



## AGENDA

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

#### *Ninth Regular Meeting of the Roundtable*

**December 19, 2019  
1:00 – 4:00 PM**

CITY OF SARATOGA, JOAN PISANI COMMUNITY CENTER,  
MULTIPURPOSE ROOM  
19655 Allendale Avenue, Saratoga, CA 95070  
Tel. 408.868.1294

- |         |  |                        |
|---------|--|------------------------|
| 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. Strategic Plan and Work Program Ad Hoc Committee Report – <i>Ad Hoc Committee Chair Lisa Matichak</i><br><br>Possible Roundtable actions include the adoption and approval of the Strategic Plan and Work Program                       | Information/<br>Action |
| 2:40 PM | Public Comment   |                        |
| 3:00 PM | 4. Oral Communications/Public Comment - <i>Speakers are limited to a maximum of two minutes or less depending on the number of speakers. Roundtable members cannot discuss or take action on any matter raised under this agenda item.</i> | Information            |
| 3:20 PM | 5. Member Discussion<br>- Chair's Report   | Information            |
| 3:40 PM | Public Comment   |                        |
| 3:50 PM | 6. Review of Roundtable Actions Taken – <i>Steve Alverson, Roundtable Facilitator</i>  | Information            |
| 4:00 PM | 7. Adjournment – <i>Chairperson Bernald</i>  |                        |

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

- Copies of the agenda packet

In Compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk at 408.868.1294. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR 35.102-35.104 ADA title II]

# memorandum

date December 19, 2019

to Roundtable Members and Interested Parties

cc

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

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

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

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

## Stages of IFP Development

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

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

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

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

### IFP Development Status Indicators

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

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

### Key Terms

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

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

**IFP Status**

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

<b>Norman Y. Mineta San Jose International Airport</b>				
<b>IFP in Production Plan</b>	<b>Type of IFP</b>	<b>Status</b>	<b>Scheduled Publication Date</b>	<b>Additional Notes (If Applicable)</b>
ILS OR LOC RWY 30L, AMDT 26	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 30L, AMDT 3	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 30R, AMDT 2	IAP	Pending	7/16/2020	No further information available at this time.
RNAV (RNP) Z RWY 12L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available at this time.
RNAV (RNP) Z RWY 12R, AMDT 3B	IAP	Under Development	12/31/2020	No further information available at this time.
RNAV (RNP) Z RWY 30L, AMDT 2B	IAP	Under Development	12/31/2020	No further information available at this time.

<b>San Francisco International Airport</b>				
<b>IFP in Production Plan</b>	<b>Type of IFP</b>	<b>Status</b>	<b>Scheduled/Actual Publication Date</b>	<b>Additional Notes (If Applicable)</b>
SERFR FOUR	RNAV STAR	<b>Published</b>	12/5/2019	This change is of low importance to the Roundtable, as the fix locations, altitude restrictions, and airspeeds remain unchanged from SERFR THREE. <b>Fix name changed from NARWL to FOLET at ATC request due to a similar sounding fix name.</b>
GLS OVERLAY RNAV (GPS) RWY 19L, AMDT 3	GLS IAP	Pending	<b>4/22/2021</b>	No further information available at this time. <b>Scheduled/Actual publication date changed from 4/22/2020.</b>
GLS OVERLAY RNAV (GPS) RWY 19R, AMDT 2	GLS IAP	Pending	<b>4/22/2021</b>	No further information available at this time. <b>Scheduled/Actual publication date changed from 4/22/2020.</b>
GLS OVERLAY RNAV (GPS) Z RWY 28R, AMDT, AMDT 6	GLS IAP	Pending	<b>4/22/2021</b>	No further information available at this time. <b>Scheduled/Actual publication date changed from 4/22/2020.</b>
GLS OVERLAY RNAV (GPS) RWY 28L, AMDT 6	GLS IAP	Pending	<b>4/22/2021</b>	No further information available at this time. <b>Scheduled/Actual publication date changed from 4/22/2020.</b>
POINT REYES THREE	STAR	Pending	12/31/2020	No further information available at this time.
STINS FOUR	STAR	Pending	12/31/2020	No further information available at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
ILS OR LOC RWY 12, AMDT 9	IAP	Pending	7/16/2020	No further information available at this time. Scheduled/Actual publication date changed from 5/21/2020.
RNAV (GPS) Y RWY 12, AMDT 4	IAP	Pending	7/16/2020	No further information available at this time. Scheduled/Actual publication date changed from 5/21/2020.
AANET TWO	RNAV STAR	Pending	7/16/2020	No further information available at this time. Scheduled/Actual publication date changed from 5/21/2020.
WNDSR THREE	RNAV STAR	Pending	7/16/2020	No further information available at this time. Scheduled/Actual publication date changed from 5/21/2020.
SILENT TWO	SID	Under Development	5/21/2020	No further information available at this time.
ILS RWY 12 (SA CAT I), AMDT 8B	IAP	Under Development	3/26/2020	No further information available at this time.
OAKLAND FIVE	SID	Awaiting Publication	1/30/2020	No further information available at this time.
QUAKE ONE	SID	Awaiting Publication	1/30/2020	No further information available at this time.
SUNNE ONE	SID	Awaiting Publication	1/30/2020	Of high importance to the Roundtable due to concerns about a possible increase nighttime overflights.



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

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**Strategic Plan**

**November 17, 2019**

**Revised December, 16 2019**

**DRAFT - CLEAN**



## 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 (*insert link to MOU*), a separate Work Plan [*insert link to Work Plan*] has been developed. That Work Plan lays out the initial actions needed to evaluate, address, and reduce aircraft noise and environmental issues. It includes areas in which the Roundtable may make recommendations to appropriate agencies, and/or advocate for policy changes to achieve its goals. Follow up should 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 and environmental issues.

## 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. Consequently, people living in communities beneath these new procedure corridors, and associated vectored flight paths, are experiencing a substantial increase in aircraft noise. The Roundtable recognizes that it is contrary to FAA policy to move a flight path and the associated noise from over one community to another in order to alleviate noise. The Roundtable further notes that implementation of some NextGen procedures did both move and concentrate noise from over one community to another. The Roundtable does not consider reverting to pre-NextGen as contrary to FAA's current policy.

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. The SFO Roundtable issued their own report and recommendations on SFO arrivals and departures in November 2016. 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 its consideration in making changes, which included recommendations for how aircraft operate in and out of regional commercial service airports (SFO, SJC, OAK).



One of the recommendations made in the Select Committee's final report was the formation of a permanent roundtable to address aircraft 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. 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, 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, 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 work to establish effective community participation as it responds to FAA plans and actions.

The Roundtable will 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 working closely with Congressional staff to propose 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 participation 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, vectoring, 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, OAK) and local governments in noise-sensitive and/or overflight areas, while recognizing the autonomy of local governments and of commercial service airports (SFO, SJC, OAK) to make decisions within their respective jurisdictions.

## 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.

## 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:

### **Goal A – Monitor and Ensure that Progress is Being Made on Prior Committees'**

#### **Recommendations and Reports to Address Aircraft Noise and Environmental Issues:**

The Roundtable will actively monitor and engage with the FAA on past or future actions, or inactions, related to the FAA addressing the recommendations and reports made by the Select Committee, the Ad Hoc Committee, and the SFO Roundtable.

#### **Action Items:**

- The Roundtable will actively monitor and follow up on the status of FAA actions related to the recommendations and reports of the Select and Ad Hoc Committees and of the SFO Roundtable through proactive and regular communication with the FAA.

- The Roundtable will review and evaluate FAA responses to the recommendations and reports to understand the reasoning behind the FAA's position. As appropriate, the Roundtable will identify unanticipated new impacts that may adversely affect member communities, respond, and propose alternatives in a timely fashion.
- The Roundtable will report to members and the community on the FAA responses/actions taken to address the recommendations and reports made by the Select and Ad Hoc Committees and the SFO Roundtable.
- The Roundtable will not reopen decisions reached by the FAA on prior committees recommendations.

**Desired Results:** FAA's implementation of the recommendations in the reports cited above. Reduction in the noise and environmental impacts of aircraft on residents in Santa Clara and Santa Cruz Counties.

**Goal B - Work Collaboratively with the FAA to Address Community Concerns about Aircraft Noise and Environmental Impacts Not Described in the Reports of the Select and Ad Hoc Committees and the SFO Roundtable:** The Roundtable will serve as the regional forum for receiving input and addressing concerns of Roundtable member communities regarding noise and environmental impacts from aircraft operating to and from regional commercial service airports (SFO, SJC, 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 evaluate changes proposed by FAA and propose modifications where needed to reduce impacts on communities.
- The Roundtable will make timely recommendations that could mitigate adverse results.

**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.

**Goal C – Pursue policy or legislation changes on how the FAA defines and calculates aircraft impacts:** The Roundtable may advocate for changes in legislation and policies at the local, state, and federal level (FAA operates under federal rules and regulations approved by Congress) that would reduce aircraft noise and environmental impacts. Such changes are necessary because the current policies and legislation on aircraft impacts, established decades ago, are no longer adequate in the NextGen

environment. 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 Committee.
- The Roundtable will work with elected officials and their staff to propose and pass legislative and policy changes on how the FAA defines and calculates aircraft impacts on the ground.
- The Roundtable will monitor and advocate for proposed legislation 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 oppose proposed legislation that could exacerbate noise and environmental impacts.
- The Roundtable will monitor and advocate for research and technical advances that produce solutions for aircraft noise reduction and alleviating environmental issues.

**Desired Results:** Adoption of new legislation, policy changes, and improved technology that reduce aircraft noise exposure and environmental issues of Roundtable member communities. In addition, the Legislative Committee 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 (SFO, SJC, and OAK).

## **Strategic Plan Amendment Process**

The Strategic Plan is intended to provide guidance to the Roundtable over the next three years. The Work Plan, 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 Committee 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. If the majority of Roundtable voting members agree 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 Committee will be appointed one year in advance of the expiration of the Strategic Plan to conduct the necessary work to complete the update.



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

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Strategic Plan

November 17, 2019

Revised December 16, 2019

**DRAFT - REDLINE**



## Introduction

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## **Proactive Approach**

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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 work to establish effective community participation as it responds to FAA plans and actions.

The Roundtable will 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 working closely with Congressional staff to propose 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 participation 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.

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The Roundtable will use these guiding principles in conducting business:

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2. The Roundtable is dedicated to discussion, study, analysis, evaluation, and making recommendations regarding policies, procedures, vectoring, 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, 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 of commercial service airports (SFO, SJC, OAK) to make ~~these~~ decisions within their respective jurisdictions.

**Commented [SA2]:** This is overreaching and usurping the role of airport land use commissions. I think it is fine for the Roundtable to encourage compatible land use planning through legislation, but not to address local agency and zoning decisions.

## 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.

## 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:

### Goal A – Monitor and Ensure that Progress is Being Made on Prior Committees'

#### Recommendations and Reports to Address Aircraft Noise and Environmental Issues:

The Roundtable will actively monitor and engage with the FAA on past or future actions, or inactions, related to the FAA addressing the recommendations and reports made by the Select Committee, the Ad Hoc Committee, and the SFO Roundtable.

#### Action Items:

- The Roundtable will actively monitor and follow up on the status of FAA actions related to the recommendations and reports of the Select and Ad Hoc Committees and of the SFO Roundtable through proactive and regular communication with the FAA.

- The Roundtable will review and evaluate FAA responses to the recommendations and reports to understand the reasoning behind the FAA's position. As appropriate, the Roundtable will ~~clarify or identify unintended consequences or actions~~ unanticipated new impacts that may adversely affect member communities, respond, and propose alternatives in a timely fashion.
- The Roundtable will report to members and the community on the FAA responses/actions taken to address the recommendations and reports made by the Select and Ad Hoc Committees and the SFO Roundtable.
- The Roundtable will not reopen decisions reached by the FAA on prior committees recommendations.

**Commented [SA3]:** This is a founding principle of the SCSC Roundtable as set forth by Congressional leadership.

**Desired Results:** ~~Evaluation and FAA's implementation, where deemed appropriate,~~ of the recommendations ~~in the~~ and reports cited above. Reduction in the noise and environmental impacts of aircraft on residents in Santa Clara and Santa Cruz Counties.

**Goal B - Work Collaboratively with the FAA to Address Community Concerns about Aircraft Noise and Environmental Impacts Not Described in the Reports of the Select and Ad Hoc Committees and the SFO Roundtable:** The Roundtable will serve as the regional forum for receiving input and addressing concerns of Roundtable member communities regarding noise and environmental impacts from aircraft operating to and from regional commercial service airports (SFO, SJC, 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:**

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- The Roundtable will evaluate changes proposed by FAA and propose modifications where needed to reduce impacts on communities.
- The Roundtable will make timely recommendations that could mitigate adverse results.

**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.

**Goal C – Pursue policy or legislation changes on how the FAA defines and calculates aircraft impacts:** The Roundtable may advocate for changes in legislation and policies at the local, state, and federal level (FAA operates under national-federal rules and regulations approved by Congress) that would reduce aircraft noise and environmental impacts. Such changes are necessary because the current policies and legislation on aircraft impacts, established decades ago, are no longer adequate in the

NextGen environment. 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 Committee.
- The Roundtable will work with elected officials and their staff to propose and pass legislative and policy changes on how the FAA defines and calculates aircraft impacts on the ground.
- The Roundtable will monitor and advocate for proposed legislation 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 oppose proposed legislation that could exacerbate noise and environmental impacts.
- The Roundtable will monitor and advocate for research and technical advances that produce solutions for aircraft noise reduction and alleviating environmental issues.

**Desired Results:** Adoption of new legislation, policy changes, and improved technology that reduce aircraft noise exposure and environmental issues of Roundtable member communities. In addition, the Legislative Committee 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 (SFO, SJC, and OAK).

~~**Goal D— Work with the FAA, legislators, other Roundtables and Noise Forums, regional commercial service airports (SFO, SJC, OAK), and member communities to reduce aircraft noise and environmental issues:** The Roundtable is committed to working collaboratively with the FAA, through early involvement, to address aircraft noise and environmental impacts through both procedure and vectoring revision or development as well as 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 and vectoring practices, development of new quieter procedures and vectoring practices, and/or policy changes that will help improve the noise environment in member communities.~~
- ~~• The Roundtable will establish a Technical Working Group. If any additional technical subcommittees are formed, their recommendations will be reviewed by the Technical Working Group before coming to the Roundtable for action.~~
- ~~• 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 Roundtable members to be more effective in pursuing 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 pre and post NextGen for review and analysis that can inform the recommendations made by the Roundtable, and be used to evaluate the impact of procedure, vectoring practices, and policy changes on member communities.~~
  - ~~Model the expected impact of proposed changes and understand noise impacts to communities on the ground all the way to the gate 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 participation.~~

~~**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 impacts.~~

**Commented [ML4]:** We recommend this goal be removed because it is a "how" rather than a goal.

## Strategic Plan Amendment Process

The Strategic Plan is intended to provide guidance to the Roundtable over the next three years. The Work Plan, 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 Committee 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. ~~If a~~ the majority event two thirds of Roundtable voting members agree with the recommended changes, the Strategic Plan shall be amended as appropriate.

**Commented [SA5]:** Voting should be consistent with the Bylaws for all matters.

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 Committee will be appointed one year in advance of the expiration of the Strategic Plan to conduct the necessary work to complete the update.



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

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**Work Plan**

**November 19, 2019**

**Revised December 16, 2019**

**DRAFT - CLEAN**



# Introduction

The mission of the Santa Cruz/Santa Clara Counties Airport/Community Roundtable (Roundtable) is to address community noise concerns and make recommendations to the Regional Airports and FAA on noise related issues.

While the Strategic Plan provides the long-term goals of the Roundtable, the Work Plan lays out the initial actions needed to address aircraft noise and environmental issues in affected communities. It 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. Each action listed in the Work Plan identifies a specific issue and areas primarily affected, defines the desired outcome, and indicates the roles and responsibilities of those who will take the actions listed. Priorities are included in the plan but may be updated as needed.

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

In this Work Plan, the term “procedure” includes the FAA flight procedure as well as the associated vectoring after the procedure has been terminated.

For convenience, the Appendix to the Work Plan lists key actions that have already been conducted by the Roundtable. The actions in the Work Plan are those yet to be completed by the Roundtable to achieve the desired outcome for each action item.

## Roundtable Actions

**1.0 Follow-up on recommendations and reports from the Select Committee on South Bay Arrivals and the Ad Hoc Committee on South Flow Operations, monitor and respond to FAA actions not related to those committee reports, and propose further actions to reduce aircraft noise and environmental impacts. (GOAL A)**

**1.1 Advance recommendations by the Select Committee on South Bay Arrivals.**

**1.1.1 Select Committee on South Bay Arrivals**

Using a matrix of Select Committee recommendations, track, review, and comment on FAA responses to the recommendations in the serial updates to the report “FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties” to maximize the positive effects of implementing the recommendations.

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable and informed community will understand the status of the recommendations.
- Critical items are immediately flagged so the Roundtable can follow up in a timely fashion to understand the item from the FAA and effectively provide input on changes or potential changes to be implemented by FAA.



- Evaluation of the impact of proposed changes through noise modeling using AEDT and other analytical techniques before finalizing the Roundtable’s position on the changes.
- Review and provide input on recommended changes during the FAA’s procedure development process.
- Assess changes after implementation, identify any unanticipated noise impacts, and work with the FAA to mitigate them as quickly as possible.
- Solutions will reduce the South Bay arrivals impact on affected communities.

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

*Status:* Active

### **1.1.2 PIRAT TWO STAR (and all previous PIRAT versions)**

Evaluate the effects of the implementation of the PIRAT TWO STAR.

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

*Desired Outcomes:*

- The 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.

*Roles and Responsibilities:* Airport Staff (SFO); FAA staff, Roundtable consultant staff (ESA), Technical Working Group

*Status:* Active

### **1.1.3 Monitor the FAA’s Effort to Transition SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure.**

The Roundtable will track progress, review proposals, and provide input on the FAA’s implementation of recommendations in section 1.2 of the Final Report of Select Committee on South Bay Arrivals.

*Areas Primarily Affected:* Aptos, Capitola, East Palo Alto, Los Altos, Los Altos Hills, Menlo Park, Palo Alto, Portola Valley, Santa Cruz, Soquel, Summit, Woodside, Santa Clara County, Santa Cruz County

*Desired Outcomes:*

- The Roundtable reviews and provides input on the FAA’s development and implementation of the BSR Overlay procedure and the practices to be associated with its use. The FAA provides the Roundtable a substantive update on the progress of the program at least quarterly.

- The noise and environmental impacts to affected communities and individuals under the Big Sur Overlay are minimized.
- Before the FAA finalizes the procedure for rollout, and while there is still an opportunity to alter it, the noise and environmental impacts to communities under the proposed BSR Overlay are well-understood by the Roundtable. This includes:
  - The FAA Technical Working Group’s current work on the procedure and vectoring characteristics (i.e., ground track, flying altitudes, speeds, waypoints.)
  - Understanding the impacts under the path of the procedure and its approaches to the airport as well as areas to be affected by vectoring.
  - Nighttime impacts.
  - Areas along the procedure and vectoring paths where noise increases caused by deployment of surfaces or thrust are expected.
- In advance of developing a new procedure and its associated practices, the FAA informs the Roundtable of the noise abatement options it plans to consider – such as reduced speed and use of technologies such as GBAS – and solicits feedback from the Roundtable.

*Roles and Responsibilities:* Airport staff (SFO), FAA staff, Roundtable consulting staff (ESA), Technical Working Group

*Status:* Active

#### **1.1.4 Time-based flow management and its implications**

The Roundtable is aware that the FAA is developing time-based flow management (TBFM), a technology intended to improve the predictability of arrivals and reduce the need for vectoring within a Metroplex. The Roundtable would like to understand the noise and environmental implications of this technology for residents of member communities that will be affected.

*Areas Primarily Affected:* Global

#### *Desired Outcomes*

- The Roundtable understands how the introduction of TBFM will affect the spacing and vectoring of flights over member communities and where the flights that will no longer be vectored are to be routed.
- The Roundtable provides the FAA feedback to consider for its rollout of the TBFM program and engages policy makers, if appropriate.

*Roles and Responsibilities:* Airport staff (SFO, SJC), FAA staff, Technical Working Group, Legislative Committee

*Status:* Active

## **1.2 Advance Recommendations by the Ad Hoc Advisory Committee on South Flow Operations.**

### **1.2.1 Ad Hoc Advisory Committee on South Flow Operations**

Using a matrix of recommendations made by the Ad Hoc Committee, track, review, and comment on FAA responses to the recommendations from the Ad Hoc Advisory Committee on South Flow Arrivals.

Areas Primarily Affected: Cupertino, East Palo Alto, Fremont, Millbrae, Mountain View, Palo Alto, San Jose, Santa Clara, and Sunnyvale.

Desired Outcomes

- The Roundtable and informed community will understand the status of the recommendations.
- Identify, review, and pursue solutions that reduce the SJC South Flow impact on affected communities.
- Evaluate the impact of proposed changes through noise modeling using AEDT and other analytical techniques before finalizing the Roundtable's position on the changes.
- Review and provide input to recommended changes during the development, testing and simulation, and implementation phases.
- Address any unintended negative impacts and mitigate them within the next 12 months.

Roles and Responsibilities: Airport staff (SJC), FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

### **1.2.2 SJC South flow procedures**

The Roundtable will track progress, review proposals, and provide input on the implementation of the recommendations of the Final Report of the Ad Hoc Committee on South Flow Arrivals (to SJC) that pertain to arrival procedures and approaches that have concentrated and shifted traffic since 2012. South flow procedures include RAZRR STAR, SILCN STAR, and the RNP Z RWY 12 R, RNP Z RWY 12 L, ILS or LOC RWY 12R and ILS or LOC RWY 12L approaches.

Areas Primarily Affected: Cupertino, East Palo Alto, Fremont, Millbrae, Mountain View, Palo Alto, San Jose, Santa Clara, Sunnyvale

Desired Outcomes

- The Roundtable provides input to the FAA's development and implementation of new or modified procedures, approaches and/or ATC practices.
- The noise and environmental impacts to affected communities and individuals under the South flow procedures and approaches to SJC are minimized. The measures the FAA is to use for this purpose are agreed with the Roundtable in advance.

Roles and Responsibilities: Airport staff (SJC); FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

### **1.3 Review, analyze, and comment on FAA actions regarding procedures, vectoring, and operations other than those contained in previous committees' recommendations and reports.**

The Roundtable will track progress, review proposals, and provide input on additional information and FAA actions that were not in the recommendations and reports from either the Select or Ad Hoc Committees.

#### **1.3.2 Track, coordinate, and take possible action on SFO Roundtable and OAK Noise Forum activities.**

Regularly communicate and coordinate with the SFO Roundtable and OAK Noise Forum and review activities for possible action.

Areas Primarily Affected: Global

Desired Outcomes:

- SFO Roundtable proposals and responses to FAA will be evaluated for potential effects on SCSC Roundtable communities. Items that warrant further study or response will be referred to the appropriate committee and/or agendaized for Roundtable discussion and action.
- Ensure that actions by SFO Roundtable do not adversely affect SCSC communities.

Roles and responsibilities: TBD

Status: Active

#### **1.3.3 SUNNE ONE (aka OAK 120)**

Roundtable member communities are concerned about the possible effects of the implementation of an OAK 120 departure procedure during the daytime and nighttime, which was proposed by the FAA, but neither recommended nor requested by the Select Committee, Ad Hoc Committee, SFO Roundtable, or this Roundtable. SFO 050 and OAK 120 departures are departures that immediately turn right or left after takeoff to fly south over the Bay. Such flights wake up residents in the mid-Peninsula due to low-flying altitudes, ground tracks close to the western shore of the Bay, and high levels of thrust at a time when ambient noise levels are low.

Areas Primarily Affected: East Palo Alto, Foster City, Los Altos, Mountain View, Palo Alto, San Jose, and Sunnyvale.

Desired Outcomes:

- The Roundtable understands the short-term and long-term impacts on residents and consequences SUNNE ONE departures have or will have on SFO arrivals (such departures can be in the path of BDEGA East arrivals and could prevent other SFO arrivals from flying over the full length of the Bay at night.)
- The Roundtable makes recommendations that could include: do not implement, implement with modifications, or postpone implementation until rigorous analysis has been conducted.

Roles and Responsibilities: Technical Working Group

Status: Active

### **1.3.4 LOUPE FIVE**

This is a revised departure procedure from SJC that may impact communities.

Areas Primarily Affected: Milpitas, San Jose, Santa Clara

Desired Outcomes:

- Confirm that this procedure does not adversely affect communities. If so, recommend changes to mitigate the increased noise and environmental effects.

Roles and Responsibilities: Technical Working Group

Status: Active

### **1.3.5 Non-conforming departures from SJC**

Identify departures that adversely impact communities because they do not follow standard departure procedures. For example, at an earlier point in time ANA 171 did not follow the SJC LOUPE FIVE takeoff procedure. It flew directly over Los Altos and Palo Alto below 4,000 feet to remain below SFO arrivals.

Areas Primarily Affected: Los Altos, Palo Alto

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: Airport staff (SFO, SJC), FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

### **1.3.6 et seq will be assigned as new procedures and proposals are identified**

## **2.0 Advocate for legislation and policies to reduce aircraft noise and environmental impacts on Roundtable member communities. (GOAL C)**

### **2.1 Track legislative/regulatory action**

The Roundtable will track local, state, and federal legislative/regulatory actions relevant to FAA policies and procedures and aircraft operations at the regional commercial service airports, so the Legislative Committee can recommend the Roundtable 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 provide input on proposed actions at the local, state or federal level.
- Items are tracked effectively and reviewed by the Legislation Committee so the Roundtable can take timely action to advocate for/against specific legislation or proposed policies.

Roles and Responsibilities: Congressional staff, Roundtable consultant staff (ESA)

Status: Active

## **2.2 Propose legislative/regulatory actions.**

Propose legislative/regulatory action at the local, state, and federal level (FAA operates under federal rules and regulations approved by Congress) that would reduce aircraft noise and environmental impacts. Such changes are necessary because the current policies and legislation on aircraft noise and environmental impacts, established decades ago, are no longer adequate for a NextGen environment.

Areas Primarily Affected: Global

Desired Outcomes:

- Propose legislation and policy changes including changes on how the FAA defines and calculates aircraft impacts on the ground. For instance, the metrics and thresholds used by the FAA to determine impacts could be changed; concentration of aircraft could be reduced by changing in-trail separation or creating additional flight paths; environmental review processes (especially CATEX) could be more rigorous; actual impacts are assessed against expected impacts, with further changes implemented to mediate any adverse results.

Roles and Responsibilities: Legislative Committee, Congressional Staff

Status: Active

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

The Roundtable and member communities should understand the procedure development and environmental review processes that the FAA employs, so they can engage in the FAA's process and propose legislative changes to make the process more responsive to community noise and environmental concerns.

Areas Primarily Affected: Global

Desired Outcomes:

- The FAA's procedure development process is documented and understood by Roundtable members and interested community members.
- The Roundtable knows how to and when to provide timely input to provide input to the FAA in the procedure development process, including the FAA environmental review process.

- The Technical Working Group provides information to the Legislative Committee, so they can propose legislative and policy changes to require timely and proactive community participation on procedure development, more rigorous environmental review processes (especially CATEX), and how the FAA defines and calculates aircraft impacts on the ground.

Roles and Responsibilities: FAA staff; Roundtable consultant staff (ESA); Roundtable members from the Legislative Committee and the Technical Working Group

Status: Active

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

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable is an informed and involved participant in evaluating the potential impacts of supersonic aircraft operations on member communities and provides feedback to prevent/mitigate adverse impacts.

Roles and Responsibilities: TBD

Status: Active

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

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable is an informed and involved participant in evaluating the potential impacts of drones on member communities and provides feedback to prevent/mitigate adverse impacts.

Roles and Responsibilities: TBD

Status: Active

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

### **2.6.1 Review, analyze, and comment on the Implementation of GBAS/GLS at SFO**

Roll-out of the satellite navigation-based ground-based augmentation system (GBAS) and its related landing system (GLS) at SFO may have significant positive and negative impacts on noise in Roundtable member communities.

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable will be involved in the review of new GBAS/GLS procedures at SFO and provide feedback to the FAA and SFO so that ground-level noise and environmental impacts are identified early in the process and can be mitigated.

Roles and Responsibilities: TBD

Status: Active

### **2.6.2 Review, analyze, and comment on Other technologies**

As other technologies emerge that have the potential to lessen noise impacts, the Roundtable will be the group for evaluating such technologies and providing feedback to the relevant organizations.

Areas Primarily Affected: TBD

Desired Outcomes:

- Maximum benefits are derived from new technologies to reduce noise and environmental impacts.

Roles and Responsibilities: TBD

Status: Active

### **2.6.4 et seq will be assigned as new procedures and proposals are identified**

## **3.0 Take actions to increase the effectiveness of the SCSC Roundtable. (GOAL B)**

### **3.1 Invite airport staffs (SFO, SJC) and congressional staffs to actively participate in Roundtable meetings and relevant committee meetings.**

Because airport operations and FAA rules and regulations, which are approved by Congress, impact Roundtable member communities, it is critical for airport staff (SFO, SJC) and staffs of Congressional Representatives to attend Roundtable meetings, and relevant committee 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 Congressional Representatives' Staffs participate in the development of recommendations and solutions.

Roles and Responsibilities: Airport staff (SFO, SJC), Congressional Staffs, Legislative Committee, Roundtable Chair, Roundtable Consulting staff (ESA), Technical Working Group

Status: Active



### **3.2 Continue to collaborate with other community roundtables and forums to leverage resources and maximize effectiveness.**

It would be beneficial for the Roundtable to collaborate with other entities, especially 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 the SFO Community Roundtable and OAK Noise Forum to leverage resources to advocate for new legislation, policies, and processes as well as co-sign letters deemed appropriate for advocacy and comments.
- Identify areas for collaboration that would be most beneficial to pursue between the entities and pursue accordingly.

Roles and Responsibilities: Roundtable Chair; selected Roundtable committee members (TBD) for liaison purposes; and Noise Forum Members

Status: Active

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

The SFO Roundtable benefits from the participation of airlines. The SCSC Roundtable seeks similar involvement of airlines, so issues of mutual interest can be addressed through the Roundtable.

Areas Primarily Affected: Global

Desired Outcomes:

- Roundtable recommendations benefit from understanding of airline perspective.
- Airlines better understand the noise and environmental impact of operating decisions on communities.

Roles and Responsibilities: TBD

Status: Active

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

#### **3.4.1 Establish a Procedures Review Technical Working Group as a standing committee**

At the direction of the full Roundtable, the Procedures Review Technical Working Group will thoroughly review specific procedures and vectoring, including technical aspects of the FAA's past and future actions affecting the commercial service airports (SFO, SJC, OAK) that may result or have resulted in positive or negative impacts on member communities. The Roundtable will propose alternative solutions utilizing the 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. The Procedures Review Technical Working Group will be responsible for collecting the data required to complete its work.

Areas Primarily Affected: Northern California Metroplex

Desired Outcomes:

- The Technical Working Group will perform technical analysis on any proposals or actions referred to them. Results will be provided to the Roundtable.

Roles and Responsibilities: Airport staff (topic specific SFO/SJC/OAK), Roundtable consultant staff (ESA); Roundtable committee members; Roundtable/Forum members (topic specific)

Status: Active

### **3.4.2 Establish a Legislative Committee as a standing committee**

The committee will advocate for changes in legislation and policies at the local, state, and federal level (FAA operates under federal rules and regulations approved by Congress) that would reduce aircraft noise and environmental impacts, including how the FAA defines and calculates aircraft impacts on the ground. Such changes are necessary because the current policies and legislation on aircraft impacts, established decades ago, are no longer adequate for a NextGen environment. The committee will also actively review and monitor proposed legislation and policy actions (including new rule making and FAA reauthorization bills) to reduce aircraft impacts on our communities. The focus of the committee will be to address noise impacts and environmental issues generated by the FAA's implementation of NextGen arrival and departure procedures for regional commercial service airports. The committee will inform the Roundtable, review, advise, and advocate for new actions, and establish effective community participation that affects FAA plans and actions.

Areas Primarily Affected: Global

Desired Outcomes:

- Legislative Committee recommends support or opposition to existing or proposed legislation or policies.
- Legislative Committee recommends proposed legislation and policy changes to the Roundtable.

Roles and Responsibilities: Roundtable committee members; Roundtable consultant staff (ESA); Congressional staff

Status: Active

### **3.5 Collect, compile, review, and use required data.**

#### **3.5.1 Pre-NextGen and post-NextGen noise and flight data**

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

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

Desired Outcomes:

- Roundtable will have an agreed-upon set of baseline data from which to evaluate FAA's new proposals and changes that have been implemented.
- Roundtable will identify any significant data gaps and propose action to fill the gaps.
- Supports the Technical Working Group to understand aircraft impacts.

Roles and Responsibilities: Airport staff (SFO, SJC, OAK), Roundtable consulting staff (ESA), Procedure Review Technical Working Group

Status: Active

#### **3.5.2 Monthly Flight Reports**

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, OAK) that impact our member communities. A summary of SFO flight information is published in the monthly SFO Airport Director's Report, which is available on the SFO website (<https://www.flysfo.com/community/noise-abatement/reports-and-resources/airport-directors-report>). SJC and OAK do not appear to publish monthly flight information similar to SFO.

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-implementation analysis.

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

Status: Active

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

The Roundtable will regularly track SFO's, SJC's, and OAK's growth and expansion plans, and the related public comment deadlines, and provide comments on aircraft noise and other environmental concerns.

Areas Primarily Affected: Global

Desired Outcomes:

- Roundtable notifies members in advance of public comment deadlines for the environmental impact process of an airport expansion plan.
- Roundtable is able to advocate for its member communities through submitting comment letters for the environmental impact process for any specific expansion plans.
- Roundtable requests that airports put in place mechanisms to contain negative impacts on our community members as the airports grow and expand.

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

Status: Active

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

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. For reference, SFO publishes their reports on the SFO Roundtable website, whereas reports from SJC and OAK do not appear to be available.

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 by SJC and OAK on a regular basis.

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

Status: Active

### **3.8 Encourage community participation**

Residents of member communities have demonstrated strong interest in the principal goal of the Roundtable and the aim of the Work Plan: to reduce aircraft 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, and public officials and their staffs will identify the Roundtable as the primary regional forum for addressing concerns regarding aircraft noise and environmental impacts from aircraft operating to and from regional commercial service airports.
- The general public will have the opportunity to address the Roundtable on matters related to aircraft noise and environmental impacts within the purview of the Roundtable when the public comment periods are open.
- The general public will have timely and ready access to the agendas, plans, decisions, and other actions of the Roundtable as well as materials provided by the FAA to the Roundtable.

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

Status: Active

### **3.9 Schedule Roundtable member orientation and training.**

The Roundtable benefits from ongoing training deemed critical for Roundtable members to accomplish the work program and be effective. Content areas include: the environmental review process, new technologies and new approaches to addressing aircraft noise and environmental issues. Specific on-boarding training is also needed as new members join the Roundtable.

Areas Primarily Affected: Global

Desired Outcomes:

- Members are sufficiently knowledgeable to contribute effectively to accomplishing the Work Plan and setting future strategies. Such areas of training could include, but not be limited to:
  - FAA procedure development process
  - IFP Gateway
  - Airport Capacity Act 1990 vs Air Capacity/Saturation
  - GBAS/GLS
  - NextGen Advisory Committee
  - New technologies
  - New approaches
  - Ongoing Noise 101
  - Time-based flow management

- Ongoing SFO ATCT
- Ongoing TRACON visit

*Roles and Responsibilities:* Airport staff (SFO, SJC), FAA staff, Legislative Committee, Roundtable consultant staff (ESA), Technical Working Group

*Status:* Active

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

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 committee 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 aircraft 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)

*Status:* Ongoing

## **Priorities**

Top priority actions to organize and initiate the work of the Roundtable have been completed. These include establishing membership, engaging expert consultant, conducting training and

orientation activities, creating the website, and drafting the Strategic Plan and Work Plan. The ad hoc committee recommends the following priorities for future work.

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

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

**Priority 2: Establish working committees**

In accordance with 3.4, form three committees that can make future work of the Roundtable more efficient: Procedure Review Technical Working Group (standing committee) and Legislative Committee (standing committee). The full Roundtable will set the Procedure Review Technical Working Group priorities according to actions by FAA or from the Work Plan. The full Roundtable will set the Legislative Committee's an annual task list and recommend priorities from the items in 2.0.

**Priority 3: Collaborate with others**

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

**Priority 4: Take other administrative actions**

Links to noise reporting (3.7) are on the Roundtable website. Additional publicity may be warranted depending on future activity. Training and orientation (3.9) will be done on an as-needed basis.

**Appendix**

Status of actions taken to avoid an unwieldy Work Plan document.



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

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Work Plan

November 19, 2019

Revised December 16, 2019

**DRAFT - REDLINE**





## Introduction

The mission of the Santa Cruz/Santa Clara Counties Airport/Community Roundtable (Roundtable) is to address community noise concerns and make recommendations to the Regional Airports and FAA on noise related issues.

While the Strategic Plan provides the long-term goals of the Roundtable, the Work Plan lays out the initial actions needed to address aircraft noise and environmental issues in affected communities. It 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. Each action listed in the Work Plan identifies a specific issue and areas primarily affected, defines the desired outcome, and indicates the roles and responsibilities of those who will take the actions listed. Priorities are included in the plan but may be updated as needed.

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

In ~~the this~~ Work Plan, the term “procedure” is ~~defined to include~~ the FAA ~~technical-flight~~ procedure ~~and as well as~~ the associated vectoring ~~after the procedure has been terminated~~.

For convenience, the Appendix to the Work Plan lists key actions that have already been conducted ~~by the Roundtable~~. The actions in the Work Plan are those yet to be completed by the Roundtable to achieve the desired outcome for each action item.

## Roundtable Actions

**1.0 Follow-up on recommendations and reports from the Select Committee on South Bay Arrivals and the Ad Hoc Committee on South Flow Operations, monitor and respond to FAA actions not related to those committee reports, and propose further actions to reduce aircraft noise and environmental impacts. (GOAL A)**

### 1.1 Advance recommendations by the Select Committee on South Bay Arrivals.

#### 1.1.1 Select Committee on South Bay Arrivals

Using a matrix of Select Committee recommendations ~~made by the Select Committee~~, track, review, and comment on FAA responses to the recommendations in the serial updates to the report “FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties” to maximize the positive effects of implementing the recommendations.

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable and informed community will understand ~~at a glance~~ the status of the recommendations.

- Critical items are immediately flagged ~~right away~~ so the Roundtable can follow up in a timely fashion to understand the item from the FAA and effectively provide input on ~~influence~~ changes or potential changes to be implemented by FAA.
- Evaluation of the impact of proposed changes through ~~FAA noise~~ modeling using AEDT and other analytical techniques before finalizing the Roundtable's position on the changes.
- Review and provide input on ~~influence~~ recommended changes during the ~~development, simulation, testing, and implementation phases of the the FAA's procedure development process.~~
- Assess changes after implementation, ~~address~~ identify any ~~unintended negative/unanticipated noise~~ impacts, and work with the FAA to mitigate them ~~as quickly as possible~~ within the next 12 months.
- Solutions will reduce the South Bay arrivals impact on affected communities.

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

Status: Active

#### 1.1.2 PIRAT TWO STAR (and all previous PIRAT versions)

Evaluate the effects of the implementation of the PIRAT TWO STAR.

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

Desired Outcomes:

- The 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.

Roles and Responsibilities: Airport Staff (SFO); FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

#### **1.1.2-3 Monitor the FAA's Effort to Transition SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure.**

The Roundtable will track progress, review proposals, and provide input on the FAA's implementation of recommendations in section 1.2 of the Final Report of Select Committee on South Bay Arrivals.

Areas Primarily Affected: Aptos, Capitola, East Palo Alto, Los Altos, Los Altos Hills, Menlo Park, Palo Alto, Portola Valley, Santa Cruz, Soquel, Summit, Woodside, Santa Clara County, Santa Cruz County

Desired Outcomes:

- The Roundtable reviews and influences provides input on the FAA’s development and implementation of the BSR Overlay procedure and the practices to be associated with its use. The FAA provides the Roundtable a substantive update on the progress of the program at least quarterly.
- The noise and environmental impacts to affected communities and individuals under the Big Sur Overlay are minimized. The measures the FAA is to use for this purpose are agreed with the Roundtable in advance.
- Before the FAA finalizes the procedure for rollout, and while there is still an opportunity to alter it, the noise and environmental impacts to communities under the proposed BSR Overlay are well-understood by the Roundtable. This includes:
  - The FAA Technical Working Group’s current work on the procedure and vectoring characteristics (i.e., ground track, flying altitudes, speeds, waypoints.)
  - Understanding the impacts under the path of the procedure and its approaches to the airport as well as areas to be affected by vectoring.
  - Night-time~~Nighttime~~ impacts.
  - Areas along the procedure and vectoring paths where noise increases caused by deployment of surfaces or thrust are expected.
- In advance of developing a new procedure and its associated practices, the FAA informs the Roundtable of the noise abatement options it plans to consider – such as reduced speed and use of technologies such as GBAS – and solicits feedback from the Roundtable.

**Commented [SA3]:** “Influences” is too strong given that FAA has sole responsibility for developing airspace procedures.

**Commented [SA4]:** The FAA is required to follow National Environmental Policy Act (NEPA) requirements. Therefore, the FAA will not agree to measures proposed by the Roundtable in advance of the NEPA process.

**Commented [SA5]:** While this is a great desired outcome, the FAA’s process doesn’t work this way. I am concerned about creating false expectations amongst Roundtable members and community members.

**Commented [SA6]:** Again, great desired outcome, but the FAA is not likely to work in this manner. I am concerned about creating false expectations amongst Roundtable members and community members.

Roles and Responsibilities: Airport staff (SFO), FAA staff, Roundtable consulting staff (ESA), Technical Working Group

Status: Active

**1.1.4 Time-based flow management and its implications**

The Roundtable is aware that the FAA is developing time-based flow management (TBFM), a technology intended to improve the predictability of arrivals and reduce the need for vectoring within a Metroplex. The Roundtable would like to understand the noise and environmental implications of this technology for residents of member communities that will be affected.

Areas Primarily Affected: Global

Desired Outcomes

- The Roundtable understands how the introduction of TBFM will affect the spacing and vectoring of flights over member communities and where the flights that will no longer be vectored are to be routed.
- The Roundtable provides the FAA feedback to consider for its rollout of the TBFM program and engages policy makers, if appropriate.

Roles and Responsibilities: Airport staff (SFO, SJC), FAA staff, Technical Working Group, Legislative Committee

Status: Active

## 1.2 Advance Recommendations by the Ad Hoc Advisory Committee on South Flow Operations.

### 1.2.1 Ad Hoc Advisory Committee on South Flow Operations

Using a matrix of recommendations made by the Ad Hoc Committee, track, review, and comment on FAA responses to the recommendations from the Ad Hoc Advisory Committee on South Flow Arrivals.

Areas Primarily Affected: Cupertino, East Palo Alto, Fremont, Millbrae, Mountain View, Palo Alto, San Jose, Santa Clara, and Sunnyvale.

#### Desired Outcomes

- The Roundtable and informed community will understand ~~at a glance~~ the status of the recommendations.
- Identify, review, and pursue solutions that reduce the SJC South Flow impact on affected communities.
- Evaluate the impact of proposed changes through FAA-noise modeling using AEDT and other analytical techniques before finalizing the Roundtable's position on the changes.
- Review and ~~influence~~ provide input to recommended changes during the development, testing and simulation, and implementation phases.
- Address any unintended negative impacts and mitigate them within the next 12 months.

Roles and Responsibilities: Airport staff (SJC), FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

### 1.2.2 SJC South flow procedures

The Roundtable will track progress, review proposals, and provide input on the implementation of the recommendations of the Final Report of the Ad Hoc Committee on South Flow Arrivals (to SJC) that pertain to arrival procedures and approaches that have concentrated and shifted traffic since 2012. South flow procedures include RAZRR STAR, SILCN STAR, and the RNP Z RWY 12 R, RNP Z RWY 12 L, ILS or LOC RWY 12R and ILS or LOC RWY 12L approaches.

Areas Primarily Affected: Cupertino, East Palo Alto, Fremont, Millbrae, Mountain View, Palo Alto, San Jose, Santa Clara, Sunnyvale

#### Desired Outcomes

- The Roundtable ~~influences~~ provides input to the FAA's development and implementation of new or modified procedures, approaches and/or ATC practices.

Commented [SA7]: FAA does not provide noise modeling services.

- The noise and environmental impacts to affected communities and individuals under the South flow procedures and approaches to SJC are minimized. The measures the FAA is to use for this purpose are agreed with the Roundtable in advance.

Roles and Responsibilities: Airport staff (SJC); FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

**1.3 Review, analyze, and comment on FAA actions regarding procedures, vectoring, and operations other than those contained in previous committees' recommendations and reports.**

The Roundtable will track progress, review proposals, and provide input on additional information and FAA actions that were not in the recommendations and reports from either the Select or Ad Hoc Committees. ~~This may include responding to FAA updates on changes or items that may have negative or positive impacts on member communities (including updates of the FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties), recommendations that were deemed infeasible that could benefit the community, and items that are still having effects on the SCSC region (i.e., BDEGA West).~~

**1.3.1 PIRAT TWO STAR (and all previous PIRAT versions)**

Evaluate the effects of the implementation of the PIRAT TWO STAR.

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

Desired Outcomes:

- ~~The 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 committees for follow up action.~~

▪ \_\_\_\_\_

Roles and Responsibilities: Airport Staff (SFO); FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

**1.3.2 Track, coordinate, and take possible action on SFO Roundtable and OAK Noise Forum activities.**

~~Regularly communicate and coordinate with the SFO Roundtable and OAK Noise Forum and review activities for possible action.~~

Areas Primarily Affected: Global

Desired Outcomes:

**Commented [SA8]:** This is covered by Section 1.1 and 1.2 above. Also, the Roundtable's existence is conditioned upon not revisiting the FAA's decisions on the Select and Ad Hoc Committee reports. Therefore, revisiting recommendations that were deemed infeasible would be problematic for the Roundtable.

**Commented [SA9]:** The PIRAT TWO STAR is not a legislative matter. It's an FAA procedure. This bullet seems out of place here.

**Commented [SA10]:** This is a Select Committee item. Moved to the Select Committee section 1.0 above.

**Commented [EW11]:** Added to be consistent with the descriptions for other actions.

- SFO Roundtable proposals and responses to FAA will be evaluated for potential effects on SCSC Roundtable communities. Items that warrant further study or response will be referred to the appropriate committee and/or agenda for Roundtable discussion and action.
- ~~Ensure that Actions actions~~ by SFO Roundtable ~~will do~~ not adversely affect SCSC communities.

Roles and responsibilities: TBD

Status: Active

### 1.3.3 SUNNE ONE (aka ~~SFO 050~~, OAK 120)

Roundtable member communities are concerned about the possible effects of the implementation of an OAK 120 departure procedure during the daytime and nighttime, which was proposed by the FAA, but neither recommended nor requested by the Select Committee, Ad Hoc Committee, SFO Roundtable, or this Roundtable. SFO 050 and OAK 120 departures are departures that immediately turn right or left after takeoff to fly south over the Bay. Such flights wake up residents in the mid-Peninsula due to low-flying altitudes, ground tracks close to the western shore of the Bay, and high levels of thrust at a time when ambient noise levels are low.

Areas Primarily Affected: East Palo Alto, Foster City, Los Altos, Mountain View, Palo Alto, San Jose, and Sunnyvale.

Desired Outcomes:

- The Roundtable understands the short-term and long-term impacts on residents and consequences ~~that SFO 050 and OAK 120~~ SUNNE ONE departures have or will have on SFO arrivals (such departures can be in the path of BDEGA East arrivals and could prevent other SFO arrivals from flying over the full length of the Bay at night.)
- The Roundtable makes recommendations that could include: do not implement, implement with modifications, or postpone implementation until rigorous analysis has been conducted ~~and reviewed by this Roundtable.~~

Roles and Responsibilities: Technical Working Group

Status: Active

### 1.3.4 LOUPE FIVE

This is a revised departure procedure from SJC that may impact communities.

Areas Primarily Affected: Milpitas, San Jose, Santa Clara

Desired Outcomes:

- Confirm that this procedure does not adversely affect communities. If so, recommend changes to mitigate the increased noise and environmental effects.

Roles and Responsibilities: Technical Working Group

Status: Active

**Commented [SA12]:** The SFO 050 is not associated in any way with the SUNNE ONE. SUNNE ONE is a conventional OAK departure procedure.

**Commented [SA13]:** The Roundtable is not a part of the FAA procedure development process. Because the FAA is solely responsible for the safe and efficient use of the national airspace system, it cannot defer airspace decisions and procedure development to the Roundtable. Again, I am concerned about creating false expectations for the Roundtable members and members of the public about the Roundtable's involvement in the FAA's procedure development process.

### 1.3.5 Non-conforming departures from SJC

~~Identify Select ANA and other~~ departures ~~that~~ adversely impact communities because they do not follow standard ~~departure~~ procedures. ~~For example, It appears that at an earlier point in time~~ ANA 171 ~~does did~~ not follow the SJC LOUPE FIVE take-off procedure. It ~~flies flew~~ directly over Los Altos and Palo Alto below 4,000 feet to remain below SFO arrivals.

Areas Primarily Affected: Los Altos, Palo Alto

Desired Outcomes:

- ~~\* ANA 171 follows the standard SJC LOUPE departure procedure as all carriers do during the day.~~
- 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: Airport staff (SFO, SJC), FAA staff, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

1.3.6 et seq will be assigned as new procedures and proposals are identified

Commented [SA14]: I understand this is already happening.

## 2.0 Advocate for legislation and policies to reduce aircraft noise and environmental impacts on Roundtable member communities. (GOAL C)

### 2.1 Track legislative/regulatory action

The Roundtable ~~has a need to will~~ track local, state, and federal legislative/regulatory actions relevant to FAA policies and procedures and aircraft operations at the regional commercial service airports, so the Legislative Committee can recommend the Roundtable 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~~ provide input on proposed actions at the local, state or federal level.
- Items are tracked effectively and reviewed by the Legislation Committee so the Roundtable ~~and individual member communities~~ can take timely action to advocate for/against specific legislation or proposed policies.

~~\* Supports the Legislative Committee.~~

Roles and Responsibilities: Congressional staff, Roundtable consultant staff (ESA)

Status: Active



## 2.2 Propose legislative/regulatory actions.

Propose legislative/regulatory action at the local, state, and federal level (FAA operates under ~~national-federal~~ rules and regulations approved by Congress) that would reduce aircraft noise and environmental impacts. Such changes are necessary because the current policies and legislation on aircraft noise and environmental impacts, established decades ago, are no longer adequate for a NextGen environment.

Areas Primarily Affected: Global

Desired Outcomes:

- Propose legislation and policy changes including changes on how the FAA defines and calculates aircraft impacts on the ground. For instance, the metrics and thresholds used by the FAA to determine impacts could be changed; concentration of aircraft could be reduced by changing in-trail separation or creating additional flight paths; environmental review processes (especially CATEX) could be more rigorous; actual impacts are assessed against expected impacts, with further changes implemented to mediate any adverse results.

Roles and Responsibilities: Legislative Committee, Congressional Staff

Status: Active

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

The Roundtable and member communities ~~need to~~should understand the procedure development and environmental review processes that the FAA employs, so they can engage in the FAA's process and propose legislative changes to make the process more responsive to community noise and environmental concerns.

Areas Primarily Affected: Global

Desired Outcomes:

- The FAA's procedure development process is documented and understood by Roundtable members and interested community members.
- The Roundtable knows how to and when to provide timely input to influence provide input to the FAA in the procedure development process, including the FAA environmental review process.
- The Technical Working Group provides information to the Legislative Committee, so they can propose legislative and policy changes to require timely and proactive community participation on procedure development, more rigorous environmental review processes (especially CATEX), and how the FAA defines and calculates aircraft impacts on the ground.

Roles and Responsibilities: FAA staff; Roundtable consultant staff (ESA); Select Roundtable members from the Legislative Committee and the Technical Working Group

Status: Active

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

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable is an informed and involved participant in evaluating the potential impacts of supersonic aircraft operations on member communities and provides feedback to prevent/mitigate adverse impacts.

Roles and Responsibilities: TBD

Status: Active

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

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable is an informed and involved participant in evaluating the potential impacts of drones on member communities and provides feedback to prevent/mitigate adverse impacts.

Roles and Responsibilities: TBD

Status: Active

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

### ~~2.6.1 Time-based flow management and its implications~~

~~The Roundtable is aware that the FAA is developing time-based flow management (TBFM), a technology intended to improve the predictability of arrivals and reduce the need for vectoring within a Metroplex. The Roundtable would like to understand the noise and environmental implications of this technology for residents of member communities that will be affected.~~

~~Areas Primarily Affected: East Palo Alto, Los Altos, Los Altos Hills, Menlo Park, Mountain View, Palo Alto, Portola Valley, Santa Cruz, Summit, Woodside, Santa Clara County, Santa Cruz County~~

~~Desired Outcomes~~

- ~~▪ The Roundtable understands how the introduction of TBFM will affect the spacing and vectoring of flights over member communities and where the flights that will no longer be vectored are to be routed.~~
- ~~▪ The Roundtable provides the FAA feedback to consider for its rollout of the TBFM program and engages policy makers, if appropriate.~~

~~Roles and Responsibilities: Airport staff (SFO, SJC), FAA staff, Technical Working Group, Legislative Committee~~

~~Status: Active~~

**Commented [SA15]:** This was a Select Committee recommendation. Moved to Section 1.

**SFO** **2.6.2–1 Review, analyze, and comment on the Implementation of GBAS/GLS at**

Roll-out of the satellite navigation-based ground-based augmentation system (GBAS) and its related landing system (GLS) at SFO may have significant positive and negative impacts on noise in Roundtable member communities.

Areas Primarily Affected: Global

Desired Outcomes:

- The Roundtable will be ~~intimately~~ involved in the review ~~and final development~~ of new GBAS/GLS procedures at SFO ~~and provide feedback to the FAA and SFO~~ so that ground-level noise and environmental impacts are identified early in the process and can be mitigated.

Roles and Responsibilities: TBD

Status: Active

**2.6.3–2 Review, analyze, and comment on Other technologies**

As other technologies emerge that have the potential to lessen noise impacts, the Roundtable will be the ~~referent~~ group for evaluating such technologies and providing feedback to the relevant organizations.

Areas Primarily Affected: TBD

Desired Outcomes:

- Maximum benefits are derived from new technologies to reduce noise and environmental impacts.

Roles and Responsibilities: TBD

Status: Active

**2.6.4 et seq will be assigned as new procedures and proposals are identified**

**3.0 Take actions to increase the effectiveness of the SCSC Roundtable. (GOAL B)**

**3.1 ~~Ensure that~~ Invite airport staffs (SFO, SJC) and congressional staffs to actively participate in Roundtable meetings and relevant committee meetings.**

Because airport operations and FAA rules and regulations, which are approved by Congress, impact Roundtable member communities, it is critical for airport staff (SFO, SJC) and staffs of Congressional Representatives to attend Roundtable meetings, and relevant committee 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 Congressional Representatives' Staffs participate in the development of recommendations and solutions.

*Roles and Responsibilities:* Airport staff (SFO, SJC), Congressional Staffs, Legislative Committee, Roundtable Chair, Roundtable Consulting staff (ESA), Technical Working Group

*Status:* Active

### 3.2 ~~Continue to Collaborate~~ collaborate with other community roundtables and forums to leverage resources and maximize effectiveness.

It would be beneficial for the Roundtable to collaborate with other entities, especially 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 the SFO~~ Community Roundtables and OAK Noise Forums to leverage resources to advocate for new legislation, policies, and processes as well as co-sign letters deemed appropriate for advocacy and comments.
- Identify areas for collaboration that would be most beneficial to pursue between the entities and pursue accordingly.

*Roles and Responsibilities:* Roundtable Chair; selected Roundtable committee members (TBD) for liaison purposes; and Noise Forum Members

*Status:* Active

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

The SFO Roundtable benefits from the participation of airlines. The SCSC Roundtable seeks similar involvement of airlines, ~~especially those operating at SJC~~, so issues of mutual interest can be addressed through the Roundtable.

*Areas Primarily Affected:* Global

*Desired Outcomes:*

- Roundtable recommendations benefit from understanding of airline perspective.

- Airlines better understand the noise and environmental impact of operating decisions on communities.

*Roles and Responsibilities:* TBD

*Status:* Active

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

#### 3.4.1 Establish a Procedures Review Technical Working Group as a standing committee

At the direction of the full Roundtable, ~~The~~ the Procedures Review Technical Working Group will thoroughly review ~~all~~ specific procedures and vectoring, including technical aspects of the FAA's past and future actions affecting the commercial service airports (SFO, SJC, OAK) that may result or have resulted in positive or negative impacts on member communities. The Roundtable will propose alternative solutions utilizing the 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. The Procedures Review Technical Working will be responsible for collecting the data required to complete its work.

Areas Primarily Affected: Northern California Metroplex

Desired Outcomes:

- The Technical Working Group will perform technical analysis on any proposals or actions referred to them. Results will be provided ~~back to the Roundtable or may be sent directly to the relevant bodies depending on time sensitivity.~~

Roles and Responsibilities: Airport staff (topic specific SFO/SJC/OAK), Roundtable consultant staff (ESA); Roundtable committee members; Roundtable/Forum members (topic specific)

Status: Active

#### 3.4.2 Establish a Legislative Committee as a standing committee

The committee will advocate for changes in legislation and policies at the local, state, and federal level (FAA operates under ~~national~~ federal rules and regulations approved by Congress) that would reduce aircraft noise and environmental impacts, including how the FAA defines and calculates aircraft impacts on the ground. Such changes are necessary because the current policies and legislation on aircraft impacts, established decades ago, are no longer adequate for a NextGen environment. The committee will also actively review and monitor proposed legislation and policy actions (including new rule making and FAA reauthorization bills) to reduce aircraft impacts on our communities. The focus of the committee will be to address noise impacts and environmental issues generated by the FAA's implementation of NextGen arrival and departure procedures for regional commercial service airports. The committee will inform the Roundtable, review, advise, and advocate for new actions, and establish effective community participation that affects FAA plans and actions.

Areas Primarily Affected: Global

Desired Outcomes:

- Legislative Committee recommends support or opposition to existing or proposed legislation or policies.
- Legislative Committee recommends proposed legislation and policy changes to the Roundtable.

Roles and Responsibilities: Roundtable committee members; Roundtable consultant staff (ESA); Congressional staff

Status: Active

**~~3.4.3 Basic data ad hoc committee~~**

~~The Basic Data Ad Hoc Committee is needed to implement the tasks in 3.5.1 of this Work Plan and to provide data to other committees and the Roundtable for accomplishing other elements of the Work Plan as needed.~~

~~Areas Primarily Affected: TBD~~

~~Desired Outcomes:~~

- ~~▪ The Basic Data Ad Hoc Committee will compile data as requested by the standing committees and Roundtable.~~

~~Roles and Responsibilities: Roundtable members, residents of Santa Clara and Santa Cruz Counties~~

~~Status: Active~~

**Commented [SA16]:** The Procedures Review Technical Working Group will identify and collect its own data.

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

**3.5.1 Pre-NextGen and post-NextGen noise and flight data**

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

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

Desired Outcomes:

- Roundtable will have an agreed-upon set of baseline data from which to evaluate FAA’s new proposals and changes that have been implemented.
- Roundtable will identify any significant data gaps and propose action to fill the gaps.
- Supports the Technical Working Group to understand aircraft impacts.

Roles and Responsibilities: Airport staff (SFO, SJC, OAK), ~~Basic Data Ad Hoc Committee~~, Roundtable consulting staff (ESA), Procedure Review Technical Working Group

Status: Active

**Commented [SA17]:** This could be a substantial effort and may have budget implications depending on how much of this effort ESA is asked to handle. What/who is the source of these data? What are “flight reports”? How much data is needed? What area is the data being collected for? How far back in time? What are the data sample periods (e.g., a day, a week, a month, etc.)

### 3.5.2 Monthly Flight Reports

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, OAK) that impact our member communities. A summary of SFO flight information is published in the monthly SFO Airport Director's Report, which is available on the SFO website (<https://www.flysfo.com/community/noise-abatement/reports-and-resources/airport-directors-report>). SJC and OAK do not appear to publish monthly flight information similar to SFO.

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 implementation analysis.

Roles and Responsibilities: Airport staff (SFO, SJC, OAK), ~~Basic Data Ad Hoc Committee~~, Roundtable consultant staff (ESA)

Status: Active

Commented [SA18]: Who is the source of these data?

Commented [SA19]: Is the thought to use AEDT and model the noise? If so, that should be spelled that out. Potential budget issues.

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

The Roundtable ~~will regularly shall~~ track SFO's, SJC's, and OAK's growth and expansion plans, and the related public comment deadlines, and provide comments on aircraft noise and other environmental concerns.

Areas Primarily Affected: Global

Desired Outcomes:

- Roundtable notifies members in advance of public comment deadlines for the environmental impact process of an airport expansion plan.
- Roundtable is able to advocate for its member communities through submitting comment letters for the environmental impact process for any specific expansion plans.
- Roundtable requests that airports put in place mechanisms to contain negative impacts on our community members as the airports grow and expand.

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

Status: Active

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

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. For reference, SFO publishes their reports on the SFO Roundtable website, whereas reports from SJC and OAK do not appear to be available.

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 by SJC and OAK on a regular basis.

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

Status: Active

### **3.8 Encourage community participation**

Residents of member communities have demonstrated strong interest in the principal goal of the Roundtable and the aim of the Work Plan: to reduce aircraft 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, and public officials and their staffs will identify the Roundtable as the primary regional forum for addressing concerns regarding aircraft noise and environmental impacts from aircraft operating to and from regional commercial service airports.
- The general public will have the opportunity to address the Roundtable on matters related to aircraft noise and environmental impacts within the purview of the Roundtable when the public comment periods are open.
- The general public will have timely and ready access to the agendas, plans, decisions, and other actions of the Roundtable as well as materials provided by the FAA to the Roundtable.

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

Status: Active



### 3.9 Schedule Roundtable member orientation and training.

The Roundtable ~~has a need~~ benefits for from ongoing ~~research, and~~ training deemed critical for Roundtable members to accomplish the work program and be effective. Content areas include: the environmental review process, new technologies and new approaches to addressing aircraft noise and environmental issues. Specific on-boarding training is also needed as new members join the Roundtable.

Areas Primarily Affected: Global

Desired Outcomes:

- ~~Members are sufficiently knowledgeable to contribute effectively to accomplishing the Work Plan and setting future strategies.~~
- ~~Committees to recommend and specify training directly applicable to the Work Plan versus general training and its timing to accomplish the Work Plan.~~ Such areas of training could may include, but not be limited to:
  - FAA procedure development process
  - IFP Gateway
  - Airport Capacity Act 1990 vs Air Capacity/Saturation
  - GBAS/GLS
  - NextGen Advisory Committee
  - New technologies
  - New approaches
  - Ongoing Noise 101
  - Time-based flow management
  - Ongoing SFO ATCT
  - Ongoing TRACON visit

Roles and Responsibilities: Airport staff (SFO, SJC), FAA staff, Legislative Committee, Roundtable consultant staff (ESA), Technical Working Group

Status: Active

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

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 committee 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 aircraft 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)

Status: Ongoing

## Priorities

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

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

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

### Priority 2: Establish working committees

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

~~establish an annual task list and recommend priorities for data collection and analysis from item 3.5.~~

**Priority 3: Collaborate with others**

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

**Priority 4: Take other administrative actions**

Links to noise reporting (3.7) are on the Roundtable website. Additional publicity may be warranted depending on future activity. Training and orientation (3.9) will be done on an as-needed basis.

**Appendix**

Status of actions taken to avoid an unwieldy Work Plan document.

# Emails - To Be Provided