent committee is established to work with the FAA to develop a new procedure that "reduces noise exposure to the maximum extent possible."

Contrary to the inflammatory and inaccurate language of Supervisors Coonerty and McPherson's letter, this is a measured response that includes on-going accountability to ensure that goals of equal or lesser noise impact compared with the previous (zero-impact) BIG SUR approach are met, and that a long term effort is put in place to continue to reduce the noise impact of southerly arrivals to SFO.

To adopt this recommendation would throw the whole process into chaos. It would throw out a year and a half's worth of work, continue a bad model of having the FAA unilaterally choosing paths to analyze as potential solutions to what is now our problem (a potentially endless task), and throw into question the integrity of any future generally agreed to process for resolving this situation.

What we need to do is endorse the Select Committee's recommendations, and unite as a community to enforce the controls included in their recommendation to restore the airspace above our communities to noise levels at or below previous levels (that, and I repeat again, lasted for 30 years virtually complaint-free) and to continue to reduce noise levels to the maximum extent possible!

Sincerely,

Brad Smith

Santa Cruz (1st District)

July 20, 2019

Name

Jason Ziller

Message

The Honorable Mary-Lynne Bernald, Chair
Santa Clara/Santa Cruz Roundtable

Dear Chair Bernald,

We write as a follow up to the SCSCRT meeting on June 26, 2019. We wish to emphasize the community's request for an expedited schedule for the BSR Overlay. We also wish to address the July 8, 2019 letter to the SCSCRT from Santa Cruz County Supervisors McPherson and Coonerty.

As you observed at the last SCSCRT meeting, residents are clamoring for relief from SERFR-related jet noise. The Select Committee's recommendations were transmitted to the FAA by our Congressional Representatives more than two and a half years ago yet residents still wait for the relief promised by the SERFR transition to BSR.

We ask that the SCSCRT assist wherever possible in expediting the SERFR transition to BSR. We believe expediting the BSR Overlay flight procedure should be a top priority for the SCSCRT as there are multiple benefits in doing so:

- The SERFR transition to BSR will bring instant relief to residents across Santa Clara and Santa Cruz Counties. (Select Committee recommendation 1.2)
- Once the BSR Overlay is implemented, the FAA will begin work to modify the BRIXX procedure bringing relief to the high elevation communities straddling Santa Clara and Santa Cruz counties. (Select Committee recommendation 2.11)
- Further, the FAA can begin work to modify the NRRLI waypoint bringing relief to residents in Monterey County. (Select Committee recommendation 2.12)
- As the BSR flight path is to the west of SERFR, it will ease air traffic congestion to the east allowing for alternative ways to address SJC air traffic concerns.

Last but certainly not least, we all need a win! Residents, elected officials, the FAA, and our Congressional Representatives and their staff are spending countless hours and resources attempting to resolve the jet noise issues in our region, first through the Select Committee process and now the SCSCRT. A success at the magnitude of the SERFR transition to BSR will give a huge boost to the FAA's credibility with regard to community engagement.

Now we will address the July 8, 2019 letter from Santa Cruz County Supervisors McPherson and Coonerty. Their letter claims its purpose is to "give the new SCSCRT additional historical context to your discussion relative to moving the SERFR STAR path back to BSR".

Unfortunately, this letter is not an attempt to provide the SCSCRT with factual historical context but rather an attempt by the minority to subvert the supermajority decisions of the Select Committee by employing misrepresentations and baseless scare tactics.

The letter attempts to invalidate the supermajority decision of the Select Committee regarding the SERFR transition to BSR, claiming "the vote to move the path back barely crossed the threshold for approval by one vote". In fact, this was not a simple majority decision "barely crossing the threshold for approval". The Select Committee voted 8/4 in favor of the SERFR transition to BSR.

The letter further attempts to invalidate the supermajority decision by falsely claiming that the SERFR transition to BSR was predicated upon meeting all of the criteria within the recommendation. In fact, there was no such discussion during the Select Committee working meetings, nor does the language within the recommendation state that the SERFR transition to BSR is contingent upon meeting all of criteria. Note that the genesis of the criteria came about when former FAA Western Region Administrator Glen Martin informed the Select Committee that they could add whatever criteria they wish to the SERFR transition to BSR recommendation, and the FAA would determine what criteria is feasible.

At no time during the Select Committee meetings did any FAA representative make any commitments on the recommendations or the associated criteria under discussion. The Select Committee recommendations were exactly that, recommendations. The only commitment made by the FAA was to review the Select Committee recommendations and determine which are feasible. Unfortunately not all of the Select Committee recommendations and associated criteria were deemed feasible by the FAA. Regardless, it would be disingenuous for any Select Committee member to, after the fact, claim their vote was contingent upon some perceived commitment from the FAA.

The letter further threatens the SCSCRT with “a new generation of community protests” in Santa Cruz County should the SERFR transition to BSR happen. This threat is a baseless scare tactic considering the legacy BSR flight path had a 30-year run without any noise complaints.

Note that the community protests in Santa Cruz County came about because the SERFR flight path was situated directly above the densely populated communities along highway 17, causing an immediate and overwhelming noise impact to those residents. Conversely, the BSR flight path does not overfly the densely populated areas along highways 17 and 9. The BSR flight path is situated equidistant between those populated areas and does not impact either of them. The BSR flight path does overfly a portion of the city of Santa Cruz, however flights above 13,000ft over a bustling urban area have no noise impact whatsoever. For these reasons, the legacy BSR flight path was never an issue in Santa Cruz County during its 30-year run.

The letter suggests that there is deep division in Santa Cruz County over the SERFR transition to BSR. We disagree. We’ve seen no evidence of a deep division, in fact quite the opposite. As you all observed at the recent SCSCRT meeting on June 26th, a sea of people in red united in their support for the Select Committee’s supermajority decision in favor of the SERFR transition to BSR, with two people opposed and repeating the same misrepresentations and baseless scare tactics employed in the McPherson/Coonerty letter. As the legacy BSR flight path had no impact to Santa Cruz County residents in the past, there is no reason to believe there will be an impact after the transition back to the BSR flight path.

The letter follows up its threat of “a new generation of community protests” with a demand that the SCSCRT conduct “a public transparent process prior to even considering moving the path back”. The letter intentionally ignores the fact that we have already gone through an extensive public transparent process via the Select Committee process put in place by Congresswomen Eshoo and Speier, and former Congressman Farr. Note that as part of the Select Committee process, 3 public meetings were held in Santa Clara, Santa Cruz and San Mateo counties, 10 public working group meetings were held, and more than 3500 comments received from residents across the three counties. It is a fact that the SERFR transition to BSR has been publicly vetted more extensively than any other proposed flight procedure. Ever. Supervisors McPherson and Coonerty’s intention with this request is transparent; they simply wish to derail the SERFR transition to BSR by throwing up unneeded time-consuming roadblocks.

Unfortunately, Supervisors McPherson and Coonerty refuse to accept the fact that it is outside the purview of the SCSCRT to rehash the good work done during the Select Committee process. As stated in Congresswoman Eshoo and Congressman Panetta’s letter dated February 27, 2019 to the SCSCRT, “The FAA has determined as a condition of participating in this new organization that the former Select Committee recommendations will not be reopened by this new body.”

The SERFR-related jet noise impacts residents across Monterey, Santa Clara and Santa Cruz counties. That the minority would attempt to defy the supermajority decisions of the Select Committee and deny relief to hundreds of thousands of residents across three counties, who have been suffering for years, is beyond shameful.

We ask that the SCSCRT hold firm to the direction and leadership of our Congressional Representatives and disregard the divisive campaign of misinformation and scare tactics coming from the minority. It is our wish that the SCSCRT can remain as focused and productive as possible in shepherding the timely execution of the feasible Select Committee recommendations and working to resolve the jet noise issues that remain in our region.

We are deeply appreciative of the time and effort of the members of the SCSCRT.

Thank you,

Jason Ziller
Los Altos, CA

July 20, 2019

Name

Jim Burr

Message

The Honorable Mary-Lynne Bernald, Chair
Santa Clara/Santa Cruz Roundtable

Dear Chair Bernald,

I am writing to echo and agree with the points made in the letter to SCSCRT by the multiple signatories of Quiet Skies Los Altos, Quiet Skies NorCal, Quiet Skies Santa Cruz Mountains, Save our Skies Monterey County, upholding the work of the very public, very transparent, regional, Select Committee.

Thank you,

Jim Burr
Santa Cruz

July 20, 2019

Name

Connie Bodmer

Message

Dear Chair,

I am suffering from the jet noise over my residence for the past four years. Please go back to BSR flight path as soon as possible, return my peace and quite life in Mountain View.

Best regards,

Connie Bodmer

July 22, 2019

Name

Glenn Hendricks, Roundtable member

Message

Mary-Lynne,

FYI - If you haven't gotten this.

Glenn Hendricks
Sunnyvale Council Member, Seat #2

Attachment Summary

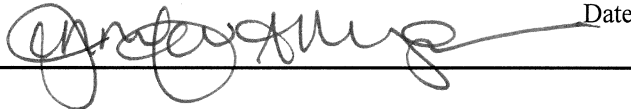
San Jose International Airport - 2018 Annual Noise Report - Memo to San Jose Mayor and City Council - July 22, 2019

Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL **FROM:** John Aitken

SUBJECT: 2018 ANNUAL NOISE REPORT **DATE:** July 22, 2019

Approved

 Date

July 22, 2019

INFORMATION

Attached for distribution is the Norman Y. Mineta San Jose International Airport 2018 Annual Noise Report outlining air carrier activities related to the noise-based curfew in place at the Airport between January 1, 2018 and December 31, 2018.

In addition to the information provided in the attached report, the Airport publishes Quarterly Noise reports including noise exposure maps and Monthly Noise Summary data on the Airport's website for further explanation of air carrier activities and noise impacts to the community.

/s/
JOHN AITKEN, A.A.E.
Director of Aviation

Attachments:

2018 Annual Noise Report

Norman Y. Mineta
San José International Airport
2018 Annual Noise Report



Annual Noise Report for Norman Y. Mineta

San José International Airport

Introduction and Purpose

The purpose of this annual report is to communicate the efforts undertaken by the City of San José (“the City”) and Norman Y. Mineta San José International Airport (“SJC” or “Airport”) to minimize the airport’s noise impact on the surrounding communities. This report contains an explanation of the curfew and violation process, as well as a summary of records for the calendar year detailing the number and type of curfew violations.

Operational Restrictions and the Curfew

Chapter 25 of the San José Municipal Code (“SJMC”) details the city ordinances regarding Airport-related noise as well as the Airport curfew. The SJMC defines the curfew as, “...a time use restriction that limits the hours in which the city will allow certain aircraft operations to be conducted and that prohibits the scheduling and operation of certain aircraft operations at the airport during curfew hours.”

The weight-based curfew for the Airport was original formulated in 1984 with subsequent revisions to a noise-based curfew in 2003. The revisions also allowed for monetary fines for curfew violations and included newer business jet type aircraft.

The noise-based curfew restricts flight activity into and out of the Airport between the local hours of 11:30 PM and 06:30 AM for aircraft operations by jet aircraft with Federal Aviation Administration (“FAA”) certified and published Effective Perceived Noise level in decibels (“EPNdb”) above 89.0. Aircraft types grandfathered in to be exempt from this noise level as well as those that are compliant with the curfew are listed for easy reference on the Schedule of Authorized Aircraft. This document is regularly maintained and posted to the “Curfew” page on the Airport’s website.

Responsibility for monitoring and managing the airport noise and curfew programs at SJC belongs to the City’s Airport Operations Division.

Types of Curfew Violations

Any aircraft operation in an aircraft type whose EPNdb is above 89.0, not on the Schedule of Authorized Aircraft, that depart from or arrive to the Airport between the local hours of 11:30 PM and 06:30 AM is defined as a non-compliant operation. A non-compliant operation is then further defined as being either an intrusion or a violation. An intrusion is defined as a non-compliant operation that was documented to occur during curfew hours due to circumstances outside of the aircraft operators’ control (e.g. Air Traffic Control delays, Weather delays, etc.) which are referred to in the SJMC as “Force Majeure” events. A violation is defined as a non-compliant operation that did not have acceptable documentation justifying the operation to occur during curfew hours.

For a non-compliant operation to be categorized as an intrusion rather than a violation, the operator must communicate the extenuating circumstances to the Airport. If those circumstances are accepted by the Airport, the operation will be categorized as an intrusion and no fine will be levied. Fines for violations are \$2,500 per occurrence.

Actions Taken by Airport Operations Department

Throughout the year, Airport Operations staff publishes the Monthly Noise Summary Charts on the Airport's website which details the total number of curfew compliant and non-compliant operations as well as the number of noise complaints submitted. Additionally, Airport Operations staff uses data from the FAA along with data from an airport noise monitoring system to compile a Quarterly Noise Report for concerned residents, as well as other City, County, and State officials. These documents are regularly maintained and posted to the "Noise Reports" page on the Airport's website.

The noise monitoring system mentioned above was originally installed in November of 1992, with updated hardware and software installed more recently. The system records and measures aircraft noise levels at strategic locations in noise-sensitive locations under the aircraft arrival and departure paths. The noise system also compiles flight track and flight identification information, noise complaints and complainants' addresses, and noise events. The quarterly noise monitoring and reporting is conducted in compliance with State regulations.

Airport Operations staff continually investigates and responds to noise complaints, tracks flight activity, reviews curfew operations for compliance with the SJMC and assesses fines as necessary. Airport Operations staff also participate in Airport Commission meetings to communicate the findings contained in the Monthly Noise Summary Charts and to respond to questions from residents of neighboring communities.

Airport staff also review airline provided justification for curfew violations, and work with aircraft operators to minimize the number of non-compliant operations during curfew hours thereby reducing the disturbance to the public. The Airport Operations staff strives to take a proactive approach to managing the noise associated with SJC and the need to be polite neighbors to the surrounding residential communities.

2018 Operations During Curfew

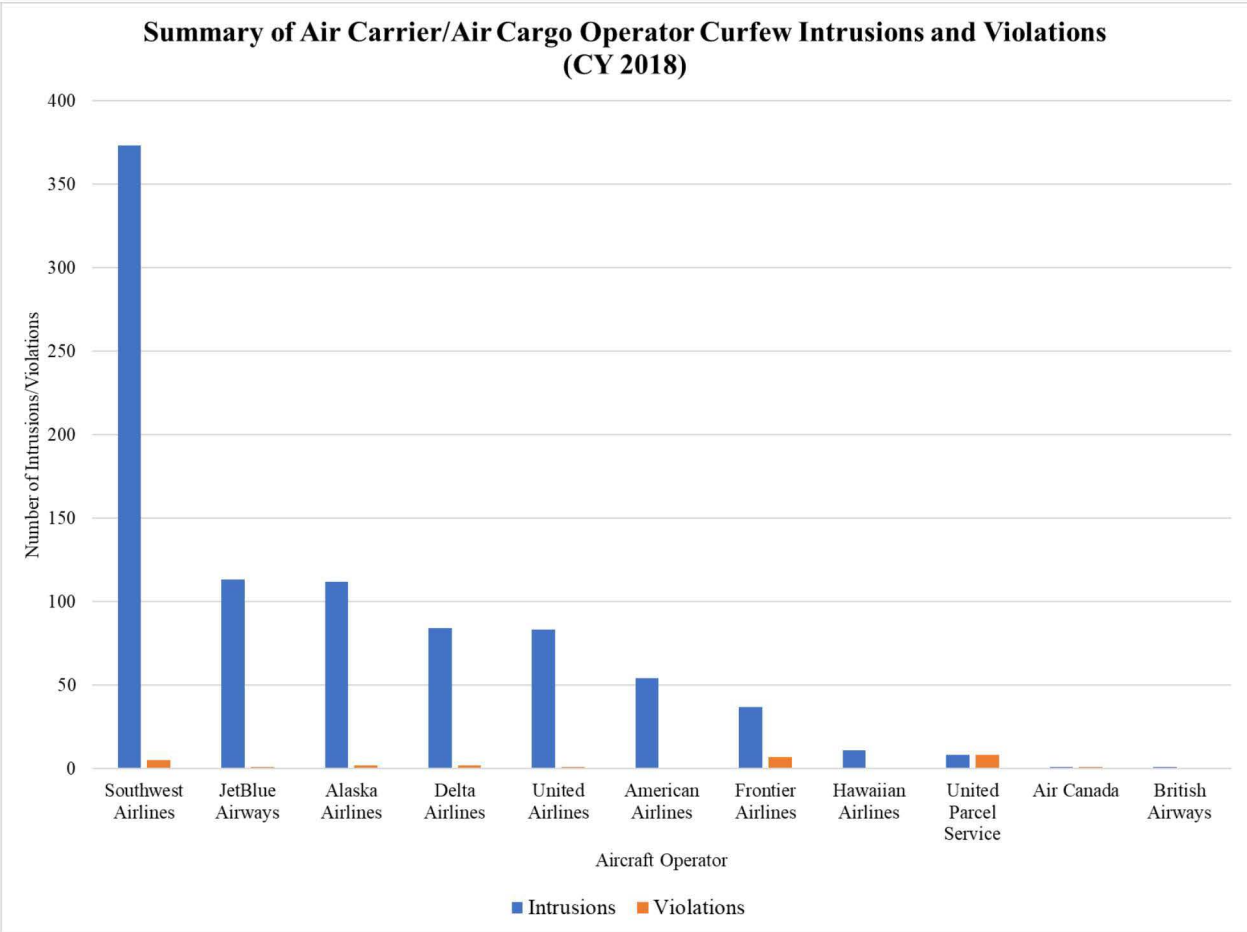
In calendar year 2018, there were 3,383 operations during the curfew hours out of the 183,892 total operations for the Airport (approximately 1.84%). For comparison, calendar year 2017 had 3,400 curfew operations out of the total 171,883 operations for the airport (approximately 1.98%).

Of the 3,383 curfew operations, 882 were found to be intrusions which represent approximately 0.48% of all operations at SJC. Of those 882 intrusions, 40 were found to be violations and were cited; these violations represent approximately 0.0218% of all operations at SJC which results in a curfew compliance rate of over 99.97%

In 2018, the airport hosted 16 Commercial Air Carrier tenants and 2 Air Cargo tenants. Of those 18 operators Aeromexico, Air China, All Nippon Airways, Federal Express, Hainan Airlines, Lufthansa, and Volaris each committed zero curfew intrusions.

In 2018 Southwest Airlines, Jetblue Airways, Alaska Airlines, and Delta Airlines were responsible for the majority (77.77%) of curfew intrusions.

The chart and table on the following page depict the commercial and air cargo carriers' annual intrusions and related violations for calendar year 2018.



Bar Chart of CY 2018 Air Carrier/Air Cargo Intrusions

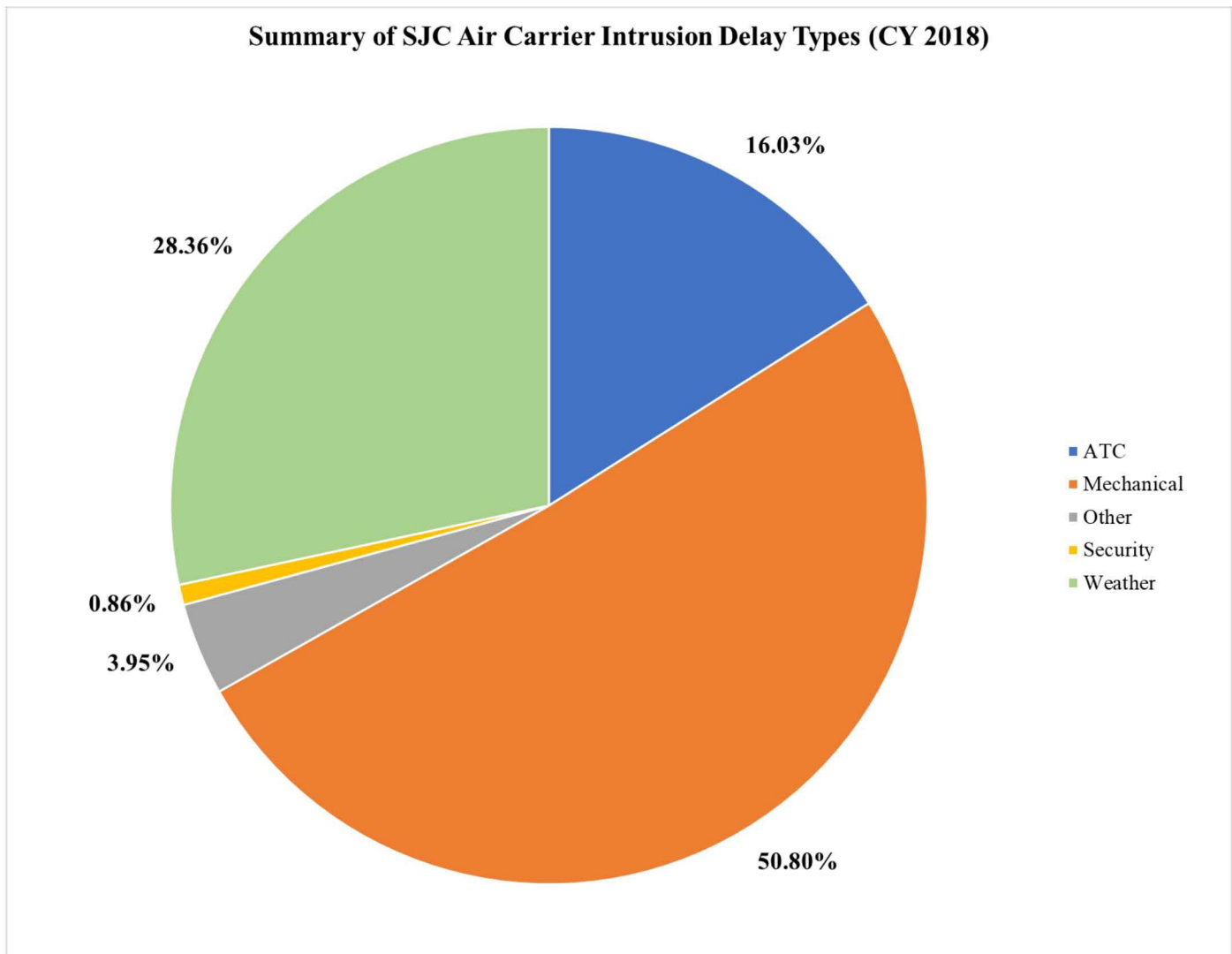
SJC Air Carrier Curfew Data 2018		
Operator	Intrusions	Violations
Southwest Airlines	373	5
JetBlue Airways	113	1
Alaska Airlines	112	2
Delta Airlines	84	2
United Airlines	83	1
American Airlines	54	0
Frontier Airlines	37	7
Hawaiian Airlines	11	0
United Parcel Service	8	8
Air Canada	1	1
British Airways	1	0

Table of CY 2018 Air Carrier/Air Cargo Intrusions

For **JetBlue Airways**, a significant reduction in curfew intrusions and violations was noticed. Compared to 2017, the airline committed about two-thirds less intrusions, and reduced their violations by 92.5%. Adjusting flight times to better avoid operating during the curfew is the main contributing factor in this reduction. Of the non-violating intrusions, most stem from poor weather conditions on the East Coast.

For **United Parcel Service (UPS)**, the carrier informed Airport Operations staff that due to a forecasted increase in holiday-related packages through the Bay Area, as in 2016 and 2017, that they would be adding additional arrivals during the curfew hours between 4:00 AM and 5:00 AM. Airport Operations staff reminded UPS of the airport’s curfew and commitment to minimizing its noise impact on the surrounding communities. This year, UPS again chose to hold departures until the curfew timing expired but did have eight violating arrival flights that they were cited for.

For the SJC-based air carriers in general, many of the delays come from mechanical issues that are experienced on the specific aircraft carrying the flight throughout the day on its flight network. There are also about as many delays due to ATC and Weather combined. Occasionally there are also delays for more specific incidents such as required security sweeps or when a crew member calls in sick. The following chart illustrates the breakdown of the proportion of flights affected by weather, mechanical, air traffic control, security, or other delays.



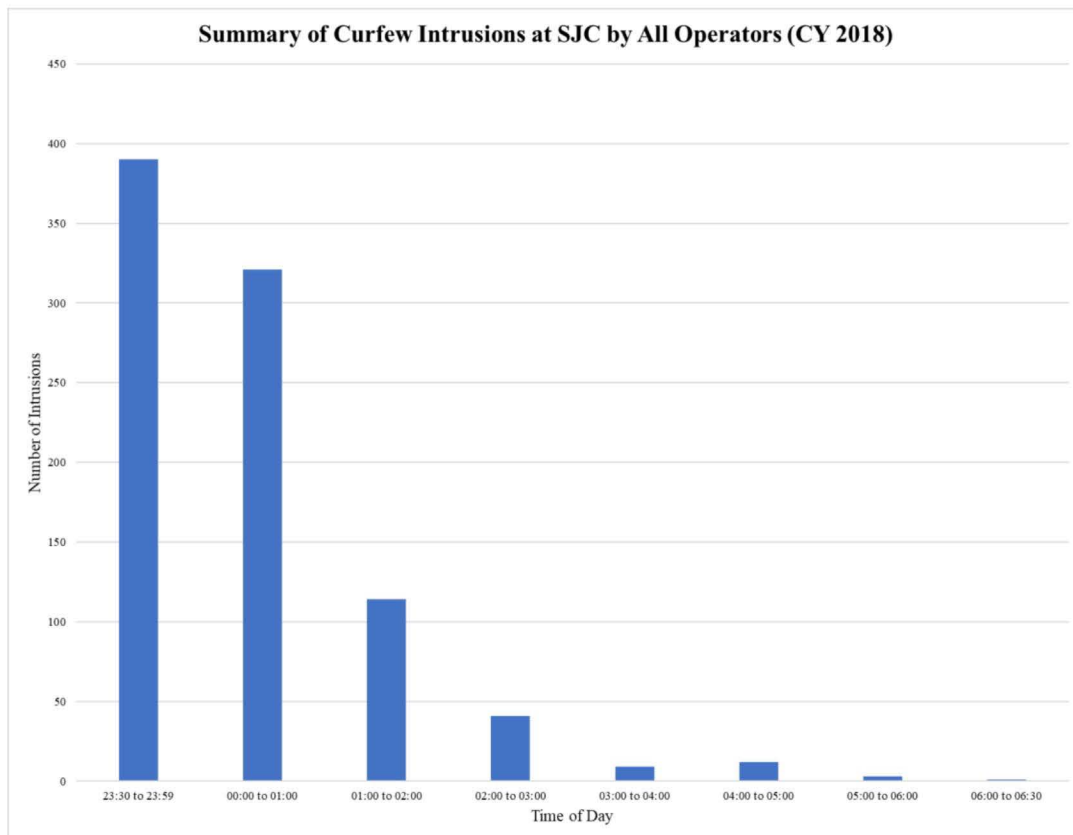
Pie Chart of CY 2018 Air Carrier Intrusion Delay Types

The table on the next page shows the various charter operators who committed curfew intrusions. All of the non-compliant curfew operations were cited by the Airport.

Operator	Intrusions	Violations
Swift Air LLC	6	6
NHL Charters		
Miami Air	1	1
NHL Charters		
Atlas Air	1	1
NFL Charters		
IFL Group	1	1
Cargo Charter		
Las Vegas Sands Corp	1	1
Private Charter		
March Management Group, LLC	1	1
Private Operator		
Paradigm Air	1	1
NHL Charter		
Sun Country Airlines	1	1
University Charter		

Table of Charter Operators and Curfew Intrusions/Violations

The majority of curfew intrusions occur during the first 90 minutes of its onset with a dramatic fall after the midnight to 12:59 AM time period. This shows that the aircraft operators are attempting to serve their passengers while also creating as minimal of a noise impact as possible.



Engine Runs

In addition to takeoff and landing restrictions at the Airport, the Airport Operations staff also limit maintenance and engine run-ups during the curfew hours to help limit the noise generated during curfew hours. If an aircraft operator must perform engine maintenance run-ups to prepare for a 06:30 AM flight, Airport Operations will direct the aircraft to the north end of the airfield to avoid generating noise towards the surrounding residential uses at the Southeast end of the airfield. Those engine maintenance run-ups can be performed as early as 2 hours before the scheduled departure, as published in the SJMC.

Airport Operations staff record the number of engine maintenance checks performed during curfew hours which require a full engine run-up. In 2018, thirteen full engine maintenance run-ups were performed during curfew hours.

Airport Noise Complaints

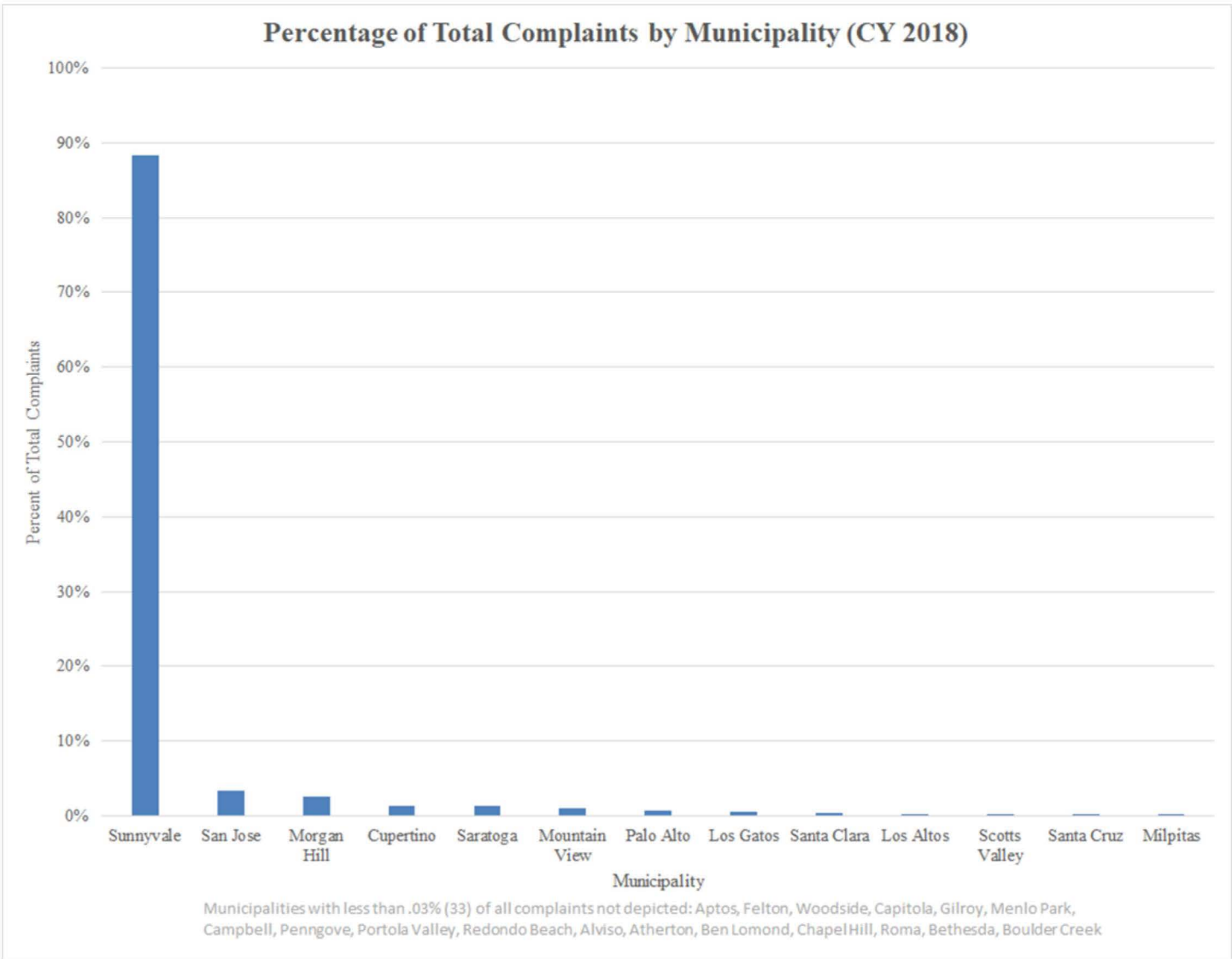
Like many other airports in noise sensitive communities, the Airport collects noise complaints from residents of the City of San José as well as the surrounding municipalities through the “WebTrak” system. This system allows concerned residents to monitor a slightly delayed live feed of aircraft operations in the South Bay Area. Community members regularly use this tool to investigate deeper into their noise disturbances and to report their noise disturbances to the Airport’s Noise Management Office. Some complaints also arrive through direct e-mail.

Airport staff responds to curfew-related complaints whenever possible by including the reason the flight in question operated during curfew hours, an explanation of the approach or departure procedures to the Airport, and acknowledgement of whether or not a late-night operation was a curfew violation. Additionally, response from Airport staff may include whether a flight was operating at another airport in the area, or its status as an emergency response aircraft.

There were a total of 114,003 complaints submitted by 744 individual residents throughout the area. This group of complaint reporters represents approximately 0.00072% of the total San José population (1.04 Million). Of those complaints, just over 50% (58,323) were submitted by a group of 12 individuals which means that nearly half of the Airport’s complaints were received from approximately 1.61% of the total complaint reporters. These complaint numbers represent a 23.47% decrease from 2017 (148,969 complaints).

The population of complaint reporters is shrinking (compared to 1,044 submitters in 2017), and the number of complaints are decreasing by roughly the same proportion. Still, the select group of individuals identified above submits hundreds, if not thousands, more complaints than an average person typically would; the top reporter submitted nearly 7,000 complaints in 2018. The Airport is aware of an automated reporting system that some residents use to automatically submit a complaint for any flight in South Flow Operations which makes up the bulk of the complaints received. Some of the other complaints concern other SJC traffic, but sometimes also reference other airports in the area such as San Francisco, San Carlos, and Moffett Federal Airfield.

The chart on the following page shows a breakdown by city of noise complaints:



Bar Chart of 2018 Complaints by Municipality

Sunnyvale residents continue to submit a significant amount more noise complaints than their neighboring cities. In 2018 there were 100,046 complaints submitted by Sunnyvale residents which represents a 17.22% reduction over 2017 in which they submitted 120,854 complaints. It is worth noting that the number of total operations is increasing though the total complaint numbers are decreasing. General fluctuations in complaint numbers also correlate with when the Airport is utilizing South Flow Operations.

The number of complaints submitted by San José residents increased slightly to 3,778 for an increase of 12.84%. There are no flight path changes associated with this increase so the increased public participation may come from new awareness of the noise reporting program through community groups, social networking sites, or increased media attention of the implementation of NextGen procedures in the Bay Area.

South Flow Operations

Occasionally, due to weather or regional traffic flow requirements, SJC arrivals will land from the north on Runways 12R or 12L instead of approaching the airfield from the south and landing on Runways 30L or 30R. In 2018, the Airport utilized South Flow Operations approximately 10.62% of the year compared to 2017 wherein the traffic operated in South Flow 13.00% of the year.

When the airport does operate in South Flow conditions, the communities in Sunnyvale, Santa Clara, Cupertino, Mountain View, and Palo Alto become more impacted by the SJC arrivals than they are under normal operating conditions.

In May 2018, the Director of Aviation sent formal communications to passenger airline and cargo operators based at San Jose to remind staff both locally and at their headquarters of the efforts to operate aircraft, regardless of their noise impacts to the community, outside of curfew hours.

Later that month, the Ad Hoc Advisory Committee on South Flow Arrivals concluded. The Committee was established 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. It was formed of community members who each represented their municipality of residence.

Throughout the Ad Hoc Committee, the Airport stayed true to committing to provide any services it can offer to the community members including but not limited to compiling aircraft operations data sets and producing maps of flight tracks. The FAA was also present at these meetings and responded to questions and concerns regarding noise.

In February 2019, the FAA sent the Airport their Interim Response to the Ad Hoc Committee's final report. In this report there is an implied commitment that a full response is still being compiled and will be delivered to fully address the Ad Hoc Committee's final report.

July 23, 2019

Name

Matthew Kazmierczak, SJC Director's Office, Manager of Strategy and Policy

Message

Please see the attached letter from the City of San José to the Roundtable regarding Resolution Number 1 for tomorrow's meeting.

Thank you,

Matthew

Attachment Summary

San Jose International Airport - letter from the City of San José to the Roundtable regarding Resolution Number 1 – July 23, 2019

July 23, 2019

Mary-Lynne Bernald
Chairperson for the Santa Clara/Santa Cruz Counties Airport/Community Roundtable
Councilmember for the City of Saratoga

Dear Chair Bernald:

At your upcoming meeting on Wednesday, July 24, 2019, the Santa Clara/Santa Cruz Counties Airport/Community Roundtable has on the agenda Resolution Number 1, which affirms that it is the appropriate body to speak for the region on aircraft noise issues and that it is the follow-up organization to the San José City Council created Ad Hoc Advisory Committee on South Flow Arrivals.

As the City of San José is not represented on this body, the City of San José reserves its right to collaborate with and to speak on behalf of our residents to the FAA and others on past or future actions, or inactions, especially for the Ad Hoc Committee, which was a creation of the San José City Council. Therefore, the City and its departments will continue to engage with the FAA, surrounding community, and others to best represent the interests of San José residents.

While appreciate the work that the Roundtable is doing to address aircraft noise in the community, the City of San José maintains its right to engage on this matter.

Sincerely



David Sykes
City Manager

cc: Andi Jordan, Cities Association of Santa Clara County
Steve Alverson, Roundtable Facilitator, Environmental Science Associates (ESA)
Faviola Garcia, Office of the Regional Administrator, Western Pacific
Bert Ganoung, San Francisco International Airport (SFO) Noise Abatement Office
John Aitken, San José International Airport (SJC) Director of Aviation



July 23, 2019

Name

Mike McClintock

Message

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

July 24, 2019

Name

Lydia Kou

Message

Dear Chair,

I am sorry to bother, but I couldn't find Senator Feinstein's letter to the FAA, it was dated June 24th, 2019. I may not be looking for it in the right places.

I am forwarding the email sent on July 8th with the letter attached requesting for it to be posted.

Thank you,

Lydia Kou - Council Member

July 24, 2019

Name

Roger Heyder

Message

Hello SCSC Roundtable members,

I have a fairly high level suggestion that the SCSC Roundtable might consider.

The FAA said that they were going to address BRIXX after completing the BSR reversion. It seems like a very reasonable, and an almost essential question to the FAA - would a BRIXX reversion fix many of the noise issues that face SCSC, and what would it look like? What wouldn't it fix??

The FAA are supposed to be the experts - it is for the Roundtable to ask smart questions and the FAA to provide some answers and/or recommendations. Why not try the most obvious, and likely effective solution, before embarking on a myriad of other possible solutions? Likely the old BRIXX was refined over decades to be quiet, as was BSR. It could be that the old BRIXX would be a perfect starting point, and if not you have at least eliminated it as the most obvious option.

If you ask the question of the FAA, and it plays well with them, you may have a near-term, ready made solution that the FAA can actually implement with some hope of success. Why not broach the question ASAP? Once the FAA is working on the answer, the Roundtable can prioritize other issues or topics. A quality solution could actually be ready when the BSR reversion occurs, and the airspace to fix BRIXX is freed up. It might even look compelling enough for the SCSC Roundtable to request that the BSR reversion be expedited.

Why would you ever NOT ask about a BRIXX reversion???? It is the most OBVIOUS question to ask.

regards -- Roger Heyder Quiet Skies Los Altos

July 24, 2019

Name

Jennifer Landesmann

Message

Dear Chair, and SCSC Roundtable members,

I appreciate that a framework is developing as you organize the efforts to address noise and community concerns.

To support these efforts, I am sharing some source materials for your consideration.

1) FAA Air Traffic Organization Community Involvement Plan

This document was presented in February 2018 by FAA at a workshop for community groups at the UC Davis Noise and Emissions Symposium. In March 2018, Sky Posse Palo Alto did an overview of the Symposium, below.

2) FAA's orders for Procedure Development

Also known as "Dot 41" as an abbreviation for JO 7100.41

3) Community Involvement Suggestions - from Roundtable and Grassroots groups

In the Spring of this year, comments from around the country were gathered about what communities see as effective community involvement to address aircraft noise and emissions. The feedback received by the Symposium organizers was evaluated for commonalities, discussed in a workshop, and presented at the Symposium.

4) Nextgen 101- page 104-106 distinguishing methods of noise reduction and management

The reason I am sharing this presentation is to highlight the attached pages 104 - 106 "Addressing the Aircraft Noise Challenge Requires Efforts in Multiple Areas" which distinguishes what industry refers to as noise reduction and "managing noise."

This is a fundamental distinction to make and to figure out the areas where the Roundtable can be effective.

NOTE: This was an excellent workshop at this year's UC Davis Noise and Emissions Symposium but I would disagree with the comment about "modest noise reductions" for noise management options such as dispersion. This is an ongoing debate which needs a harder look at the data and analysis which leads to generalizations and key to consider is that every procedure is different, there are variations for arrivals vs departures, near or far away from airports, not to mention a variety of metrics to consider.

Thank you,

Jennifer

from March 2018 Sky Posse Palo Alto Newsletter:

UC Davis Aviation Noise and Emissions Symposium

At the end of February, the annual UC Davis Aviation Noise and Emissions (ANE) Symposium took place in Long Beach CA. The ANE Symposium is attended by FAA, NASA, industry experts, and community groups. Sky Posse Palo Alto has participated since 2015, and this year it was notable that FAA and industry presentations reflected greater knowledge, awareness, and attention to address Nextgen precision based navigation (PBN) procedures which are known to cause concentration of impacts, and noise. FAA leadership presented on noise and emissions research being considered to inform policy (including Aircraft Noise and Sleep Disturbance), and on organizational enhancements to facilitate community involvement in PBN design. Community involvement in PBN matters greatly in both the short-term, and long-term (please see further below, for more on this topic).

As PBN for noise reduction is being explored; the challenge was acknowledged by some of the speakers that while everyone would like to reintroduce dispersion, developing dispersion options with the new navigation system relies on political/policy issues about how communities and industry work out potential changes to reduce concentration. That this political/policy burden has so far been largely thrust onto affected communities, was not covered sufficiently, but FAA and some of their industry partners are looking to make progress. One area FAA is supporting is to refine analysis tools to evaluate solutions options with PBN routes. For example, a partnership in Boston FAA/MIT/Massport, has been evaluating a set of proposals to reduce noise with PBN, using the AEDTtool, in combination with ANOPP, a NASA model to evaluate noise. What is learned and achieved in Boston could help many communities. So far, it appears that they have identified more options for Departures procedures and generally more work is needed to find solutions to address Arrivals. Lastly, the landmark Phoenix case was discussed in two presentations, one of them by Phoenix residents. Affected Phoenix neighborhoods worked closely with their City and Airport during the entire process; the City took the lead in the case, and four historic neighborhoods joined the legal challenge with their City.

We will share copies of some of the Symposium presentations as they become available.

PBN Community Involvement

Above slide was presented by FAA leadership during a Community Group Workshop at the Long Beach Symposium.

Locally , our communities in the Bay Area have not yet had involvement in PBN procedures, regarding noise. We understand that SERFER THREE was changed to resolve safety issues related to Class B airspace but the new altitudes, even if potentially higher than SERFER TWO were a "surprise."

Changes can be somewhat confusing - as mentioned, the February temporary change to the historical Big Sur ground track was a re-routing change, not a procedure change. Air Traffic Control can and regularly directs traffic over different routes but developing a procedure (the rules for the planes to follow) involves a process governed by FAA Order JO 7100.41A involving the following:

FAA Order 7100.41A:

Performance Based Navigation (PBN) processing : This is the required process for all new and amended PBN procedures and/or routes, Area Navigation (RNAV)/Required Navigation Performance (RNP) Standard Instrument Departures (SIDs), RNAV Standard Terminal Arrivals (STARs) and RNAV routes.

(FAA Order 7100.41A breaks down the design and implementation process into 5 stages: this was relayed in the Phase Two Report - also reflected in the above FAA slide)

- o Preliminary Activities: This includes the conduction of baseline analysis to identify expected benefits and develop conceptual procedures and/or routes for the proposed project.

- o Design Activities: This includes the creation of a working group in order to design a procedures/route that meets the project goals and objectives. An environmental review is included in this stage.

- o Development and Operational Preparation: The intent of this stage is to complete all pre-operational items necessary to implement the procedures and/or routes. This phase includes training, issuing notifications, automation, updating radar video maps, and processing documents. This phase ends when procedures and/or routes are submitted for publication.

- o Implementation: The purpose of the implementation phase is to implement the procedures and/or routes as designed. This phase starts with confirmation by the FWG that all required pre-implementation activities have been completed and ends when the procedures and/or routes are published and implemented.

- o Post-Implementation Monitoring and Evaluation: The purpose of the post- implementation monitoring and evaluation phase is to ensure that the new or amended procedures and/or routes perform as expected and meet the mission statement finalized during the design activities phase. Post implementation activities include collecting and analyzing data to ensure that safe and beneficial procedures and/or routes have been developed.

The SERFER modification, planned for March, is said to be running on the original FAA process that created SERFER in 2014.

Attachment Summary

Nextgen 101- page 104-106 distinguishing methods of noise reduction and management

in Multiple Areas



Reducing Noise

Airframe modifications

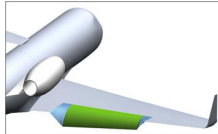


Image Source: Flexsys Inc.

Quieter engines



Image Source: Pratt & Whitney

New aircraft designs

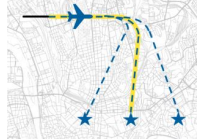


Image Source: NASA, MIT, Aurora Flight Sciences

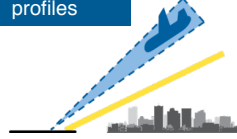


Managing Noise

Dispersion



Modified vertical profiles



Speed restricted departures



Involving the Public



Image Source: FAA



Image Source: Queens Chronicle, 19 April 2018

Reducing Noise

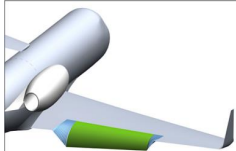
Airframe Modifications



Noise-reducing vortex generators
Image Source: Condor



Slat cover fillers
Image Source: Boeing



Adaptive trailing edges
Image Source: Flexsys Inc.

Quieter Engines



Image Source: Pratt & Whitney

Ultra-high bypass geared turbofan engine



New Aircraft Designs



Blended Wing Body
Image Source: NASA



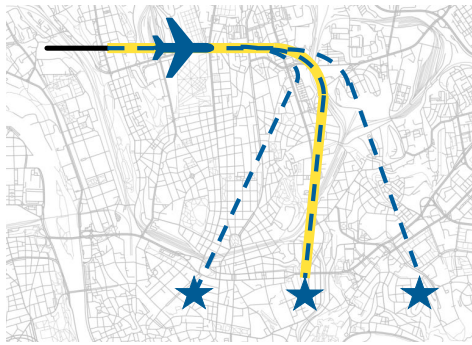
"Double Bubble" D8 Series

Image Source: NASA, MIT, Aurora Flight Sciences

New aircraft designs offer the greatest opportunity for a step change in noise reduction but also take longer to reach maturity

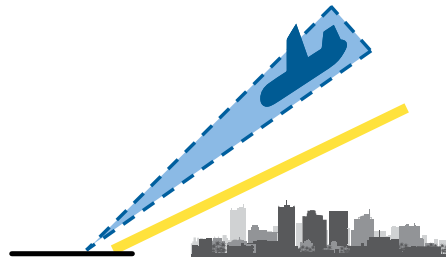
Managing NOISE

Dispersion



- - - Dispersed Flow
- Concentrated Flow

Modified vertical profiles



- - - Modified Profile
- Existing Profile

Speed restricted departures



The above introduce inefficiencies or operational tradeoffs that must be balanced against relatively modest noise reductions

July 25, 2019

Name

Glenn Hendricks forward of Tom Dougherty's email

Message

Hello Steve and Mary-Lynne,

FYI - I received this. I have responded to Tom and told him that O would be happy to speak with him.

Glenn Hendricks
Sunnyvale Council Member, Seat #2

Mr Hendricks,

I know that as Mayor of Sunnyvale you were instrumental in forming, and chaired, the Ad Hoc Committee seeking dispersion of South Flow arrivals at SJC.

I am a member of Boston Logan Airport's Massport Community Advisory Committee which is seeking dispersion of arrivals on runways here, and has been doing so for the past three years through engagement with the FAA.

I would be interested in comparing thoughts on the FAA's responses to dispersion requests. I have read the FAA's May 2019 Response to your Ad Hoc Committee Requests. I hope that your Committee is working to address some of FAA's statements, including its statement that the FAA's technology is not capable of fashioning a set of dispersed RNAV paths. Such dispersion should be tested, and we are seeking that here.

Let me know if you, or someone else on or working with your Committee would have time to discuss our respective approaches. The effort to restore dispersed arrival paths is central to community work aimed at addressing RNAV skyrail noise and pollution impacts.

I have read your impressive bio and commend your public service.
My own background is related in the attached bio.
Thank you.
Tom Dougherty.

Attachment Summary

Tom Dougherty's background and bio

July 25, 2019

Name

Mark Bucko

Message

Subject: I Whole Heartedly Support This Letter!

Mark Bucko - Soquel Hills

The Honorable Mary-Lynne Bernald, Chair
Santa Clara/Santa Cruz Roundtable

Dear Chair Bernald,

We write as a follow up to the SCSCRT meeting on June 26, 2019. We wish to emphasize the community's request for an expedited schedule for the BSR Overlay. We also wish to address the July 8, 2019 letter to the SCSCRT from Santa Cruz County Supervisors McPherson and Coonerty.

As you observed at the last SCSCRT meeting, residents are clamoring for relief from SERFR-related jet noise. The Select Committee's recommendations were transmitted to the FAA by our Congressional Representatives more than two and a half years ago yet residents still wait for the relief promised by the SERFR transition to BSR.

We ask that the SCSCRT assist wherever possible in expediting the SERFR transition to BSR. We believe expediting the BSR Overlay flight procedure should be a top priority for the SCSCRT as there are multiple benefits in doing so:

- The SERFR transition to BSR will bring instant relief to residents across Santa Clara and Santa Cruz Counties. (Select Committee recommendation 1.2)
- Once the BSR Overlay is implemented, the FAA will begin work to modify the BRIXX procedure bringing relief to the high elevation communities straddling Santa Clara and Santa Cruz counties. (Select Committee recommendation 2.11)
- Further, the FAA can begin work to modify the NRRLI waypoint bringing relief to residents in Monterey County. (Select Committee recommendation 2.12)
- As the BSR flight path is to the west of SERFR, it will ease air traffic congestion to the east allowing for alternative ways to address SJC air traffic concerns.

Last but certainly not least, we all need a win! Residents, elected officials, the FAA, and our Congressional Representatives and their staff are spending countless hours and resources attempting to resolve the jet noise issues in our region, first through the Select Committee process and now the SCSCRT. A success at the magnitude of the SERFR transition to BSR will give a huge boost to the FAA's credibility with regard to community engagement.

Now we will address the July 8, 2019 letter from Santa Cruz County Supervisors McPherson and Coonerty. Their letter claims its purpose is to "give the new SCSCRT additional historical context to your discussion relative to moving the SERFR STAR path back to BSR".

Unfortunately, this letter is not an attempt to provide the SCSCRT with factual historical context but rather an attempt by the minority to subvert the supermajority decisions of the Select Committee by employing misrepresentations and baseless scare tactics.

The letter attempts to invalidate the supermajority decision of the Select Committee regarding the SERFR transition to BSR, claiming "the vote to move the path back barely crossed the threshold for approval by one vote". In fact, this was not a simple majority decision "barely crossing the threshold for approval". The Select Committee voted 8/4 in favor of the SERFR transition to BSR.

The letter further attempts to invalidate the supermajority decision by falsely claiming that the SERFR transition to BSR was predicated upon meeting all of the criteria within the recommendation. In fact, there was no such discussion during the Select Committee working meetings, nor does the language within the recommendation state that the SERFR transition to BSR is contingent upon meeting all of criteria. Note that the genesis of the

criteria came about when former FAA Western Region Administrator Glen Martin informed the Select Committee that they could add whatever criteria they wish to the SERFR transition to BSR recommendation, and the FAA would determine what criteria is feasible.

At no time during the Select Committee meetings did any FAA representative make any commitments on the recommendations or the associated criteria under discussion. The Select Committee recommendations were exactly that, recommendations. The only commitment made by the FAA was to review the Select Committee recommendations and determine which are feasible. Unfortunately not all of the Select Committee recommendations and associated criteria were deemed feasible by the FAA. Regardless, it would be disingenuous for any Select Committee member to, after the fact, claim their vote was contingent upon some perceived commitment from the FAA.

The letter further threatens the SCSCRT with “a new generation of community protests” in Santa Cruz County should the SERFR transition to BSR happen. This threat is a baseless scare tactic considering the legacy BSR flight path had a 30-year run without any noise complaints.

Note that the community protests in Santa Cruz County came about because the SERFR flight path was situated directly above the densely populated communities along highway 17, causing an immediate and overwhelming noise impact to those residents. Conversely, the BSR flight path does not overfly the densely populated areas along highways 17 and 9. The BSR flight path is situated equidistant between those populated areas and does not impact either of them. The BSR flight path does overfly a portion of the city of Santa Cruz, however flights above 13,000ft over a bustling urban area have no noise impact whatsoever. For these reasons, the legacy BSR flight path was never an issue in Santa Cruz County during its 30-year run.

The letter suggests that there is deep division in Santa Cruz County over the SERFR transition to BSR. We disagree. We've seen no evidence of a deep division, in fact quite the opposite. As you all observed at the recent SCSCRT meeting on June 26th, a sea of people in red united in their support for the Select Committee's supermajority decision in favor of the SERFR transition to BSR, with two people opposed and repeating the same misrepresentations and baseless scare tactics employed in the McPherson/Coonerty letter. As the legacy BSR flight path had no impact to Santa Cruz County residents in the past, there is no reason to believe there will be an impact after the transition back to the BSR flight path.

The letter follows up its threat of “a new generation of community protests” with a demand that the SCSCRT conduct “a public transparent process prior to even considering moving the path back”. The letter intentionally ignores the fact that we have already gone through an extensive public transparent process via the Select Committee process put in place by Congresswomen Eshoo and Speier, and former Congressman Farr. Note that as part of the Select Committee process, 3 public meetings were held in Santa Clara, Santa Cruz and San Mateo counties, 10 public working group meetings were held, and more than 3500 comments received from residents across the three counties. It is a fact that the SERFR transition to BSR has been publicly vetted more extensively than any other proposed flight procedure. Ever. Supervisors McPherson and Coonerty's intention with this request is transparent; they simply wish to derail the SERFR transition to BSR by throwing up unneeded time-consuming roadblocks.

Unfortunately, Supervisors McPherson and Coonerty refuse to accept the fact that it is outside the purview of the SCSCRT to rehash the good work done during the Select Committee process. As stated in Congresswoman Eshoo and Congressman Panetta's letter dated February 27, 2019 to the SCSCRT, “The FAA has determined as a condition of participating in this new organization that the former Select Committee recommendations will not be reopened by this new body.”

The SERFR-related jet noise impacts residents across Monterey, Santa Clara and Santa Cruz counties. That the minority would attempt to defy the supermajority decisions of the Select Committee and deny relief to hundreds of thousands of residents across three counties, who have been suffering for years, is beyond shameful.

We ask that the SCSCRT hold firm to the direction and leadership of our Congressional Representatives and disregard the divisive campaign of misinformation and scare tactics coming from the minority. It is our wish that the SCSCRT can remain as focused and productive as possible in shepherding the timely execution of the feasible Select Committee recommendations and working to resolve the jet noise issues that remain in our region.

We are deeply appreciative of the time and effort of the members of the SCSCRT.

Thank you,
Quiet Skies Los Altos
Quiet Skies NorCal
Quiet Skies Santa Cruz Mountains
Save our Skies Monterey County

cc:
Congresswoman Anna Eshoo
Congressman Jimmy Panetta

July 25, 2019

Name

Tom Pyke

Message

Hi Mary-Lynne:

I just wanted to make sure the email was correct before giving to constituents.

I looked on the website (<https://scscroundtable.org>), which has a link to receive correspondence, but the email itself is not listed.

Thanks, Tom

Tom Pyke, District Director, CONGRESSMAN RO KHANNA (CA-17)

July 26, 2019

Name

Liz Lawler

Message

Hi Mary Lynne,

I just wanted to commend you on your leadership of the SCSCRT meetings. I wanted to know if it's possible for the FAA or other entity to do a presentation on future technologies that are in development to reduce noise and emissions. (See link below) Perhaps such a presentation can give the communities we serve a positive picture of what the future holds, while we strive to address their current concerns? Just a thought.

<https://www.independent.co.uk/travel/news-and-advice/airbus-plane-design-bird-of-prey-aircraft-a9018436.html>

Best,
Liz Lawler
Mayor Pro Tempore
Monte Sereno City Council

July 26, 2019

Name

Faviola Garcia

Message

Hello Mary-Lynne,

Mayor Spreen received his response earlier today, sent by Yvette this morning. Attached is FAA's response addressed to you and a copy of the response to Mayor Spreen.

Please let me know if you have any questions.

Thank you,

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

July 28, 2019

Name

Marie-Jo Fremont

Message

Andi,

Quick question: What happens to emails that are sent to scscroundtable@gmail.com?

- Do they get automatically distributed to all Roundtable members, or just the Chair, or the Chair & Technical Consultant & Vice-Chair?
 - If the emails get distributed to some or all Roundtable members, when does this happen?
- Do they systematically get included in packet for the next meeting?
- Do they systematically get posted under Correspondence on the Roundtable website and when?

If you know the answer, great. Otherwise, I will ask Mary-Lynne Bernald.

Thank you.

Mjf

July 29, 2019

Name

Alastair Fyfe

Message

Good morning Evan,

I had two follow-up questions from last Wednesday's meeting. Though I filled out two speaker/comment cards on arrival, these did not seem to have gotten to Chair Bernald. In the future should they be given to her directly? Also, I understood Chair Bernald to say at the meeting that my June 25 letter to the SC|SC RT with attached correspondence had been forwarded to the FAA with a cover letter. However I am not finding her cover letter to the FAA on the SC|SC site. Is this available?

Thanks,

Alastair

PS : I believe there are minor errors with the two most recently posted items on the 'correspondence' tab. The 2019-6-26 date should be 7-26 and the letter is actually from FAA to Spreen.

July 29, 2019

Name

Marie-Jo Fremont

Message

Dear SCSC Roundtable members,

Having the Roundtable monitor the IFP Gateway is a good thing. The challenge however is to **understand what changes are relevant and important in terms of potential impact on communities in order to prioritize efforts and resources.**

To understand whether a change posted on the IFP Gateway is **relevant and important**, you **need first some basic data** such as:

- Is it an Arrival or a Departure?
- To or from which airport?
- What is changing? (e.g., new procedure? changes to an existing procedure waypoints, altitudes, ground tracks, speeds? elimination of a procedure? etc.)

Then you need to **understand the potential impact on communities, e.g. who would be potentially impacted and why.**

In terms of impact, **ground track is of course critical. However, impact is not solely determined by ground track.** Several other factors play a role: lateral concentration of planes (e.g. rails in the sky), frequency of planes (how often), number of planes, distribution over time (day and night), altitudes, speed brakes, speed, etc.

No change in a ground track can also be misleading (one may think that there is no impact):

- When the FAA converts a traditional procedure into an OPD (a.k.a. a rail in the sky), people below that OPD are exposed to a lot more noise than before even if the FAA supposedly kept the "same ground track". I used quotes because an OPD does not really use the same ground track given that an OPD concentrates planes into a very narrow horizontal corridor. Implementing an OPD is like replacing many surface streets in a 4 to 5-mile radius with a freeway that is built over a couple of surface streets. Would traffic on the new freeway use the same routes as the traffic that was on surface streets before? Of course, not.
- When the FAA converted the Tailored Oceanic Arrivals into the PIRAT OPD, raised altitudes to 8,000 ft over Woodside, and instructed Air Traffic Control to vector planes from ARGGG (last waypoint over Woodside) to SIDBY (waypoint over Palo Alto), they barely changed the ground track. However, because they concentrated arrivals all the way to SIDBY and forced the planes to descend faster and steeper over SIDBY because of the extra altitude they gained at ARGGG, it means that residents living near SIDBY are getting more noise --note by the way, that quite a few Oceanic arrivals occur during nighttime hours.

Considering the ground track over many miles is also critical to determining which communities will be affected. A small change in a departure or arrival ground track can impact communities miles away. Here is an example. OAK and SFO aircraft often depart at night by making a sharp turn after take off and going south over the Bay. Flying over the Bay sounds like a good idea. However, it is not that simple. I often hear the FedEx OAK cargo planes at 2 or 3 AM as they fly near or over East Palo Alto and Palo Alto. Furthermore, when OAK and SFO departures go south over the Bay after take off, it means that SFO arrivals can't use the Bay (for instance for BDEGA-east arrivals). That's probably why the Tel Aviv-SFO United flight goes over the Peninsula and turns over Palo Alto around 5:30AM every day even though traffic over the Bay is extremely light at that time.

In conclusion, **before assigning priority levels to items on the IFP Gateway, please capture basic data about the posted changes to understand what they are. Then characterize the potential impact by considering the ground track over many miles as well as other factors including**, but not limited to, **altitudes, concentration, volume of planes, and the time distribution of planes.**

Thank you for considering my comments and working on reducing airplane impacts for many communities.

Best regards,

Marie-Jo Fremont

July 30, 2019

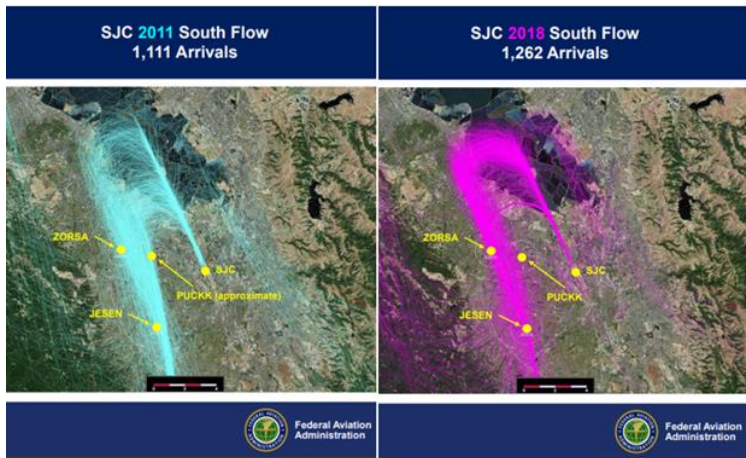
Name

Marie-Jo Fremont

Message

Dear Roundtable members,

The NextGen changes applied to the SJC South Flow arrivals have had a dramatic impact on some Peninsula communities located to the west and north of SJC. A comparison of flight tracks between 2011 and 2018 provided by the FAA illustrates the tremendous concentration that has occurred and the various shifts in flight tracks, including vectoring paths (see picture below).



Source: 03-23-2018 FAA Presentation to the Ad Hoc Advisory Committee on South Flow Arrivals (slides 3 and 5)

The **root causes** of the noise problem caused by the SJC South Flow arrivals are multiple. However three changes had a direct negative impact on our communities. When implementing NextGen in the NorCal Metroplex, the FAA:

1. **Lowered the altitude of SFO arrivals, which in turns forced SJC South Flow altitudes to be lower.**

The SFO SERFR procedure was for instance lowered to have planes fly through MENLO at 4000 ft (now MENLO has been replaced by SIDBY). **As a result, SJC South Flow arrivals now must fly lower than 3,000 ft** because they must stay at least 1,000 ft below the SFO arrivals (minimum vertical clearance). SJC South Flow arrivals now typically fly over Palo Alto between 2,000 and 2,500 ft, and sometimes as low as 1,700 ft.

Although extremely noisy, such vectoring of planes does not violate FAA rules because planes can exit and re-enter the SJC Class C Airspace, which goes from the surface to 4,000 ft Mean Sea Level. Per the FAA response on page 29, "There is no requirement for Class C airspace to fully contain a procedure, nor a radar vector." Furthermore, "SJC Airport Traffic Control Tower (ATCT) is delegated airspace from the surface to 2,500 ft. MSL" (see page 29 of the FAA response). This last statement means that ATCT can vector planes without any consideration of any impacts on any communities.

As described above, there is an interdependency between SFO arrivals and SJC South Flow arrivals. To solve the noise problem of SJC South Flow arrivals, both arrivals streams need to be considered simultaneously, not independently and in isolation.

2. **Reduced separation between planes** (in-trail separation).

Reduced separation works while planes are en-route at high altitudes (e.g., not in take off or descent modes) but it often does not work in the last stages of a descent because destination airports cannot typically accommodate the tight sequencing that the FAA designed. Because of reduced separation, too many planes are coming too often to land at SJC. **As a result, ATC must delay the planes and make**

them fly longer by vectoring them --that is why they now vector 85% of the South Flow arrivals --mainly over Mountain View and Sunnyvale and all the way to Palo Alto (per the FAA, 50% of the SJC south flow arrivals now fly over Palo Alto). Note that such vectoring does not reduce fuel. In fact, NextGen does not always save fuel. In [Chapter 5 Environmental Consequences of the NorCal OAPM analysis](#), section 5.8.3, the FAA admits that "Under the Proposed Action, there would be a slight increase in fuel burn (0.40 percent in 2014 and 0.36 percent in 2019) when compared to the No Action Alternative" (No Action means no NextGen changes).

3. **Changed waypoints and flight paths to allow creation of an RNAV procedure that is used about 15% of the time** (see the narrow arch corridor on page 58 of the FAA response).

The new RNAV procedure that the FAA put in place required a specific radius, which is why the FAA shifted the flight tracks and used different waypoints. Keeping a procedure in place that is used only 15% of the time does not make any sense by any standards, especially when you know that the existence of the procedure has a tremendous negative impact on thousands of residents in multiple cities.

FAA Provided Limited to No Solutions in their Response

Once again, the FAA has not shown in their [response](#) a willingness to provide alternatives and solve the NextGen problem they created in the first place:

- They have not offered any suggestions (only once did an FAA employee make a suggestion during an Ad Hoc Committee meeting). In their response, the FAA often dismissed proposals claiming that the change will shift noise to another community without offering any information on the amount of noise that will be shifted and where.
- The FAA has not acknowledged the profound negative impact that NextGen has had on residential communities or even examined whether their environmental analysis could be flawed. The FAA frequently refers to the Norcal OAPM Environmental Analysis document --yet they fail to connect the dots. In [Appendix E of the document](#), there is a Community Reaction graph that was created by the EPA (see figure E.1-8, pages E10 and E11). Per that graph, we must be experiencing a 10 to 20 dB increase in outdoor DNL relative to ambient noise! Yet, the FAA continues to claim that there has not been any significant change in noise levels (FAA defines significant impact as an increase of 1.5 dB in a 65 dB noise contour area, 3 dB in a 60 to 65 dB noise contour area, and 5 dB in a 45-60 dB area). Note also that the noise models used by the FAA are known to be unreliable for communities such as ours that are not in the close vicinity of an airport.
- The FAA has not shown interest in bringing stakeholders (airports, airlines) around the table to discuss what could be done to address the negative NextGen Impact even though they routinely interact with airports and airlines and convene meetings with such stakeholders.

Noise Not a Focus or a Priority for the FAA

It is abundantly clear that **reducing noise is not something that the FAA wants to address or is obligated to do right now**. They don't need to measure noise on the ground, before or after a change, yet alone compare the predicted impact of a change against the actual impact on the ground. They stated in their response that "**The FAA is willing to consider amendments and/or new procedures for operational or safety needs**" (last paragraph of page 4). **Noise** impact on residents **is not mentioned**.

Call to Action: Please Form Roundtable Subcommittees to Accelerate Progress and Deliver Results

Discussing the FAA response as a full Roundtable is not a viable option --it will take many hours because of the technical details that need to be analyzed. **I would therefore recommend that the Roundtable establish two subcommittees to work on the FAA response**

- **A Technical Subcommittee to handle the technical aspects**
- **A Legislative Subcommittee to handle the legislation and policy aspects**

The objectives of both Subcommittees's work would be 3-fold:

1. Understand why the FAA dismissed the requests and suggestions
2. Propose alternatives and variations
3. Recommend next steps to the Roundtable in their respective domain (procedures or legislation & policies)

Both Subcommittees could work in parallel. Such division of work would allow for a more efficient and effective process than having all members of the Roundtable involved in all detailed discussions. It would also be a better use of technical resources who could attend technical meetings. Note that a subcommittee model has been used by the SFO Roundtable for years and has been effective in understanding and prioritizing issues.

I hope that you will consider my suggestions.

Finally, I have provided below some initial comments on items 1 through 8 of the FAA response. For ease of reading, I have inserted my comments (highlighted in blue) within each section of the FAA response given that context is important.

Best regards,

Marie-Jo Fremont

High Level Comments by Marie-Jo Fremont on the [May 20, 2019 FAA Response to SJC South Flow](#)

Formatting notes: I captured the Ad Hoc Committee requests in regular font, inserted the FAA response in italics below each request, and then added my high-level observations and questions (highlighted in blue).

Fly More Dispersed Western Approach

1. The Ad Hoc Advisory Committee requests the FAA to explore options and procedure changes that will still allow for the safe landing of aircraft at SJC AND return to a more dispersed distribution of aircraft. (Using the success criteria listed below). Dispersion of the existing air traffic can mean different things in each of the impacted cities. Directionally the Committee recommends that the FAA drive towards: 1) do not route airplanes over narrow rails; 2) reversion to ground noise patterns prior to 2012 in the same geographic proportions as before.

FAA Response:

Because each aircraft operates differently, it is generally a safer and more efficient practice to vector aircraft on a standard downwind from which all aircraft types can safely turn to join the final approach course. While it is true that smaller aircraft would likely be able to join the final from a closer downwind (e.g., PUCKK), it is not necessarily true that consistently vectoring smaller aircraft to a closer downwind would lead to an efficient operation. Working aircraft in a repeatable, predictable manner results in fewer sets of communications between pilot and controller. This in turn enhances safety by minimizing the potential for miscommunication,

All air traffic controllers are required to control traffic in accordance with a proscribed set of rules. However, the techniques controller A uses may not necessarily be the same as controller B to achieve the same result. For example, Controller A may issue a heading for aircraft to depart from the ZORSA waypoint due to its predictability; and controller B may prefer to vector smaller aircraft on a downwind closer to the final. Both methods separate the aircraft in accordance with the same prescribed set of rules.

MJF Comment: the above paragraphs seem to contradict each other. The first paragraph says that a repeatable, predictable manner enhances safety. The second paragraph states that different controllers can use different repeatable, predictable manners.

When an aircraft is receiving radar vector services, the aircraft's heading, altitude and/or speed is mandated by ATC. When an aircraft is cleared for an instrument approach (e.g., ILS or RNAV), the pilot may have some discretion on speed control, and limited discretion on heading/altitude.

MJF Comment: How does ATC decide on the heading, altitude, and speed? Ask the FAA to provide the rules used by ATC to determine such parameters. Understanding the rules may allow opportunities to explore alternative options that would still be consistent with the current rules.

Regarding the request to disperse aircraft in the manner that existed before 2012, radar vector services are one method controllers can use to safely guide an aircraft safely from point A to point B. For SJC south flow operations, it is currently the only method for bringing aircraft from their respective STAR to the ILS final approach course.

MJF Comment: This paragraph implies that ATC could disperse vectored aircraft in the same manner as before 2012 and it would be safe. Therefore, can the FAA disperse planes now as they did before 2012?

The FAA is willing to explore a chartered visual approach for both the east and west sides of SJC while operating in a south flow configuration. However, until such a procedure(s) is fully designed and vetted by approved FAA criteria, we cannot determine its feasibility. Nor can we commit to how frequently such a procedure would be used should it be published.

MJF Comment: To determine if pursuing a Chartered Visual Approach for the east and west sides of SJC would be beneficial, can the FAA share some utilization data about other Chartered Visual Approaches (in the NorCal Metroplex or other Metroplexes)?

Explore Other Approaches

2A. The Ad Hoc Advisory Committee requests the FAA maintain the use of the eastern vectoring for south flow arrivals as much as operationally feasible. This is an important tool in the controller's toolkit.

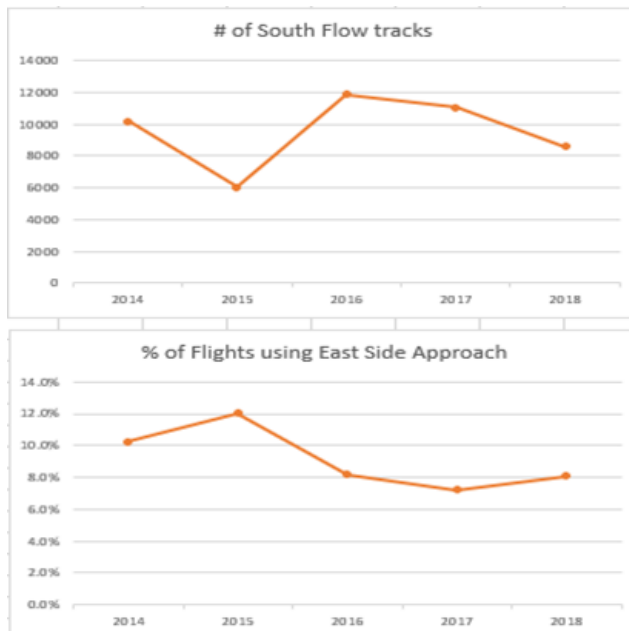
FAA Response: Aircraft that approach SJC from the east downwind - approximately 8 percent of all Runway 12L/R arrivals for 2018 - are not flying a published procedure. Instead, they receive radar vectors from ATC. The ability to vector aircraft on the east downwind to join the final is confined by the high terrain of the Diablo Range. Furthermore, the east downwind is largely dependent on sequencing, (i.e., available gaps in traffic on the west downwind.) While this option is not always available, its use may aid in reducing traffic complexity and may be in the controller's best interest to utilize.

MJF Comment: How can the FAA promote the use of eastern vectoring with Air Traffic Controllers?

2B. The Ad Hoc Advisory Committee requests the FAA study the usage of the eastern vectoring for south flow arrivals for the past 5 years and provide an explanation for any changes, increases and/or decreases.

FAA Response: Over the past five years, there have been no significant changes in the use of the east downwind. For more detailed information on this topic, please to reference (sic) Appendix A.

MJF Comment: Using the FAA data from Appendix A, one can see in the graphs I created below that the East Approach was used less often in 2017 and 2018 than in 2014 or 2015 even though there were fewer South Flow tracks in 2017 and 2018 than in 2014. In 2018, the East Approach was used about 8.1 % of the time (vs. 10.2 % of the time in 2014). This represents a 20% decrease in the utilization of the East Approach and caused significant impact on residents because of more flights, lower altitude flights, and higher concentrated flights on the Western Approach. Given the noise impact experienced by residents, can the FAA re-examine the data to understand the decrease in the use of the East Approach?



2C. The Ad Hoc Advisory Committee requests the FAA to document why, when, and how an eastern vectoring is used into SJC during south flow.

FAA Response: The east downwind is used when traffic, weather and aircraft performance permit. As described in response 2A., the east downwind does not provide vertical or lateral guidance to the aircraft. The precipitous terrain often causes severe turbulence making the east downwind unavailable. Vectoring aircraft on the east downwind is not used as frequently as the west downwind due to the lack of a published procedure.

MJF Comment: Without a published procedure, usage of the East Approach won't increase. Could the FAA create 2 procedures (one for the West approach, one for the East approach) to allow ATC to assign arrival traffic to either procedure to create some dispersion?

2D. The Ad Hoc Advisory Committee requests the FAA to explore a Chartered (sic) Visual Approaches from the east and west. See item V in Appendix A (sic).

FAA Response: The FAA is willing to consider this if the city/airport sponsor acts as the proponent for this change and enters it into the IFP Gateway. However, until such a procedure is fully designed and vetted by approved FAA criteria, we cannot commit its feasibility. Nor can the FAA commit to how frequently such a procedure would be used, if published.

MJF Comment: Same as item 1 above. To determine if pursuing a Chartered Visual Approach for the east and west sides of SJC would be beneficial, can the FAA share some utilization data about other Chartered Visual Approaches? (FYI: Item V is in the Noise Mitigation List, not in Appendix A of the FAA response).

Modify Procedures to Reduce the Per Flight Ground Noise Generated by Aircraft

3. The Ad Hoc Advisory Committee requests the FAA initiate a full procedure evaluation to implement item E and F, the purpose being to implement the concept of item D.

D. Raise altitude along the approach, provided airplanes do not have to fly dirtier or use jet thrust.

FAA Response: Raising the altitude along the approach is explained in greater detail in responses E and F. However, this would not eliminate the need for some aircraft to receive radar vectors. For these vectored aircraft, as explained above in C., maintaining a heading and altitude, and oftentimes an assigned speed is necessary. Aircraft configuration/engine thrust is at the sole discretion of the pilot in order to safely comply with ATC instructions.

MJF Comment: To help understand the factors involved and propose possible alternatives it would be useful to know how ATC determines the heading, altitudes, and speed. What factors are considered? What are the objectives? Safety of course, and what else? Is minimizing noise one objective? If not, can the FAA add noise as a design objective?

E. Return ZORSA to 3,200' and make it a minimum altitude, provided airplanes do not have to fly dirtier or use jet thrust.

FAA Response: As currently published, aircraft cross ZORSA waypoint at 3,000'. During various SJC Ad Hoc Committee meetings the FAA attended, FAA representatives indicated that creating a crossing restriction of 3,200' at ZORSA may have been feasible. However, based upon further review, the FAA determined that aircraft must be at 3,000' or lower 1.25 Nautical Miles (NM) past ZORSA, to maintain separation with SFO arrival aircraft at 4,000' at that point. All arrival and departure procedures within the NorCal airspace are interconnected and interdependent, and were designed to improve safety and efficiency within the NAS. The FAA cannot support this recommendation.

MJF Comment: Gaining 200 ft will NOT reduce noise on the ground. However, the FAA explains that the SJC South Flow noise is in part due to the changes made for SFO arrivals. Solving the SJC South Flow noise must be done in conjunction with solving the SFO arrivals noise problem. Is the FAA willing to explore scenarios that could reduce noise for both SFO and SJC South Flow arrivals?

F. Relax the altitude requirements at HITIR from exactly 4000' to at or above 4000'.

FAA Response: HITIR waypoint was originally published in 2011 with a crossing restriction of 3,600', and was raised to 4,000' as part of OAPM, which remains today. Based upon an initial review, it appears that changing the HITIR altitude restriction to at or above 4,000' may be feasible; however, this is subject to the FAA Order 7100.41 process and environmental review. The FAA is willing to begin the process, if a member of the SJC Ad Hoc Advisory Committee serves as the proponent for this change and inputs this request into the IFP Gateway.

MJF Comment: What is the potential altitude range of the "above 4000"? Adding 200 ft won't make any difference. Will relaxing the "at 4000" requirement reduce noise because planes will not fly dirty? Ask the FAA to model the noise impact of a possible altitude increase before a request is put into an IFP Gateway.

Implement FAA Policy Changes

4. Implement aircraft noise monitoring (by appropriate entity) in areas throughout Santa Clara County to measure the effectiveness of noise mitigation solutions. Noise data captured by sound monitoring should be used by the FAA to validate the modeling tools the FAA uses as part of its environmental impact evaluations.

FAA Response: The FAA does not use noise monitoring to validate its modeling tools on an individual project basis and defers to SJC to assess and consider the requested noise-monitoring program in Santa Clara County.

MJF Comment: Correct. The FAA does not measure noise. The Airport is responsible for noise monitoring in the very close proximity to the Airport. SJC has shown no interest in deploying noise monitors in residential areas affected by SJC traffic that are not in very close proximity to SJC. SFO has a very different approach and conducts permanent and/or temporary noise monitoring to areas impacted by noise. At the June 5, 2019 SFO-RT meeting the SFO Airport Director communicated that SFO wants to increase noise monitoring to better reflect the noise impact. This Roundtable should ask SJC to monitor noise in areas impacted by SJC traffic beyond the close vicinity of the airport.

5. The Ad Hoc Advisory Committee on South Flow Arrivals is aware that for each new potential aviation route into the San Francisco Metroplex a noise simulation and prediction is/was required. The Committee requests that the FAA provide those simulation results that include predicted noise levels and all other associated data. Further, The Committee requests that when the FAA posts a procedure for public comment at the Instrument Flight Procedures (IFP) gateway, environmental analyses, including noise assessments, pertaining to that procedure shall be posted along with it, and at the same time.

FAA Response: The FAA's thorough and detailed noise studies and analysis for the NorCal OAPM are reflected in both the Draft and August 7, 2014 Final Decision as well as accompanying technical reports. The FAA will not reopen the August 7, 2014 Final Decision for the NorCal OAPM. The materials can be found at: <https://www.faa.gov/nextgen/snapshots/metroplexes/?locationId=14>.

The IFP Gateway is a communication tool the FAA uses to disseminate information about proposed changes to flight procedures from civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors. The website is intended only for an aeronautical audience who can provide technical aeronautical comments. The website is not intended to fulfill obligations under NEPA and/or other applicable environmental regulations, or to solicit comments about environmental impacts of proposed changes to flight procedures.

MJF Comment: the NorCal OAPM documents can be found at http://metroplexenvironmental.com/norcal_metroplex/norcal_docs.html

Can the FAA point out in the document the SJC south flow changes that were analyzed? It is not obvious where the procedure changes are listed in the document.

6A. The Committee is requesting that the FAA improve the notification mechanisms to better alert potential affected communities when procedures are being reviewed. Simply posting to the FAA's IFP Gateway website at the National level is not sufficient to provide clear, layman understandable language and transparent information to the public. There needs to be better regional and local outreach process that informs public officials and members of the public when changes are being proposed in their region.

FAA Response: The IFP Gateway is a communication tool the FAA uses to disseminate information about proposed changes to flight procedures from civil aviation organizations, affected military and civil air traffic control facilities, and airport owners and sponsors. The website is intended only for an aeronautical audience who can provide technical aeronautical comments. The website is not intended to fulfill obligations under NEPA and/or other applicable environmental regulations, or to solicit comments about environmental impacts of proposed changes to flight procedures. To the extent this is a request for noise modeling, the recommendation was addressed in the NorCal OAPM documents, which can be found at <https://www.faa.gov/nextgen/snapshots/metroplexes/?locationId=14>. If there are any modifications to the NorCal OAPM procedures, this would constitute a new federal action, and the FAA would undertake its enhanced community outreach, as appropriate.

MJF Comment: The FAA did not respond to the request of improving their notification mechanisms to communities when procedure changes or new procedures are under consideration. They did not describe an effective local outreach process to make public officials and members of the public aware of changes being proposed in their region. The FAA states in their response that “*The website [IFP Gateway] is intended only for an aeronautical audience who can provide technical aeronautical comments.*” The Committee’s request was for a notification mechanism for the public, not for an aeronautical audience.

6B. The Committee is requesting the FAA to ask all affected Airlines to participate along with FAA, SJC, and interested public constituents when discussions regarding existing and proposed flight path changes are being considered for adoption.

FAA Response: The FAA will defer to SJC to reach out to their airline partners to address the above request. If the FAA is invited to join this dialogue, and resources are available, we will participate as appropriate. We ask that any such request include topics of discussion in advance, so that we have time to prepare any required information.

MJF Comment: The FAA reaches out to airlines and Airports for new procedures (e.g., the June 2019 Full Working Group meeting for the Big Sur Overlay). The FAA is responsible for procedures, not the Airport. The FAA needs to explain why the Airport, and not the FAA, should reach out to airlines for new SJC South Flow procedures or changes to existing ones.

Avoid Noisy Flight Maneuvers

7. The Committee is requesting the FAA review these suggestions and provide a written response about the feasibility of implementation.

FAA Response: Please refer to the respective FAA responses to the SJC Ad Hoc Advisory Committee Noise Mitigation List.

MJF Comment: One has to review each individual FAA response and then group them under categories to determine if all items received a response and evaluate potential next steps. The SFO Technical Working Group of the SFO Roundtable followed a similar process for the FAA responses on the SFO recommendations. The Roundtable should consider a similar approach (e.g. a subcommittee with support from technical consultant would review the details and then propose some next steps to the Roundtable).

Implement Noise Management Measures at SJC

SJC A. The Committee recommends that the San Jose Airport respond to the following recommendations and provide a response on feasibility of implementation. Prioritized items DD through LL.

FAA Response: The FAA defers to SJC, as this is not the FAA’s purview.

Explore Single Regional Noise Reporting System

8A. The Ad Hoc Advisory Committee requests the FAA to initiate a study to look at creating or adopting a single Aircraft Noise Reporting System for the area, including, but not limited to: Ease of reporting by the public; transparent agency analysis; agency response; and publicly access reporting results. The user interface for this system should minimize the number of “clicks” required to log a complaint.

FAA Response: Please refer to responses 1 and 4.

MJF Comment: It seems that the FAA did not understand the request. The Committee was interested in a standard reporting system for noise complaints.

The FAA responses are not addressing the request. Response 1 has nothing to do with request 8A. Response 4 is about measuring noise, which the FAA does not do.

8B. The Ad Hoc Advisory Committee requests that the FAA initiate a study to use the information collected in 8A to identify and analyze noise trends that should be addressed.

FAA Response: Please refer to responses 1 and 4.

MJF Comment: The FAA does not seem to understand how noise complaints can be a good indicator of noisy procedures that could help prioritize efforts and resources. Additionally, the FAA states that they do not compare modeled noise before a change is implemented to actual noise after the change is implemented. This lack of validation between expected versus actual is an opportunity for legislation and/or process improvement.

July 31, 2019

Name

Lesley Tierra

Message

BSR flight path

Dear SCSC Roundtable and FAA,

I attended your meeting on Wednesday July 24, 2019 and skimmed through a copy of the strategic plan. From the meeting, I gathered that the overall intention of the SCSC Roundtable is to reduce aircraft noise in Santa Cruz, Santa Clara and San Benito counties. And yet, I read in the strategic plan a specific intention to move the SERFR (Happy Valley/Summit areas) flight path. I understand it is intended to move this "back to the old" BSR (San Lorenzo Valley) flight path. If this is so, I have grave concerns.

First of all, the "old" BSR flight path is **NOT** what the BSR flight path was. Last winter, the FAA inadvertently moved the SERFR flight path "back" to BSR and for about 45 days in Jan and Feb, we had the worst air noise ever. I've lived in my home for 35 years and the terrible aircraft noise we experienced last winter was untenable. It was definitely NOT EVER any flight path noise we've ever had before. In fact, the BSR noise levels were extremely high despite windows and doors being closed. It rattled windows and startled people awake during sleep. I still have a touch of PTSD from the frequent, sudden and alarming loud aircraft noise.

This means moving the SERFR flight path to the BSR flight path is just moving one bad situation to another location and nothing more.

Further, the BSR pathway is a worse situation for two reasons:

- The BSR pathway (SLV) has a **larger population** than that of SERFR
- The BSR pathway (SLV) **topography has steep and high mountain walls** (versus the rounded hills of the SERFR pathway). Sound bounces off and reverberations between the SLV mountain walls, increasing noise levels.

Population size should have a major influence on determining concentrated flight pathways. Further, **local measurements of noise levels** should be assessed rather than using computerized models because varying terrains influence noise levels.

At the meeting it was mentioned that people install air conditioning or window treatments to mitigate noise. This is a blatant insult. In California people are often outdoors or have windows/doors open for much of the year and air conditioning in winter anywhere is a ridiculous, if not bad, idea.

I urge the FAA and SCSC Roundtable to seriously consider these points and to NOT MOVE the SERFR pathway to the BSR pathway. Instead, the main solution and action should be mitigation of noise by the FAA.

Thank you,

Lesley Tierra

Ben Lomond, Ca 95005.

July 31, 2019

Name

Lesley Tierra

Message

terrible aircraft noise

Dear SCSC Roundtable,

Thank you for your time and energy in representing our three counties with the FAA. We are all in the same boat together – wanting aircraft noise mitigation.

The main points to address with the FAA seem clear-cut:

- Implement and enforce all current noise-reduction requirements
- Lower the required acceptable decibel levels
- Spread air traffic out rather than plot over a narrow band such as what the NextGen Metroplex plan now creates

These three actions would make all the difference in suffering, complaints and health, not to mention acceptability of aircraft, particularly since quantities of flights will continue to grow in the future.

While these actions seem obvious and comprise the general thrust of the Roundtable's strategic plan, why can't they right now be submitted to the FAA and GAO with immediate requested action expected? Why do these points need to be belabored in meeting after meeting? What more needs to be detailed?

In terms of decibel levels: Aircraft noise pollution can cause sleep disturbance, hearing impairment, heart disease, high blood pressure, workplace accidents from stress, and memory and recall difficulties. As well, sudden loud noises can cause PTSD over time.

According to WHO, the World Health Organization, "Long-term average exposure to levels above 55 dB, similar to the noise from a busy street, can trigger elevated blood pressure and heart attacks." As well, they recommend nighttime noise not exceed 40 dB. (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/policy/who-night-noise-guidelines-for-europe>). This has been excepted by the EU and is adhered to in Europe. According to CCOHS, the Canadian Centre for Occupational health and Safety, only 8 exposures to 88 d are safe/day in Canada. (https://www.ccohs.ca/oshanswers/phys_agents/exposure_can.html)

As for the NextGen Metroplex Flight Path: It's obvious that the NextGen Metroplex plan does not work for ground residents. The past flight path plans were livable and acceptable. **We all bought or rented our homes in areas with expectations of certain noise levels. The NextGen plan changes this and destroys the quality of life for myriads of people as a result.**

The aim of the NextGen Multiplex plan is safety, accessibility and fuel economy: How does a narrower flight path band create safety? It would seem more planes in a smaller area increases the possibility of crashes. Fuel economy is ideal but not IF it's not at the expense of people's mental and emotional stability. **The Bay area is unique and should be worked with as such** – many flights to SFO can be routed over the ocean and brought in to land over less populated areas. Because Santa Cruz County borders the ocean, this should cost little extra fuel, if at all because it is just a matter of a couple of miles difference to fly over the ocean.

Solutions:

- Don't just move flight paths from one location to another. Rather than expediting a flight plan shift (such as the SERFR path to the BSR path), consider and research the impact to the new route. Collect data, noise metrics, and analytics to measure and reduce noise levels

- Spread flight paths out rather than be repetitive and channeled into one narrow area – just changing the SERFR route “back” to the “old” BSR path only causes MORE suffering (at least 1500 more people will be impacted plus the unique topography under BSR enhances aircraft noise on the ground)

I support regulatory reform that makes the FAA responsible for noise. I ask that the SCSC Roundtable CHARGE FAA with mitigating noise levels and take the following points to the GAO (General Accountability Office) for their consideration and action:

- The FAA should implement all **CURRENT** noise-reduction requirements
- Rather than measuring noise by computerized models, **take local measurements of noise in unique topographies**
- The FAA certification **standards for manufacturing airplanes** should have stronger regulations and lower decibel limits for mitigating noise

Thank you,

Lesley Tierra

Ben Lomond, Ca 95005
BSR flightpath (San Lorenzo Valley)

July 31, 2019

Name

Yakeen Qawasmeh

Message

Proposed Flight Path Change

Good evening:

I am writing to express my strong opposition to planned BSR flight path change. This is not an equitable solution to the current problem that Santa Cruz County residents are facing regarding aircraft noise. Opposition will continue to build regarding the proposed flight path change and the underlying problem will not be solved. I would encourage the roundtable to formulate an equitable solution, rather than shifting the noise from one community to another.

Best regards,
Yakeenn

August 4, 2019

Name

Roman Mezhibovski

Message

I would like to report that the residential area between Near Cottle rd. and 85 in San Jose is under constant overhead air traffic for landing aircraft incoming to SJC airport. Using Webtrack we observed an average of 7-10 flights overhead at any given 30 minute interval from early morning till late afternoon.

This is a high density residential area with multiple apartment building complexes, townhomes and condos. This area experienced very rapid development over the last 5 years with many builds still under constructions.

While it might have been of little impact several years ago, today the area is densely populated with families and others. Again ALL north flow incoming air traffic flies directly overhead.

Please see this image for illustration: <https://bit.ly/2GID0li>

Finally, I am not clear as to why the City of San Jose is NOT part of this roundtable as has large parts of residents current and future that will be affected by SJC Airport. I would love to see participation from the San Jose City in this comeet as well as our congressional leadership.

Roman

August 4, 2019

Name

Roman Mezhibovski

Message

Topic for this month meeting

I would like to report that the residential area between Near Cottle rd. and 85 is under constant overhead air traffic for landing aircraft incoming to SJC airport. Using Webtrack we observed an average of 7-10 flights overhead at any given 30 minute interval from early morning till late afternoon.

This is a high density residential area with multiple apartment building complexes, townhomes and condos. This area experienced very rapid development over the last 5 years with many builds still under constructions.

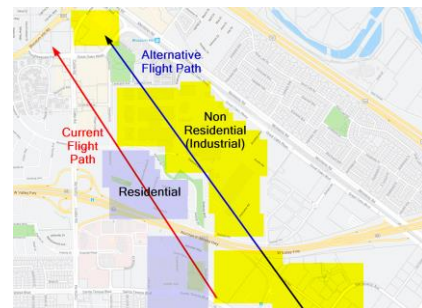
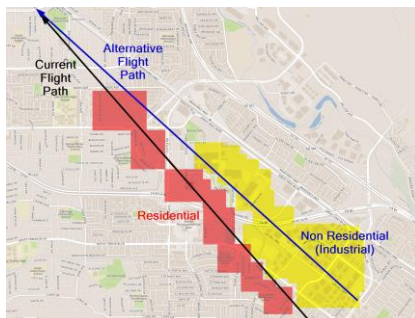
While it might have been of little impact several years ago, today the area is densely populated with families and others. Again, ALL north flow incoming air traffic routs directly overhead. We understand the concerns of other cities and impacted communities but we would be remiss if we didnt report the increased impact on this new high density community,
Fortunately, less than 2000 ft away there is a long stretch of commercial\industrial areas (Western Digital and others) which would allow plans to approach essentially on the same way - just with significant less time over residential areas.

I would like to suggest to the FAA and SJC a proposal to review and consider the flight path to a less Residential approach.

The two path are essentially identical yet one carries the north flow air traffic over mostly commercial\industrial areas while the other over the newly created residential areas.

I would like to submit these two illustrations (attached) for discussion at the next meeting this month. They both illustrate the current and proposed flight path as well as show the industrial and residential areas.

Looking forward to hearing from you about next steps



--
Sincerely,
Roman Mezhibovski

August 7, 2019

Name

Alastair Fyfe

Message

Hello,

attached is a letter for submission to the SC|SC Roundtable focused on the importance of including assessment of regional consensus among the goals set out in the Roundtable's Strategic Plan.

Thank you,

Alastair Fyfe

Attachment Summary

Alastair Fyfe's August 7, 2019 letter to the SCSC Roundtable

August 7, 2019

To: SCSC Roundtable

The word “consensus” does not appear in the current draft of the Strategic Plan. This is a significant omission as one of the Roundtable’s key responsibilities is to verify the existence of regional consensus for proposed changes and advise the FAA of that assessment. Many aspects of flight path noise are controversial and the FAA has made it clear it cannot assess the extent of regional agreement for a proposed change.

The Roundtable’s responsibility to assess consensus applies to both the legacy Select Committee recommendations and future proposed changes. With respect to the Select Committee, the only pending requirement is to acknowledge the justified retraction for recommendation 1.2R1 filed by the city of Los Altos Hills. The Roundtable needs to inform the FAA that 1.2R1 is not supported by regional consensus.

The Select Committee agreed at the outset on a definition of regional consensus : a super-majority of at least eight out of twelve possible votes was required in support of any recommendation. Recommendation 1.2R1 clearly fails that test. Though it gained approval in the Committee’s report submitted on November 17, 2016, Mayor Waldeck made it clear shortly after that date that his pivotal vote of support was cast in error insofar as it relied on miscommunication of data presented to the Select Committee. Almost two years have passed since Mayor Waldeck’s justified retraction. During that time Mayor Radford and Mayor Spreen from Los Altos Hills have also written to the FAA re-emphasizing that their city does not support 1.2R1.

Until the recent formation of the Roundtable, there was no regional body that could acknowledge this justified retraction. There now is and the change needs to be promptly communicated to the FAA. **To continue to count the city of Los Altos Hills as one of the eight votes in support of 1.2R1 when three successive mayors of that city have written the FAA otherwise since 2017 borders on fraud.** Correcting this is essential to maintain the integrity of the Select Committee process as now carried forth by the Roundtable.

The requirement to assess consensus will also apply to future proposed changes that will be reviewed by the Roundtable and thus needs to be incorporated as one of the goals of the Strategic Plan.

Thank you for your consideration,
Alastair Fyfe
Brookdale, CA

August 7, 2019

Name

Jennifer Landesmann

Message

"Public Outreach" for Strategic Plan and Work Program

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

August 7, 2019

Name

Ann Black

Message

RE: Your July 9, 2019 Email Regarding Moving Aircraft Flight Paths

Can you please provide faa contact email?
Thank you, Ann

August 7, 2019

Name

Anita Enander

Message

Attached are suggested revisions to both the Strategic Plan (using change tracking) and the Work Program (completely revised so no tracking). In the broadest sense I made one significant change to the the Strategic Plan, and then reorganized the content of the Work Program to align with the Plan goals.

I moved the policy re: not shifting noise and collaboration with FAA from the Goal section to being a new Guiding Principle. I replaced that Goal with a broader one encompassing collaboration with multiple other entities, data collection, analysis, community engagement/outreach, training, and some other miscellaneous "tools" that will be needed to help the Roundtable succeed. Then I resorted the Work Program sections to match the four goals in the Strategic Plan. The latter resulted in such rework that it wasn't practical to do change tracking. To help match the old content to new, I indicated the old number in brackets at the top of each work plan item. I combined a couple of things, but no items were deleted. I added some other stuff (a couple of new items, expanded content, and a bit of status info). I didn't get super fancy with formatting the Program, as it may go through further significant revisions or get discarded. Files are renamed to indicate my "ae" identifier.

Hopefully Mary-Lynne can give this a good once over to edit and do whatever she feels is appropriate. Tomorrow is a pretty full day (including an evening meeting), but I am available Friday or send me email with questions.

Anita Enander

August 9, 2019

Name

Anita Enander

Message

Final comments and suggested revisions to Strategic Plan and Work Program

Attached are final suggested revisions to the Strategic Plan (with track changes) and Work Program (substantially revised and reorganized so track changes were not practical). For the Work Program, the prior numbering system for each section is shown at the end of the title for each renumbered section. Both documents have several changes to the preliminary drafts sent on Aug. 7; please discard those documents.

Regarding priorities, I'd suggest a 2-track approach. Because FAA time available to the Roundtable is limited and because the timeframe for responding to FAA procedure changes during development is usually very short, I suggest that anything related to FAA action be prioritized separately from actions that are completely within the control of the Roundtable. For the former, procedure changes or other FAA-related items should take precedence over all other work. It is doubtful that there will be several FAA issues to address simultaneously. If such occurs, the Roundtable can set priorities for those specific situations.

For activities entirely within Roundtable and consulting staff control, I suggest the following items be given top priority. First, begin creating/compiling the basic data (4.6 in Work Plan). Second, establish two subcommittees - Procedure Development and Mitigation (4.4) and Legislative/Policy (3.1). Third, establish a working group and assign staff time to map out the procedure development process as a tool for the Roundtable (4.3).

I want to thank community members from Los Altos and Palo Alto and my colleague Lydia Kou for collaborating on this effort. The suggested new structure of the Work Program and any flaws or errors in the attached are my own.

Thank you for creating the initial drafts. I wish you good luck integrating the various comments and suggested revisions.

Anita Enander
Los Altos Member

Attachment Summary

Revisions to Strategic Plan and Work Program. ***Work Program document unable to download properly.

August 9, 2019

Name

Darlene Yaplee and Marie-Jo Fremont

Message

SCSC Roundtable,

Instead of prescribing specific language on both documents through tracked changes, we decided to outline five overall considerations followed by input on the Strategic Plan and Work Program documents.

Overall Considerations

- How does the Roundtable prioritize operational processes (such as setting up subcommittees) versus addressing issues (such as the SERFR/Big Sur Overlay)?
 - Processes are related to how the Roundtable achieves results.
 - Issues are what the Roundtable decides to work on.
 - Consider a framework for prioritizing by categories.
- How can the Roundtable accomplish more with limited resources?
 - How can the Roundtable collaborate with other groups (Roundtables, Noise Forums, Airports) to leverage resources and knowledge?
 - How can the Roundtable delegate tasks to smaller groups to be more efficient and effective by developing topic expertise and working in parallel? This applies to subcommittees and also to other topics such as Baseline Noise Data.
 - Consider efficient and likely approaches to inform the prioritization effort.
- How does the division of work influence the Roundtable priorities?
 - Consider looking at the resources required (e.g., Technical Working Group, Roundtable staff, etc.) for the various items before establishing priorities.
- How can the Roundtable best use the Consultant's technical expertise and have this reflected in the plan?
 - Consider where and how Consulting resources can a) complete sub-sections without FAA resources required and b) perform advance work prior to FAA involvement. This may influence the prioritization effort.
- How will the Roundtable balance working on important vs. urgent items that require timely actions from the Roundtable?
 - Is a specific process needed to deal with critical things that require prompt actions (for instance, new item is posted on the IFP Gateway or new information is communicated in an FAA update on the Select Committee or South Flow Ad Hoc Committee reports)?
 - Consider an important versus urgent items approach as part of the prioritization consideration and framework.

Additionally, we listed comments for the Strategic Plan and Work Program documents below.

Note that our comments are based on several years of experiencing aircraft noise daily, including at night, attending meetings on a regular basis since 2016 (Select Committee, Ad Hoc Advisory Committee, general SFO Roundtable, SFO Technical Working Group, Santa Clara Santa Cruz Roundtable), and reviewing all FAA updates that have been published.

Thank you for considering our input.

Regards,

Marie-Jo Fremont and Darlene Yaplee

STRATEGIC PLAN

- **In multiple sections of the document:**
 - Modify language of "monitor/evaluate" to reflect a proactive and results-oriented approach: Roundtable should "advocate, follow up, address, propose, etc." and act promptly on items that are time critical (such as FAA updates and IFP gateway postings).
 - Add language to reflect that Roundtable needs to address unintended consequences of changes that are implemented.
 - Align language used with the Resolution that passed at the last meeting such as:
 - review and take actions on the previous Reports versus recommendations that the FAA is taking action on
 - include past or future actions, or inactions
 - cover both noise and environmental impacts

- Specify that the Roundtable will serve as the/a regional forum, versus “the forum”. Language should to be aligned with “autonomy of local governments” as stated in the “Guiding Principles” section:
 - 3. The Roundtable will work to maintain communication and cooperation between the regional commercial service airports 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 autonomy to make those decisions within their respective jurisdictions.
- Include in “Resources” where appropriate Chair, Roundtable, Roundtable Staff, specific Subcommittee, other Roundtables and/or Noise Forums, Congressional Representatives Staff, Airport Representatives, Roundtable.
- Define regional commercial airports: SFO, SJC and OAK.
- **In the Background section:**
 - Tune wording for RNAV to demystify the acronym and include language to reflect the community experience and impacts: RNAV procedures and associated vectoring paths are GPS-based narrow aircraft corridors that concentrate noise over residential communities.
- **In the Proactive Approach and Guiding Principles sections:**
 - Include taking prompt and timely actions on time critical items as appropriate.
 - Add language to state that the Roundtable will propose and advocate for legislative and policy actions that will reduce impacts on member communities.
- **In the Goals section:**
 - **Goal #1:** under "Action items", add that Roundtable recommend the integration of aircraft noise reduction technologies when appropriate.
 - **Goal #2 section:** under "Action items", add that Roundtable will monitor the implementation of the 2016 SFO Roundtable recommendations given that some recommendations may negatively impact the Roundtable member communities and will take actions in a timely fashion as necessary.
 - **Goal #3 section:** in the “introduction” and “Action items” sections, add language to state the Roundtable will propose and advocate for policy and legislative changes to reduce aircraft impacts.
 - **Goal #4 section:**
 - In the introduction/description part, add language that the Roundtable seeks changes that will reduce impacts through adjustments to existing procedures and vectoring, the development of quieter procedures and vectoring, timely community engagement that influence changes, and policy and legislative changes.
 - Under "Action items", add specific language about working with the FAA such as model expected impacts of changes, review actual impacts of changes against expected impacts, and remedy any negative unintended consequences as soon as possible.

WORK PROGRAM

- **In multiple places in the document:**
 - Under each each x.x.x sub-section (e.g., 2.1.1, 2.1.2, 2.3.1, etc.)
 - Add 2 new fields under
 - Desired Outcomes to articulate what success looks like.
 - Roles and Responsibilities to identify who needs to be involved (Chair, Roundtable, Roundtable Staff, specific Subcommittee, other Roundtables and/or Noise Forums, Congressional Representatives Staff, Airport Representative, etc.).
 - Show Status under each specific Action to make it easier to track the status of the separate actions in a sub-section.
 - As in the strategic plan, modify language of "monitor/evaluate" to reflect a proactive and results-oriented approach: Roundtable will "advocate, follow up, address, propose, etc." and act promptly on items that are time critical (such as FAA updates and IFP gateway postings).
 - Add language that Roundtable will use consultant technical expertise to identify, propose, and review solutions where appropriate (e.g. procedure development, vectoring mitigation, assistance on Procedure Development Process).
 - Add language to specify that, prior to implementing changes, the FAA must model review, and share any of the potential impacts with roundtables (SFO Roundtable, SC/SC Roundtable).
 - Add language to ensure that Congressional Representatives staff is actively involved on legislative matters (monitor, advocate new wording, etc.).
 - Replace the word “Procedure” with “Procedure and vectoring” to avoid a misinterpretation of the word “Procedure –the vectoring of the PIRAT TWO, SERFR3, BDEGA-West procedures have a major impact on many residential communities that are located past the end point of these procedures.
- **Subcommittees/Workgroups:**
 - In section 2, create a new sub-section to add a Legislation/Policy subcommittee
 - Rename the Procedure Development Subcommittee.
 - Consider Technical Working Group (TWG) Subcommittee similar to the SFO-Roundtable to reflect that the subcommittee will deal with technical details on procedures and vectoring. Otherwise, add the word “Mitigation” in the title to reflect that the subcommittee will work also on changes to existing procedures.
 - Set up a short-term workgroup/task force for the Procedure Development Process.

- Given that the work would be about process, the Roundtable may not need a long-standing subcommittee. A task force may be able to produce results within a few months.
- **Baseline Noise Data and Flight Reports:**
 - Add language to reflect that baseline noise data should include historical flight reports as well as current flight data. This is critical to understand pre and post NextGen changes, validate FAA assumptions on modeling the impacts of a change, reveal aircraft concentration, prioritize efforts, etc. Reference flight reports to baseline noise data in the relevant sub-sections.
 - Note that Airports have the tools and data to produce flight reports and also have permanent or temporary noise monitors that can measure actual noise on the ground.
- The Flight reports sub-section should include both on-going and historical reports.
- **Training:**
 - Basic training should be provided for on-boarding new members.
 - Targeted training should be offered to Roundtable members to enable them to be more effective when solving a problem or making a recommendation on a work program item.

August 10, 2019

Name

Deborah Joyce

Message

Please, please, PLEASE expedite the BSR overlay! 12-24 months is far, FAR too long to wait for something that was put upon us with no proper research. It has been proven that stress causes serious physical problems, from heart attacks to strokes to degrading of the brain from the stress and the loss of sleep. Today, I have recorded, i.e., BEEN INTERRUPTED BY over SIXTY-FOUR loud, screeching, thundering jets over my once peaceful home. This is simply WRONG.

Per the EPA's Summary of the Noise Control Act, I quote: "The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans free from noise that jeopardizes their health and welfare."

Our health and our welfare has been greatly jeopardized. Please no more delays with this! ACT NOW. THANK YOU!

August 9, 2019

Name

George Wiley

Message

Hi,

The attached correspondence is forwarded for consideration at the August 28th Roundtable meeting.

Thank you.

George Wylie

Attachment Summary

George Wylie's August 9, 2019 email to the SCSC Roundtable. Attach: SLVUSD Resolution SERFRBSR



**San Lorenzo Valley
Unified School
District**

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Instructional Services

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Student Services

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Working Together To
Ensure All Students Learn
and are Fully Prepared for
College and Career

August 8, 2019

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

Dear Chair Bernald and Members of the Roundtable:

Thank you for the outstanding and difficult work your team continues to do in your efforts to reduce aircraft jet noise over all communities in the South Bay and Central Coast areas.

To assist you in your assessment of community concern regarding the suggested replacement of the current SERFR arrival with a new NextGen arrival over or near the BSR ground track, I have attached Board of Education Resolution #2019-20-02, of the San Lorenzo Valley Unified School District, which was passed and adopted at a regular board meeting on August 7, 2019. It is requested that this resolution be included as correspondence for review/discussion at the August 28th Roundtable meeting.

Again – Thank you for your commitment and service to our communities.

Sincerely,

George Wylie
President, Board of Education
San Lorenzo Valley Unified School District
831-392-6539

cc: The Honorable Jimmy Panetta
The Honorable Anna Eshoo
The Honorable Jackie Speier
FAA Western Regional Director Raquel Girvin
Santa Cruz County Supervisor Bruce McPherson
Santa Cruz County Supervisor Ryan Coonerty

On a Motion by Trustee: RICE
Seconded by Trustee: BECKER
Approved on: 8/7/2019

RESOLUTION #2019-20-02
RESOLUTION OPPOSING THE FAA'S PROPOSED MOVEMENT OF THE CURRENT SERFR SFO ARRIVAL PROCEDURE TO A LOCATION APPROXIMATING THE BIG SUR GROUND TRACK

WHEREAS, a legacy flight arrival procedure to the San Francisco International Airport (SFO) called BIG SUR (BSR) has for decades existed over or near the school sites within the San Lorenzo Valley School District, the jet noise from this arrival procedure has not negatively affected student instruction or the San Lorenzo Valley community because jets flying BSR are relatively few in number and remain at relatively high altitudes during their arrival descent to SFO, and

WHEREAS, the FAA is currently attempting nationwide improvements in flight efficiencies and safety through the implementation of Next Generation (NextGen) flight procedures, which are GPS based, which allow for more concentrated aircraft spacing and less dispersed aircraft flow, and which recognize that most modern aircraft are designed to fly a shallower optimum profile descent (OPD) and must therefore fly at lower altitudes during their descent to SFO, and

WHEREAS, in March of 2015, a new NextGen arrival to SFO called SERFR was activated, which flies over Capitola and Happy Valley, and which has resulted in hundreds of thousands of community jet-noise complaints since its activation, and

WHEREAS, in response to these (and other) complaints, the Select Committee on South Bay Arrivals was commissioned in 2016 by then Congressional Members Eshoo, Farr and Speier, for the purpose of exploring possible ways to reduce aircraft jet noise affecting communities in the South Bay and Central Coast, and with Congresswoman Eshoo's opening instructions to the Committee that "This (jet noise) is a regional problem that calls for a regional solution. Simply shifting noise from one community to another is not an option," and

WHEREAS, the Select Committee (composed of elected officials from twelve separate South Bay and Central Coast constituent communities) was designed with the overarching goal of achieving regional consensus among all its twelve members in all its decisions, the Committee allowed the exception that a vote of 8-4, while not indicating consensus, would suffice as a minimum for issue passage, and

WHEREAS, out of the 47 final recommendations put forth by the Select Committee, 46 achieved consensus, with the highly debated issue of whether to move the SERFR arrival to the BSR ground track barely achieving the minimal pass vote of 8-4, and with one member later stating in a letter to the FAA and appropriate Congressional members that his vote in favor of moving the track to BSR would have been a vote against the move (the issue would have failed) had he known that the FAA incorrectly affirmed that it was able to achieve several pre-conditional criteria, when in a later statement the FAA revealed that at least a third of those criteria are not (and were never) in fact, feasible, and

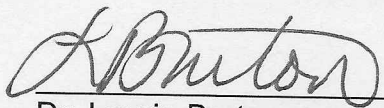
WHEREAS, several times during the Select Committee hearings the FAA stated that any new arrival procedure developed over the BSR track would comply with NextGen optimal profile descent requirements, and would thus fly at altitudes lower than the current BSR approach, would service a larger number and more concentrated flow of aircraft, would “look a lot like SERFR,” and would thus effectively amount to simply moving the noise from one community under SERFR, to another community under BSR, and

WHEREAS, the Santa Cruz City Council and two City mayors, the Santa Cruz County Board of Supervisors and two County Supervisors, and three mayors of the City of Los Altos Hills have voiced strong opposition to the movement of SERFR to the BSR track,

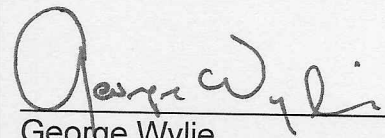
NOW, THEREFORE, BE IT RESOLVED, that the Board of Trustees of the San Lorenzo Valley Unified School District strongly opposes any effort by the FAA, members of Congress or any other oversight body to relocate or replace the current SERFR arrival with a new NextGen arrival over the BSR track, as such action would result in simply transferring jet noise from one community to another, would result in community outcry at least as loud if not louder than what has occurred from communities under SERFR, would be in direct contravention to the FAA’s requirement that communities be in agreement before such a flight path move is implemented, and will potentially result in profound adverse impacts being imposed on the students, staff, parents and community members residing within the San Lorenzo Valley School District.

PASSED AND ADOPTED at a regularly scheduled meeting of the Board of Trustees of the San Lorenzo Valley Unified School District, County of Santa Cruz, State of California, this 7th day of August, 2019.

AYES:	<u>4</u>	(WYLIE, RICE, BECKER, DOLSON)
NOES:	<u>0</u>	
ABSENT:	<u>0</u>	
ABSTAIN:	<u>1</u>	(LEVINE)



Dr. Laurie Bruton
Superintendent and Secretary
Board of Trustees



George Wylie
President
Board of Trustees

August 9, 2019

Name

Lisa Matichak

Message

Attached is the input I had time to provide on the Strategic Plan and the Work Program. I think substantial rework is needed on both documents. The Strategic Plan needs to be at a higher level, and the Work Program needs to be directly tied to the goals in the Strategic Plan.

Lisa

Lisa Matichak
Mayor
City of Mountain View

Attachment Summary

Strategic Plan and the Work Program

August 9, 2019

Name

Lydia Kou

Message

Hello:

Anita and I collaborated on foundation versions for both the Strategic Plan and the Work Program (by the way, it was positive and productive to work with another Roundtable member on these important documents).

Unfortunately, we ran out of time and could not coordinate final edits. You should see, however, a fair amount of overlap between my comments and Anita's comments.

Attached are my edits to both documents in tracked changes.

Please feel free to contact me if you have any questions.

Kind regards,

Lydia Kou - Council Member

Attachment Summary

Strategic_Plan_LKou
Work_Program_LKou

August 9, 2019

Name

Michelle Wu

Message

SCSC Roundtable - Input on Draft Strategic Plan and Work Program

To whom it may concern,

Attached is the work program priority from Los Altos Hills.

Attachment Summary

SCSC RT Work Program Prioritization (LAH)

August 9, 2019

Name

Robert Holbrook

Message

Comments on Strategic Plan and Work Program

Please find my suggestions for the Strategic Plan and the Work Program attached. These documents could have a significant impact on the Roundtable's effectiveness, so I'm hoping the Roundtable will take the time it needs to structure these documents for success. In particular, I hope the Work Program does not become a prioritized wish list with vague deliverables. Instead, I'd prefer to see specific actions for the planning year, with tradeoffs made based on resource constraints. My document includes suggestions to move in that direction.

Unfortunately, I won't be able to attend the meeting on August 28th.

Robert Holbrook

Attachment Summary

Feedback on Strategic Plan and Work Program 080919

August 10, 2019

Name

Danny Cochetas

Message

Excessive airplane noise over my house

Excessive and incessant airplane noise over our, until recently, fairly quiet neighborhood is affecting peace of mind and quality of life. I am unhappy, do not like it and am losing sleep!

August 10, 2019

Name

Jennifer Tasseff

Message

Possible changes/comments for the SCSC Roundtable Strategic Plan - Rough draft attached

Hello Roundtable Members:

This is Jennifer. I wanted to share with you my ideas of changes that can be made to the Roundtable Strategic Plan, and that may be beneficial to all cities involved in this endeavor.

Attached is a copy of how I see the strategic plan could be reworded and clarified. Changes from the original document are generally designated in yellow highlight.

This document was an attempt to preserve most of the main features and goals of the original strategic plan, with fewer updates.

The general updates include:

- A more active tone, rather than passive monitoring
- Removal of the term regional "commercial service" airports, to be replaced by regional airports [removed the verbiage "commercial service", so purview is not limited]
- Added some details to the various goals
- Lowered Priority of Goal #2 (Address Community Concerns) - Shifted from priority #2 to priority #4

Please note- The document includes excerpts from multiple community members, that I felt were beneficial to the document as a whole.

I hope this information is helpful. MS Word doc and PDF are attached.

Thanks,
Jennifer Tasseff

Attachment Summary

Updated Strategic_Plan_V3

August 12, 2019

Name

Lydia Kou

Message

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 5th 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 28th 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 19th 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,

Lydia Kou - Council Member

August 16, 2019

Name

Glenn Hendricks

Message

Hello,
I just realized I had never hit send to get this information to you.

The attached are my questions for the FAA concerning the Adhoc Committee response from the FAA.

Glenn Hendricks
Sunnyvale Council Member, Seat #2

Attachment Summary

Ad Hoc Response Questions.docx – Member Hendricks' questions for the FAA

Questions and clarifications concerning the “Response to Recommendations from the SJC Ad Hoc Advisory Committee on South Flow Arrivals – May 2019”.

- **Page 7 – Second Bullet** – Post Implementation Monitoring and Evaluation
 - **The Roundtable requests** to receive a copy (or a link to) of the Post Implementation Monitoring and Evaluation of the NextGen changes for SJC?

- **Page 8 – Item #1** – Dispersion of traffic over Sunnyvale
 - Page 9, “The FAA is willing to explore a charted visual approach for both the east and west sides of SJC while operating in a south flow configuration”.
 - I believe the FAA has mis-understood the specific request for south flow traffic over Sunnyvale.
 - **The Roundtable should request** the FAA to reevaluate dispersion over Sunnyvale. We continue to believe the FAA can implement a dispersion model that still allows for definable and repeatable flight paths.
 - See Item Q note below

- **Page 8 – Last Paragraph** – Controllers use different the techniques
 - “However, the techniques controller A uses may not necessarily be the same as controller B to achieve the same results”.
 - **The Roundtable requests** a detailed explanation of how this process works and the rules/parameters by which different controllers use different techniques to manage aircraft. Is there an acceptable range process’s that controllers can use.

- **Page 10 – Item #2A** - Eastern approach. “...its use may aid in reducing traffic complexity and may be in the controller’s best interest to utilize.”
 - This sounds encouraging. What needs to be done to educate and encourage controllers to use this option more often, under appropriate circumstances?

- **Page 10 – Item # 2C** – Eastern Vectoring – “...is not used as frequently as the west downwind due to the lack of a published procedure”.
 - What would it take to evaluate a published procedure so that this could be used more frequently?

- **Page 10 – Item # 2D**– Eastern Vectoring
 - What would it take to evaluate a published procedure for the eastern approach so that this could be used more frequently?
 - **The Roundtable should make this request.**

- **Page 11 Item #3** – This references items D, E, F
 - Page 18 – Item D
 - “Aircraft configurations/engine thrust is at the sole discretion of the pilot in order to safely comply with ATC instructions”.
 - How does the FAA convey requirements or intent for the pilots to try and reduce ground noise impact?
 - Page 18 – Item E – ZORSA 3,200 minimum
 - “...indicated that creating a crossing restriction of 3,200’ at ZORSA may have been feasible”. “...based upon further review, the FAA determined that aircraft must be at 3,000’ **or lower**.... To maintain separation with SFO arrival aircraft at 4,000’ at that point”.
 - **The RoundTable should request** the FAA to redefine this as no less than 3,000’. If 3,000’ is an acceptable altitude sometime, isn’t it acceptable any of the time?
 - Page 18 – Item F – HITIR at or above 4,000’
 - “...changing the HITIR altitude restriction to at or above 4,000’ may be feasible”.
 - **The Roundtable should request** the FAA to redefine this as no less than 4,000’. If 4,000’ is an acceptable altitude sometime, isn’t it acceptable any of the time?

- **Page 12 – Item 4** - Noise Monitoring Validation
 - “The FAA does not use noise monitoring to validate its modeling tools on an individual project basis...”.
 - This is not what we heard in the Ad Hoc meetings. We believe we heard the FAA say they have not used real ground level noise data to validate the basic noise monitoring simulations tools that are used by the FAA. Can the FAA please clarify if the noise simulations tools used by the FAA have ever been validated with real data?

- **Page 12 & 13** – #5 IFP Gateway & 6A Improve notification mechanisms
 - “...website is intended only for an aeronautical audience who can provide technical aeronautical comments.” “...is not intended to fulfill obligations under NEPA....”.
 - What tool or mechanism is used to fulfill NEPA and environmental regulations?
 - If the IFP Gateway is not the tool for members of the public to communicate and interface with the FAA, what mechanism should the general public use?

- **Page 16 – Item 8A** – Improved Noise Issue Reporting
 - The request is to create a Regional reporting system for residents to report air noise issues.
 - “Please refer to response 1 and 4”.
 - Item 1 and 4 do not relate to this question.
 - What organization define the requirements for airports to provide Noise Issue Reporting Systems?

- **Page 20 – Item M** – Explanation of published versus frequency of use
 - “Current, published flight paths exist, but is no longer frequently used”.
 - Please explain the difference between a “published” procedure versus “frequency” of usage. We have been told, something is not a “change” because the procedure exists. Can the FAA please explain the rules for when they decide to start more “frequency” of usage of existing published procedures?
 - How is this considered “moving traffic”, if the procedure already exists?

- **Page 20 – Item N** – Path from the East
 - “The FAA does not support the establishment of an approach from the east....”
 - This statement is not consistent with the FAA response in item 2A. Request the FAA to clarify the inconsistent responses.

- **Page 21 – Item Q** – South flow dispersion
 - Important FAA requirements – Predictability & Repeatability
 - “...currently level of technology does not allow for the creation of multiple optimized flight paths for the dispersal of aircraft.”
 - Disagree. The FAA could define two paths over Sunnyvale. One to be used on even number days and one to be used on odd number days. This can easily be documented in manuals. It can easily be coded into flight management systems. FAA to please explain why this type procedure cannot be implemented.
 - **The Roundtable requests** the FAA to explore implementation of this type procedure.

- **Page 21 – Item R** – additional flight paths to the West of current paths
 - “...which is contradictory to the SJC Ad Hoc Advisory Committee Stated Goals.”
 - Can the FAA please explain the specific goals or comments by the Ad Hoc Committee that create the contradiction? The goal of the committee was/is reduced ground effect noise.

- **Page 22 – Item W** – STAR and PUCKK
 - “.... Did not allow for an idle descent like....”
 - Can the FAA please explain the difference between “Idle decent” and “Glide” and Glide slope Angle?

- **Page 23 – Item Z** – less than 25% of the time
 - “South flow operations are used less than 25 percent over the last eight years”.
 - When looking at flight procedures, does the FAA take the following into account:
 - Flight volume growth?
 - Type or increased size of aircraft? When south flow was originally defined, Wide-Body jets were not in operation.
 - Time of day of the flights

- **Page 25 – Item JJ** – Displaced Runway
 - “Displaced thresholds for an airport’s runways are not arbitrarily put in place. They are generally the result of an obstruction, such as building(s), that encroach.....”.
 - Can the FAA please comment on – when the City of San Jose allows buildings in the downtown area to penetrate the Part 77 surface – would that potentially impact the location or presence of displaced thresholds on the SJC runways? (Which in turn, could impact South flow procedures).

- **Page 26 – Item KK2** – South flow wind trigger
 - “..is 5 knots or more”. “...SJC does not meet the requirements to qualify for such a waiver.”
 - Can the FAA please point the Roundtable to the document that defines the requirements for such a waiver?
 - What changes would need to take place at SCJ to qualify for such a waiver?

- **Page 26 – Item OO** – FAA Order 7100.41
 - “... through the FAA Order 7100.41 process...”.
 - FAA Order 7100.41 has been replaced by FAA 7100.41A, as of Apr 28, 2016.
 - Can the FAA please reference the correct documentation in responses to the Roundtable?

- **Page 27 – Item PP** - BDEGA STAR aircraft “down the bay”
 - “...result of Select Committee on South Bay Arrivals and SFO Roundtable... vectoring BDEGA STAR aircraft down the bay as much as operationally feasible.”
 - Can the FAA please explain to this Roundtable the effects on residents?
 - What is the specific status of this request from the Select Committee?

- **Page 28 – Item SS** – SFO Airspace
 - “SFO departure aircraft utilize 10L/R approximately three percent of the year.”
 - If this is only used 3 percent of the time, why can’t a procedure be defined that is able to use the airspace the other percentage of the time?
 - **The Roundtable should request** a South flow procedure be created that take advantage of the free airspace.

- **Page 28 – Item UU – Share airlines Requests**
 - “The FAA cannot commit to this.....”
 - Is the information an airline provides when they make requests – public Information?
 - If yes, can’t the FAA provide the information?
 - If no, to our Congressional Leaders – why isn’t this considered public information?

New Questions/Requests

- PUCKK is approx. xx nautical flight miles from SJC, and has an altitude of yy feet. When SJC is in North Flow (normal flow) – when an aircraft is the same nautical miles distance from SJC – what altitude are aircraft at?
 - Why can’t aircraft that are the same distance from landing at SJC, using different paths – be at or above the same altitude?

August 20, 2019

Name

Fred Krefetz

Message

Jet Noise Complaints Analysis

I am requesting 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. I have been extremely annoyed by the increased jet noise over my home in the Downtown North neighborhood of Palo Alto. I have been reporting the noise when I'm home via stop.jetnoise.net as I assume others have been doing. This information is essential to the SCSC Roundtable work plan.

Thank you,

Fred Krefetz
Palo Alto

August 20, 2019

Name

Risa Biggar

Message

Jet Noise Complaints Analysis

I understand the SCSC Roundtable is finalizing a strategic plan for addressing jet noise complaints in the San Francisco Bay Area. This is a very sore subject to me as my peace has been shattered the last three + years by the new flight path to SFO.

Any work plan you design MUST include an analysis of SFO's and SJC's jet noise complaints databases 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.

My neighbors and I join in begging you to form a plan to relieve us from our ruined nights' sleep, air pollution, and inability to enjoy our gardens as these planes fly over every 2 and a half minutes at altitudes of less than 6,000 feet. Here is an example of what I reported just the other night. Please note these disruptions are all after midnight.

Mon, Aug 19, 03:37 AM Flight: KE 214 [LAX-SFO] (B748; speed: 228 knots, altitude: 5872.475101876266 ft, distance: 0 KM)

Mon, Aug 19, 02:53 AM Flight: K41920 [LAX-SFO] (B763; speed: 275 knots, altitude: 5481.9416347328 ft, distance: 0 KM)

Volume was "very loud".

Mon, Aug 19, 12:38 AM Flight: UA 398 [LAX-SFO] (B738; speed: 290 knots, altitude: 5701.3104665813335 ft, distance: 1 KM)

Volume was "TOO LOUD".

Thank you for your work and your consideration.

Risa Biggar
Los Altos, CA

August 21, 2019

Name

Nick Briggs

Message

Jet Noise Complaints Analysis

Dear SCSC Roundtable members--

I would like to request that as part of your work plan you perform an analysis of the SJC and SFO noise complaints database from at least as far back as 2012, and that you plan for ongoing reporting from these databases.

It should be possible to develop summary statistics that correlate with other FAA data regarding traffic patterns and altitudes.

Yours sincerely

Nick Briggs

August 21, 2019

Name

Tait and Cynthia Johnson

Message

Santa Clara County Jet Noise Complaints Analysis . . .

Dear SCSC Round Table Committee,
Please accept this e-mail as a request for 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.

Regards,

Tait and Cynthia Johnson
Palo Alto CA. 94301

August 21, 2019

Name

Steve Hoyt

Message

Jet Noise.

Hi

As someone who has been suffering now for years with jet noise, sometimes as many as 100+ per day over my house, please consider the "stop jet noise data in your work.

I have been reporting them daily for over 3 years and they should provide you with valuable info.

Before the changes I had no noise issues.

Now they start as early as 4:45 and sometimes even continue until after midnight as often as once a minute

Thanks

Steve

August 21, 2019

Name

Hui Yang

Message

Jet Noise Complaints Analysis

Dear SFO Roundtable Committee,

I am writing to ask you to analyze SFO's and SJC's jet noise complaints databases since 2012 and include/consider the results as part of the SCSC Roundtable work plan.

Such complaints will facilitate you to gain a holistic view of this long-standing issue that disrupts our life on a daily basis. Among the many issues, the late night and early morning flights have especially created an excruciating experience. This complaint database will corroborate this and many more concerns from people who live directly under these "super jet noise pathways".

Sincerely,
Hui Yang
A Los Altos resident

August 21, 2019

Name

Gretchen Hillard

Message

jet noise complaints analysis

As a person living under daily unacceptable noise levels from SFO and SJC bound aircraft, as well as private planes, local aircraft and helicopters, I am asking for 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. Also please keep me informed of the progress of this work.

Thank you.
Gretchen Hillard

August 21, 2019

Name

Marie-Francoise Bertrand

Message

In the frame of the ongoing and never ending issue about jet noise in our area, we are asking for 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.

Thank you for your cooperation and concern.
MFBertrand

August 21, 2019

Name

Kirk Lindstrom

Message

Jet Noise Complaints Analysis

To the SCSC Roundtable,

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.

Thanks

best regards
Kirk Lindstrom
Los Altos, CA

August 21, 2019

Name

Lindsay Joye

Message

Jet Noise Complaints Analysis

Please include 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.

Thank you!

-Lindsay Joye

Palo Alto

August 21, 2019

Name

Simone Beauvoir

Message

Jet noise complaints analysis

To the SCSC roundtable:

We are asking for 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.

Thank you for your help
SBeauvoir

August 21, 2019

Name

Jean-Paul Sartre

Message

Jet noise complaints analysis

Dear SCSC,

My neighbors and I would like to ask for 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.

Thank you very much for your time
JPSartre

August 21, 2019

Name

Darlene Yaplee

Message

Flight Reports and Baseline Noise Data

SCSC Roundtable,

The first draft Work Program featured Flight Reports and Baseline Noise Data. It would be useful to obtain pre-NextGen and on-going flight information (e.g. actual flight paths, altitudes, speeds, volume, time distribution, and concentration of flights over our communities). This flight information can be used to prioritize efforts, establish baseline noise data, and verify the impacts of FAA changes as part of a post-mortem analysis.

Attached are visual examples showing pre and post NextGen changes for SJC South Flow arrivals. Supplementing such visuals with additional flight information and noise modeling would help quantify the changes and represent the impacts to citizens.

Regards,
Darlene Yaplee

Attachment Summary

SJC South Flow - Comparison of 2011 and 2018_Yaplee_20190821.pptx

August 21, 2019

Name

Darlene Yaplee

Message

Support our Community Representative

SCSC Roundtable,

At a past SCSC Roundtable meeting, the FAA stated that SFO was the community's representative at the June 2019 Full Working Group (FWG) meeting on the Big Sur Overlay.

After the FWG meeting, I was informed that SFO has been embargoed from sharing information on the meeting by Ms. Raquel Girvin, FAA Western Regional Administrator. Note that the FAA has not communicated details about the Big Sur Overlay procedure with the SCSC Roundtable since the June FWG meeting. I am concerned with the fact that a Community representative has been prohibited to share any details about the FWG meeting especially in the absence of FAA communication about the Big Sur Overlay procedure characteristics (ground track, waypoints, altitudes, speeds).

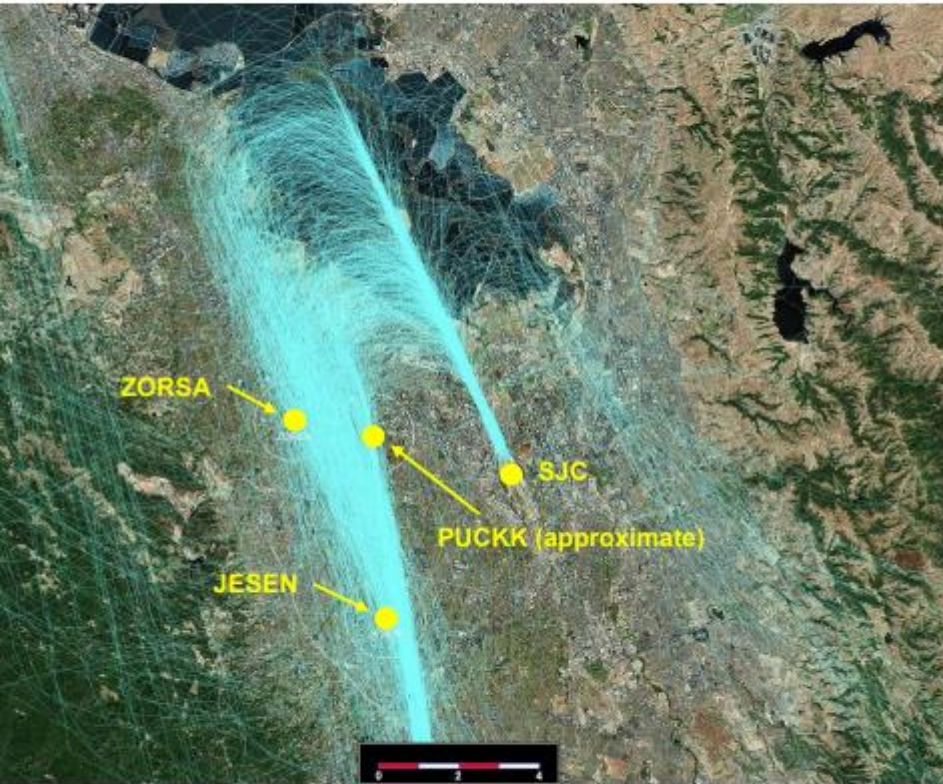
Given that the SCSC is the "appropriate body to follow-up with the FAA on past or future actions, or inactions, related to the reports of the Select Committee on South Bay Arrivals and the Ad Hoc Committee on South Flow Arrivals", I have three questions that I would like the Roundtable to address:

1. What is the rationale behind the FAA's decision to embargo the sharing of information?
2. How can a Community Representative effectively represent a community if this Representative is unable to report and discuss their interactions with the FAA on topics of interest to the Community?
3. How does the SCSC get details from the FAA on the Big Sur Overlay procedure in a timely fashion to understand the changes and their impacts before implementation?

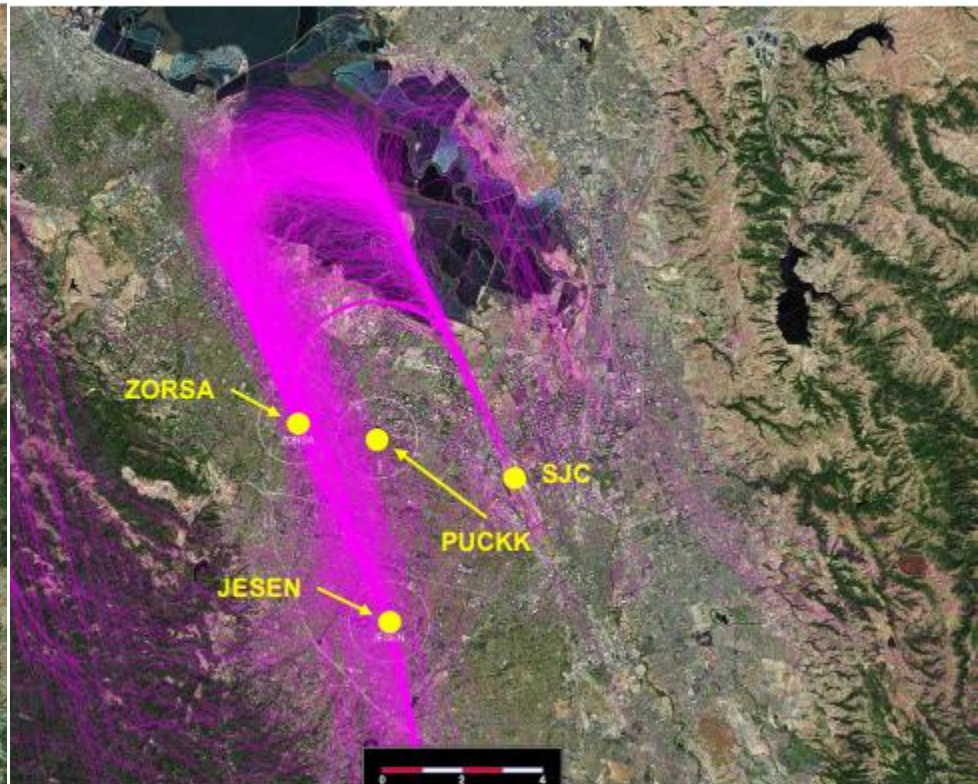
Thank you for your consideration.

Darlene Yaplee

SJC 2011 South Flow
1,111 Arrivals



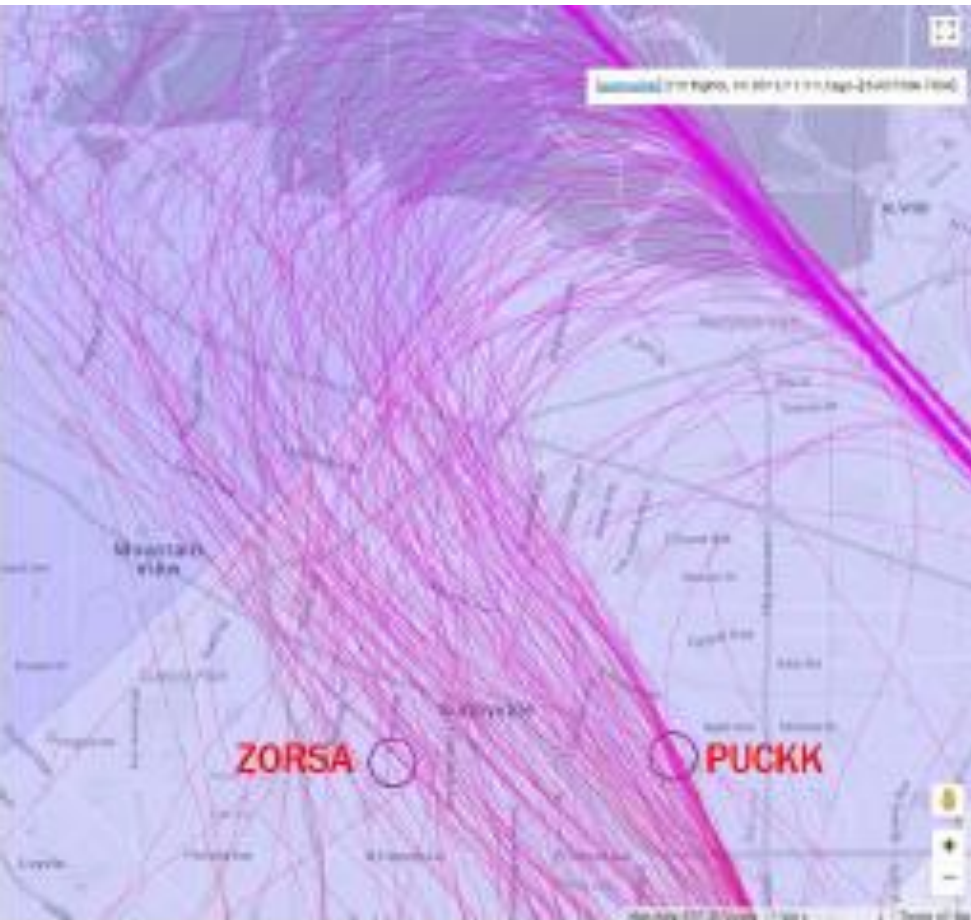
SJC 2018 South Flow
1,262 Arrivals



Federal Aviation
Administration



Federal Aviation
Administration



South Flow Dispersion up to 2012
11/11/2011, 215 arrivals to S/C



Two 'Rails' Have Emerged
3/10/16, 224 Arrivals to S/C

Source: Robert Holbrook



Westward Shift of Flight Corridor 2012-2015
 Superimposed on 3/20/16, 224 arrivals to SJC

Source: Robert Holbrook

August 22, 2019

Name

Robert Holbrook

Message

Members of the Roundtable,

Last year, Congress asked the FAA to propose two new rules regarding supersonic flight. The first rule mainly concerns the testing of supersonic flights and is posted for comment now. Unfortunately, the comment deadline is August 27th, a day before the next Roundtable meeting. The second rule is far more important, however. It is to “develop noise standards for sonic boom over the United States and for takeoff and landing, and noise test requirements applicable to civil supersonic aircraft.” It might be published as early as next month. Hopefully, Mr. Alverson can keep an eye out for this document and proactively alert Roundtable members and, ideally, the community as soon as he becomes aware of it. We need a reliable mechanism for finding out about important developments like this.

Allowing sonic booms over the United States could have significant consequences. I learned today that a sonic boom follows an aircraft flying at supersonic speeds, potentially affecting everyone under its path. If sonic booms are permitted over land in the United States, residents across 3000 miles could experience all experience a sonic boom from the same flight. The ground path affected by a flight flying at supersonic speeds is called the “boom carpet”.

I encourage the Roundtable to add an item to the September agenda to address this topic and discuss how the Roundtable might want to respond. With only 60 days to comment from the time the new rule is officially proposed, the Roundtable may need to react quickly.

In the meanwhile, you might consider reading an excellent 15-page briefing paper on this topic, developed by the Congressional Research Service. It’s called “Supersonic Passenger Flight” and was written in November 2018, after the FAA Reauthorization Bill of 2018 was passed. The paper can be found here: <https://fas.org/sqp/crs/misc/R45404.pdf>.

Robert Holbrook

P.S. Unfortunately, I will not be able to attend the upcoming Roundtable meeting.

Attachment Summary

Supersonic Passenger Flight Nov 2018 (CRS) [highlighted]_Holbrook_20190922.pdf – Mr. Holbrook asked that the attachment he sent not be included in the agenda packet, as the link provided above is for the same document.

August 22, 2019

Name

Andy Robin

Message

Jet Noise Complaints Analysis

Hello,

I’m a very unhappy 33-year resident of Palo Alto who in the last couple of years suddenly find our family’s health threatened by jet pollution from the hundreds and hundreds of planes flying directly over our house

every week, and have had our peace and quiet shattered, such that we can no longer enjoy a BBQ meal in our backyard because it seems that we live at the end of a runway!

We especially extra double hate the late night flights that continue to 1:00 or 1:30 in the morning, including 747s every half hour at 3500-5500 feet. Horribly abusive. And then the flights start up again around 5:30 in the morning. So when it's hot out in the summer, we can't leave our bedroom windows open at night, because the planes are so awfully LOUD.

As part of your Roundtable work plan, please ask for an analysis of SFO's and SJC's jet noise complaints databases for the past 7-8 years. It should be straightforward to correlate the complaints to FAA data on traffic patterns and altitudes. This will hopefully bolster your arguments for changes from the nasty status quo.

THANK YOU,

Andy Robin
Walnut Dr
Palo Alto

August 22, 2019

Name

Brian Dinsmore

Message

Jet Noise Complaints Analysis

Please make sure to prepare an analysis of SFO's and SJC's jet noise complaints databases since 2012 and include this 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.

There should be regular reports provided to the SCSC Roundtable that track key statistics from SFO and SJC similar to what SFO provides to the SFO Roundtable.

Thank you for your attention to this matter.

Brian J. Dinsmore, CPA
Partner | SEILER LLP

August 22, 2019

Name

Jennifer Landesmann

Message

Jet Noise Complaints Analysis

Dear members of the SCSC Roundtable,

Thank you for your work on this important effort to address this health concern which is affecting so many. As you finalize your work program, **please include an analysis of SFO's and SJC's jet noise complaints databases since 2012 as part of the SCSC Roundtable work program.** 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.

A querie suggestion - for example - is complaints on the flight KE 213.

You may be aware that this single flight wakes up people from the Sta Cruz mountains all along the trail to SFO (within a matter of minutes). BUT those minutes have exponential amount of noise because for every city, neighborhood, block, and home there is the noise from the flight advancing, lingering/ THUNDERING over, and then when leaving.

Sometimes KE213 is not a problem and sometimes it is - can we find out what is happening when complaints are down or up?

Nextgen claims to advance "precision and control" which should completely change the excuse that "planes gotta go where they gotta go." **If Nextgen actually has precision and control then the KE213 and all night time approaches should be managed to not cause this unnecessary harm** to family after family after family. Nigh time causes cardiovascular harm whether you are awoken or not.

By the way, KE 213 is a flight that rushes to SFO on their way to make it on time to meet the nighttime curfews in Seoul.

Again, thank you,
Jennifer Landesmann
Palo Alto, CA

August 23, 2019

Name

Mary Rodocker

Message

Jet Noise Complaints Analysis

Dear Committee Members:

As a citizen of Palo Alto I am deeply disturbed by the airplane noise which as plagued our community for the past several years.

I request that you include, as part of the SCSC Roundtable work plan, an analysis of SFO's & SJC's jet noise complaints databases since 2012.

Thank you for your consideration.

Mary M. Rodocker
Palo Alto. 94303

August 23, 2019

Name

Vicki Miller

Message

Introducing SOSSC

Good Morning Members of the SC/SC Round Table,

Save Our Skies Santa Cruz would like to introduce ourselves to the members of the Round Table. Attached, you will find our letter for your review and consideration.

At the bottom of this email, you will also find a direct link to the

"FAA Initiative to Address Noise Concerns in Santa Cruz/Santa Clara/San Mateo/San Francisco Counties." You may find this link useful as you become familiar with the processes that preceded the formation of the Round Table.

Thank you for your work on this important issue.

Sincerely,

Vicki Miller, Co-Chair
Patrick Meyer, Co-Chair
Denise Stansfield, Founder
MaryJane Donofrio, Social Media Director

<https://eshoo.house.gov/issues/eshoo-farr-speier-release-faa-response-to-congressional-inquiries-about-aircraft-noise/>

Attachment Summary

SOSSC RT Intro.pdf.

August 23, 2019

Name

Vicky Reich

Message

Jet Noise Complaints Analysis

Hello SCSC roundtable members,

Please analysis both SFO and SJC jet noise complaints, starting with the 2012 database. Correlate these complaints with FAA historical traffic patterns, and altitude data. Use the resulting information to inform your deliberations about potential actions and responses. And please, make these analysis and correlations available freely to the public and submit them to the SFO roundtable for their information.

Thank you
Vicky Reich
Palo Alto

August 23, 2019

Name

Jonathan Heiliger

Message

Jet Noise Complaints Analysis

I am requesting an analysis of SFO's and SJC's jet noise complaints databases since 2012 be included as part of the SCSC Roundtable work plan. There are no doubt thousands of relevant, citizen contributed noise reports and comments.

-jh-

August 20, 2019

Members of the SCSC Roundtable
Sent via email: SCSCRoundTable@gmail.com

Honorable Members of the SCSC Roundtable,

You have seen our Red Shirts and heard our concerns; we would like to introduce ourselves. We are **Save Our Skies Santa Cruz County** (SOSSC).



SELECT COMMITTEE MEETINGS, PALO ALTO, CA 2016

SOSSC is a grass roots organization of committed, well-organized community members concerned about the environmentally wasteful SERFR flight path that has brought serious and consistent noise levels over the residents of Santa Cruz and Santa Clara Counties beginning March 5, 2015.

Our Community has filed over 5,000,000 noise complaints with SFO since the implementation of SERFR. We have arranged and held large protests, including a nationwide **No Fly Day** which included every major Metroplex across the U.S. with thousands of supporters. This protest brought together for the first time, all of the existing noise groups in our region, from Monterey County through San Mateo County and unified noise groups across the nation. Members of our SOSSC community have written thousands of letters, and engaged our local Supervisors and Congressional Representatives.



FIRST PROTEST “FAA COME TO SANTA CRUZ”, DRONE CONFERENCE, DOWNTOWN SANTA CRUZ, CA MAY 2015

Because of our efforts, we achieved a series of three unprecedented meetings with the FAA starting in the summer of 2015.



SOSSC PROTEST, BLUE BALLS PARK, SOQUEL, CA JULY 2015



NO FLY DAY NATIONAL PROTEST, SFO OCT 2015





January 2016 Congresswoman Anna Eshoo invited leaders from various airport noise organizations from Santa Cruz and Summit area to discuss our progress with the FAA.



Pleased that yesterday's public meeting with @FAANews went well. Thx @SaveOurSkiesSC for helping to find a solution!



The result of our Northern California Metroplex Coalition is the "FAA Initiative to Address Noise Concerns in Santa Cruz/Santa Clara/San Mateo/San Francisco".

The SERFR route was imposed on the residents of higher elevation communities without any advance notice or opportunity to participate in the process. And, the SERFR is broken. Given the altitudes and speeds that pilots are required to follow, the planes cannot fly a quiet Optimal Profile Descent (OPD); or, in other words, cannot simply glide into SFO. Planes apply their speed brakes overhead or thrust to pick up speed creating significant noise in our quiet mountain communities. By contrast, the BSR procedure was flown from 1976 to March 5, 2015 with only one complaint which was NOT concerning jet noise.

The SERFR route has another incompatible issue; planes bound for SFO now fly over the summit area and conflict with planes bound for SJC causing the summit residents to bear the burden of the BR1XX route at uncommonly low altitudes. This conflict did not exist with the historical BSR procedure and it cannot be corrected if the SERFR is not returned to the historical BSR ground track. In addition to the issue of noise, the SERFR causes the airlines to burn more fuel due to the requirement of complying with ATC over a shorter distance and higher terrain. NextGen was created to increase efficiency and decrease impacts on the environment, yet locally it has failed and caused increased fuel burn and created extremely noisy descents.

In 2015 as our technical committee began its analysis of the SERFR flight path and charted its pattern; it was discovered that the commercial jets were violating the Class B airspace. This was an enormous safety violation that could have resulted in a midair collision. SOSSC was instrumental in delivering this information to the FAA. Due to this safety issue that could not be solved flying the SERFR as designed, the SERFR was modified and eventually the Class B airspace was redesigned.

SOSSC is made up of members of the community that include engineers, pilots, NASA employees and administrators. We came together immediately after the March 5, 2015 SERFR implementation reaching out to Community members for volunteers. Our original goal was to move the SERFR back over the historical ground track on the same procedure and we created a petition that garnered over 4,700 signatures in a short period of time. When we learned more about NextGen we realized that returning to the historical procedure was impossible. Our next goal was to bring the FAA to Santa Cruz and to present them with an alternative procedure that would be as quiet or quieter than the original BSR. The planes would need to fly over unpopulated areas and would need to glide into SFO. We approached and arranged a meeting with Congressman Farr and our technical team. Congressman Farr agreed; something needed to be done. Together, Rep. Anna Eshoo, Rep. Farr and Rep. Spiere agreed to form the Select Committee.



SANTA CRUZ KICKS OFF FIRST SELECT COMMITTEE MEETING, SC AUDITORIUM, CA MAY 2016

Given our relentless advocacy for quieter skies, our congressional representatives convened the [Select Committee on South Bay Arrivals](#). This Committee was brought together to ensure that the outcome of the FAA efforts would be a democratic process and represent all of the counties involved. SOSSC members were highly engaged in the process with approximately 250 people attending each of the 10 meetings held in Palo Alto.



FAA regional director Glen Martin stated "Notional DAVYJ (BSR overlay) would have a smaller noise impact on Santa Cruz County than a fix in place SERFR"



RED WAVE OF SHIRTS AT THE SELECT COMMITTEE MEETINGS HELD IN PALO ALTO, 2016

Over 3,500 letters were written to the Select Committee from members of the community. The Select Committee, via a supermajority of 8 out of 12 members, voted to recommend to the FAA the path into SFO be returned to a modified historical BSR ground track. We are grateful for Representatives Eshoo, Farr and Spiere for their formation of the Select Committee and **their unwavering support of the Select Committee's final recommendations** to return to the former BSR ground track.

SOSSC has been privileged to work with our Congressional Representatives Farr, Eshoo, and Panetta and with Senator Feinstein's office. We have been thrilled to meet with and learn from the FAA, from their technical representatives, from the Western Regional Administrator Glenn Martin, and from Elisabeth Ray, FAA Head Legal Counsel. We have met with and worked with our local County Supervisors and held numerous Community meetings with hundreds of members participating. SOSSC advocates for the entire County and not just the Community members under the current noxious flight path. SOSSC has continuously asked for a flight procedure that will be as quiet as the historical BSR. SOSSC has never raised the idea of filing a lawsuit against the FAA; instead we have tried to work with the FAA in the most collaborative way possible. Due to the engagement of Community during the Select Committee process, the FAA has held the work done in the Northern California Metroplex as the Gold Standard for community engagement in the United States.



2017-2019 SOSSC has held numerous meetings with Congressman Panetta and his staff to discuss our progress with the FAA.

SOSSC recognizes that the Roundtable needs time to organize and become acquainted with the work already accomplished in our Metroplex. We appreciate your mission to monitor the on-going work being done by the FAA and to expedite the process whenever possible.

We appreciate your dedication to this important work and we wish to be respectful of your time. We look forward to working with the SC/SC Roundtable and trust that you will uphold the decisions made through the Select Committee on South Bay Arrivals' democratic process and will build upon their accomplishments.

Sincerely,

[Save Our Skies Santa Cruz](#)

Cc: Representatives Eshoo, Panetta, Senator Feinstein, Western Regional Administrator Raquel Girvin, Favi Garcia, William Freeman, Community Engagement Officer, Supervisor Leopold, 1st District Santa Cruz County

Follow us on [Face Book](#)
Visit our [Website](#)

SCSC Roundtable Staff Email Responses¹

July 19 - August 23, 2019

¹ 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 – July 19 - August 23, 2019

July 23, 2019

Name

Gine Johnson

Response

Dear Gine,

After yesterday's correspondence, I felt it best to respond with a clarification.

The Roundtable has taken no action on the three new letters from Santa Cruz that you sent to Andi on July 9th because it has not met since that time and, therefore, could not have directed me to forward them to the FAA for a response.

Two of the three letters were sent to the FAA. Supervisor McPherson and Coonerty's letter to me requested no specific action other than for the Roundtable to have expectations that a NEPA analysis will be conducted on moving SERFR back to the Big Sur arrival. As you know, the FAA has committed to conducting an environmental analysis and said it will seek input from the Roundtable on the public outreach effort; specifically where to hold public workshops.

Yesterday's flurry of emails sent to a variety of recipients highlights the need for having a single location for airport noise issue communication. Past communications sent directly to FAA personnel (who, in some cases, have been reassigned, relocated, or retired) has resulted in emails being misplaced or not addressed. With the Roundtable now in place, there exists a central regional body working in concert with the FAA to efficiently address and direct these issues as needed. The Roundtable will continue to post the emails on our Website when received through this email system. To expedite the communication process, I once again respectfully request that all communication be sent directly to the Roundtable gmail address – scscroundtable@gmail.com – so that there is a single point of contact for the region in communicating with the FAA in a unified voice.

Regards,
Mary-Lynne

July 23, 2019

Name

Matthew Kazmierczak

Response

Matthew,

Thank you for sending the letter from the City of San José regarding Santa Clara/Santa Cruz Airport/Community Roundtable Resolution Number 1. Given that the City's letter relates to an item on tomorrow's SCSC Roundtable meeting agenda, we will provide a hardcopy to the Roundtable members at tomorrow's meeting. We will also include your email and letter in the August 28th SCSC Roundtable meeting agenda packet. Finally, we will post the letter on the SCSC Roundtable website. Thanks!

Regards,

Steve Alverson

--

SC | SC Roundtable

<https://scscroundtable.org>

July 23, 2019

Name

Mike McClintock

Response

Hello Mike,

My apologies for not responding sooner. I had been hoping to hear from the SFO RT before moving forward with a plan to meet. To date, I have not heard from them but am still hopeful.

I am writing today to ask how the item on your agenda regarding our working together was received.

Tomorrow the SCSC RT is Meeting in a Work session format to prepare our Strategic Plan and Work Program. One item on the plan includes collaborating with our two regional bodies. Any information you have would be appreciated.

Best!

Mary-Lynne

----- Original Message ----- July 5, 2019

- > Forum members and all:
- > Attached are the agenda materials for the July 17, 2019 Forum meeting.
- > Please note the following from the attached meeting agenda:
- > * Doreen Stockdale has retired effective June 28;

- > * Included electronically with the 1st Quarter 2019 Noise Abatement Report is the complete Quarterly Aircraft Noise Report for the 1st Quarter 2019. This report is for information only and is not included with the hard copy agenda materials sent out by mail;
- > * Also included with the 1st Quarter 2019 Noise Abatement Report is a comparative analysis of the results of the 4th Quarter 2018 Noise Abatement report with the 1st Quarter 2019 Noise Abatement Report as requested by Co-Chair Lee;
- > * The Forum Work Plan adopted at the April meeting needs to be updated to delete references to bills in the House of Representatives that expired with the end of the 115th congress in January;
- > * Notices for the Forum's annual dues have gone out to Forum member agencies;
- > * The July meeting is when Forum officers (Co-Chairs) are elected. Both Benny Lee (elected Co-Chair) and Walt Jacobs (citizen Co-Chair) have stated their intent to run for re-election. The nominating period is now open. Nominations can be made online or at the meeting; and
- > * The Santa Clara/Santa Cruz Counties Airport/Community Roundtable has requested that the Oakland Forum work with them and the SFO Airport/Community Roundtable to share timely information on a regular and ongoing basis.
- >
- > Please contact me if you have any questions.
- >
- > Mike McClintock
- > Forum Facilitator

July 26, 2019

Name

Faviola Garcia

Response

Thank you, Favi. I appreciate your timely response with the detailed information.
With appreciation!
Mary-Lynne

Favi,

Happy Friday!
Thanks for sending these letters to Chairperson Bernald.

As requested at the SCSC Roundtable meeting on Wednesday, please use the scscroundtable@gmail.com email address for all email correspondence with the SCSC Roundtable. This allows us to track emails through a single portal and will ensure that the materials you send are properly disseminated and posted on the SCSC Roundtable website. It's perfectly fine to address your emails to Chairperson Bernald, but please cc or bcc the scscroundtable@gmail.com email address. Also, please cc Evan Wasserman as well at EWasserman@esassoc.com.

Thank you and have a wonderful weekend!
Regards,

Steve

July 26, 2019

Name

Tom Pyke

Response

Tom,

Good to see you on Wednesday!

The correct email address is scscroundtable@gmail.com. In addition, there is a "Contact" link on the top right-hand side of the www.scscroundtable.org website that constituents may use to contact us, which accomplishes the same result.

Have a great weekend!

Regards,

Steve

July 29, 2019

Name

Alastair Fyfe

Message

Good afternoon Alastair,

Let me begin by clarifying that all correspondence should be sent directly through the scscroundtable@gmail.com email, or through the website. This email address is the main address for the SCSC Roundtable and is also used for inquiries/contacts from our website. With so many different people involved, we want to ensure that we can properly monitor, and respond to the public and all jurisdictions. This email account also allows us to maintain proper records.

For your first question:

Both of your speaker slips were received by Chair Bernald. In addition, the materials you provided to the Roundtable at the beginning of the meeting were received. This information had also been included in the agenda packet on page 37. In the future, speaker slips may be handed directly to me, consulting staff, or Chair Bernald as soon as possible. Thank you for providing comment on agenda item #3 and item #8.

For your second question:

Your June 25th letter to the SC|SC RT was forwarded to the FAA by email on July 2, 2019. This specific email to the FAA had not been uploaded to the SC|SC site, but has now been uploaded and made available in the correspondence section of the website.

Comment on the correspondence document:

Thank you for reviewing the website. The two minor errors you mentioned in the correspondence section have been updated.

I hope this answers your questions. Please submit future correspondence through the scscroundtable@gmail.com email.

Thank you,

Evan Wasserman

--

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<https://scscroundtable.org>

July 29, 2019

Name

Marie-Jo Fremont

Response

Good morning, Marie Jo

Please see my responses below. Hope this helps.

~Andi
408.766.9534

Andi,

Quick question: What happens to emails that are sent to scscroundtable@gmail.com?

The email you referenced is the main email for the SCSC Roundtable and is also used for inquiries/contacts from our website. With so many different people involved, we wanted to ensure that we had a way to monitor and respond to the public and all jurisdictions. The email account also allows us to maintain records to comply with Brown Act.

Do they get automatically distributed to all Roundtable members, or just the Chair, or the Chair & Technical Consultant & Vice-Chair?

There is an automatic forward to Steve Alverson/ESA for triaging. Many emails do not need to be sent to the entire Roundtable, process questions, etc. At Steve's discretion, emails are forwarded or responded.

If the emails get distributed to some or all Roundtable members, when does this happen?

If there is an urgent matter, Roundtable members would be notified immediately. Most emails are collected and then attached to the agenda.

Do they systematically get included in packet for the next meeting?

Yes.

Do they systematically get posted under Correspondence on the Roundtable website and when?

Currently emails are currently not included in the correspondence section, but included in the agenda packet.

If you know the answer, great. Otherwise, I will ask Mary-Lynne Bernald.

Thank you.
mjf

August 8, 2019

Name

Ann Black

Message

Dear Ms. Black,

The best contact to reach out to is the FAA's Community Engagement Officer, William Freeman, at the following email address.

william.e.freeman@faa.gov

Regards,

SCSC Roundtable Staff

--

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<https://scscroundtable.org>

August 9, 2019

Name

Darlene Yaplee

Message

Thank you for your input, Darlene. I appreciate the effort and consideration you put into each of the recommendations.

With appreciation,

Mary-Lynne

August 23, 2019

Name

Darlene Yaplee

Message

Hi Darlene,

Yes, we received your email and it will be incorporated into the agenda packet.

Have a great weekend!

Regards,

Steve

Correspondence **Received**

FAA Letter to SCSC Roundtable regarding letter to
FAA from Mayor Spreen, Los Altos Hills.
Jul 26, 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

July 26, 2019

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

Dear Chairwoman Bernald:

This is in response to the June 21, 2019, letter from Mayor Spreen of Los Altos Hills, regarding the subject, "FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties, Further Update on Phase Two, dated April 2019." The Federal Aviation Administration (FAA) appreciates the concerns raised in the letter and welcomes the opportunity to continue to work through the Santa Clara/Santa Cruz Counties/Airport Community Roundtable (SC|SC) on these issues.

The Phase Two Report categorized Select Committee on South Bay Arrivals (Select Committee) recommendation 1.2 R1 (that the SERFR flight path be moved to the BSR track), which the Select Committee approved with an eight to four vote, and Select 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 was the result of the FAA's initial determination 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. 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 convened June 4-5, 2019; led by participants from FAA management and the National Air Traffic Controllers Association, which included other representatives from San Francisco International Airport, Southwest Airlines, United Airlines, Alaska Airlines, Delta Airlines and FedEx. 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.

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.

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).

If you have any questions regarding this communication, you may call my office at (424) 405-7000.

Sincerely,

Raquel Girvin
Regional Administrator

Correspondence **Received**
FAA Letter response to Mayor Spreen, Los Altos Hills.
Jul 26, 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

July 26, 2019

The Honorable Roger Spreen
Mayor of Los Altos Hills
26379 Fremont Road
Los Altos Hills, CA 94022

Thank you for your letter dated June 21, 2019, regarding the subject, "FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties, Further Update on Phase Two, dated 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 (SC|SC 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. Because of that working relationship we believe the most appropriate method of communication regarding flight path or airspace changes come to the FAA from 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 SC|SC 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 SC|SC Roundtable.

If you have any questions regarding this communication, you may call my office at (424) 405-7000 or you may contact Chairperson Bernald.

Sincerely,

Raquel Girvin
Regional Administrator