



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>

Possible Roundtable actions include the adoption and approval of the Strategic Plan and Work Program | Information/
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
- 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.¹ 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.

¹ 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.

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

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

IFP Status

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

Norman Y. Mineta San Jose International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
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.

San Francisco International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled/Actual Publication Date	Additional Notes (If Applicable)
SERFR FOUR	RNAV STAR	Published	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. Fix name changed from NARWL to FOLET at ATC request due to a similar sounding fix name.
GLS OVERLAY RNAV (GPS) RWY 19L, AMDT 3	GLS IAP	Pending	4/22/2021	No further information available at this time. Scheduled/Actual publication date changed from 4/22/2020.
GLS OVERLAY RNAV (GPS) RWY 19R, AMDT 2	GLS IAP	Pending	4/22/2021	No further information available at this time. Scheduled/Actual publication date changed from 4/22/2020.
GLS OVERLAY RNAV (GPS) Z RWY 28R, AMDT, AMDT 6	GLS IAP	Pending	4/22/2021	No further information available at this time. Scheduled/Actual publication date changed from 4/22/2020.
GLS OVERLAY RNAV (GPS) RWY 28L, AMDT 6	GLS IAP	Pending	4/22/2021	No further information available at this time. Scheduled/Actual publication date changed from 4/22/2020.
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**

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**

Strategic Plan

November 17, 2019

Revised December 16, 2019

DRAFT - REDLINE

Introduction

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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

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Goals, Actions, Resources, and Desired Results

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Action Items:

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- 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.

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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:

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- 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**

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**

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.

**SCSC Roundtable Emails Received
October 18 – December 16, 2019**

October 18, 2019

Name

Lydia Kou

Message

SSFO RT Meeting 10/02/19 – Summary

CSC Roundtable:

I attended the SFO-RT meeting on October 2nd and wanted to summarize items that are relevant to the SCSC RT, including some possible next steps to consider. Here is the meeting [packet](#), [agenda](#), and [video](#).

Cheers,

Lydia

- **Airport Director's Reports**
 - o GBAS Working through contract terms with vendor
 - 3-4 airports in similar situation
 - o **SCSC RT Consideration:** Given that GBAS approaches can start 23 nmiles from SFO, discuss how the SCSC Roundtable can be involved in the design and review process of innovative approaches to determine if they can reduce aircraft impacts. Follow up with FAA on changing STARs so communities can get the full benefit from GBAS.

- **FAA Work on Noise Initiatives**
 - o FYI FAA Raquel Girvin and Adam Vetter attended (not on the agenda to speak)
 - o Presentation by Jim Hileman, Chief Scientific and Technical Advisor for Environment at FAA
 - His slides will be made public on SFO-RT site (by the way, slides include research on emissions, and in particular particulate emissions)
 - An overview of current research
 - RT members were able to ask him questions and the public could comment
 - One question from a RT member was that the FAA uses averages so the conclusions are different than if there were more details on the highs and lows of aircraft impact
 - o **SCSC RT Consideration:** For those interested in an update on research, suggest watching video (his presentation starts at time stamp 40:00) and viewing his slides when available. Afterwards, I heard that at other RTs Jim Hileman answers public questions; therefore, this is something to check on when we have FAA speakers if they are willing to answer public questions directly.

- **Report from TWG Sept 26, 2019 (Notes below are mine from the TWG meeting)**

Overview and Discussion of Submitted Questions to the FAA on August 22, 2019

- o The FAA released a [July 2019 update](#) in which they indicated that they anticipate a publication date around Spring 2020 for 050 departures:
 - The excerpt in *italics* below is from the FAA and their update.
 - ***Create an OAK departure procedure that flies down the Bay during nighttime hours*** • References: RT B 24 Part 2 (Pg 28), B 33 (Pg. 30), C 050° ST 2 (Pg. 40), C Nighttime ST 4 part 2 (Pg. 44), C CNDEL COL 1 in part (Pg. 50), D 1.a.ii. Resp 3 part 2 (Pg 56), D 1.b.ii. Resp 4 part 2 (Pg. 59) • Status: On March 9, 2018, this proposed action was entered into the IFP Gateway. This Request has received initial feasibility and Regional Airspace and Procedures Team approval. The FAA anticipates a publication date sometime in Spring 2020.
- o The SFO RT had submitted a topic (050) to the FAA that included multiple questions.
 - o FAA presented visuals for Aug 1-7, 2019. 20 flights the entire week (24 hours) that were “assigned” to the 050 heading. The FAA did not have breakouts by # flights, times, speeds, and altitudes. Would need to ask a future follow up question on this and topics related to impact of the procedure.
 - o Regarding how departures over the Bay will conflict with SFO arrivals? Answer: will not conflict e.g. will hold up departing planes. This did not address consequences of the procedure on volumes or impacts to other current or future procedures e.g. BDEGA-east. Need to ask a future follow up question.
 - o Procedure was requested by NorCal TRACON. For the July “FAA Report Update” the FAA included an update that was not requested by the Select Committee, South Flow, or the SFO-RT. This was new information as many perceived the FAA Updates to be responses to requests. FAA shared that procedures are changed if there is an operational benefit.
 - o No industry representation required because not a PBN procedure that requires the J07100.41 process. It is a conventional procedure and the process is 8260.3.
 - o TBD if requirement for community engagement. Need to ask FAA this future follow up question as the Environmental Review not determined yet.
 - o Discussion and interest to coordinate SCSC RT and SFO RT questions e.g. may have different questions on these procedures and both RTs have an interest on the topic.
 - o **SCSC RT Consideration:** Coordinate with SFO-RT to submit follow up questions to the FAA on this topic by end of October.
 - SFO Ground-Based Augmentation System (GBAS) Update**
 - o Project is on hold current given contract terms between Airport and vendor.
 - o TBD if and when website and information will be released.
 - o Question to SFO was asked about getting a pre-NextGen baseline for comparison of before and after GBAS.
 - o Question was asked to RT to follow up with the FAA about modifying STARs to take advantage of GBAS? Does FAA have a policy overall or for a specific procedure?
 - o **SCSC RT Consideration:** Coordinate with SFO-RT to submit follow up questions to the FAA (re: modifying STARs) and SFO (re: establishing baseline) on this topic by end of October.

· **Noise Monitors**

- o There was a discussion on the new noise monitors. Where should they be located and what thresholds & durations should be used for noise monitors?
- o Chair Lewis is going to create a working group that will include the public to discuss criteria. I plan on participating. HHMH to make recommendations for thresholds/duration.
- o SFO makes the decision on location and thresholds
- o Unclear how the noise monitor data are used today. Some data are reported but it does not seem that they inform any decisions.
- o Later Ann Wengert mentioned this would be a good area for collaboration between the SFO RT and the SCSC RT.
- o **SCSC RT Consideration:** 1. Request to SFO airport to place monitors under SFO arrival and departure flight paths of procedures and associated vectoring, as well as provide adequate coverage regardless of county limits. 2. Collaborate with SFO-RT on locations, thresholds and duration discussions. 3. Articulate how the noise monitoring data can be best used.

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

- o Ann Wengert presented an update on the Ad Hoc Steering Committee
- o Ann, Elizabeth and Mary-Lynne met on August 28, 2019
- o 3 members from each group: SCSC, OAK Noise Forum and SFO-RT
 - SCSC: Mary-Lynne Bernald, Lydia Kou, and Ed Bottorff
 - SFO-RT: Elizabeth Lewis, Ann Wengert, and Mark Addiego
 - She has not heard yet from OAK Noise Forum for their staffing, will move forward if they cannot staff at this time
 - Goal is to meet before the end of this year to organize this Steering Committee
- o Ann suggested that noise monitoring could be a topic of shared interest
- o **SCSC RT Consideration:** Identify ideas of shared interest and how Roundtables can work together to be more effective and efficient. The SCSC work plan may be a start.

Respectfully

Lydia Kou - Council Member

October 20 2019

Name

Cheryl Poland

Message

Community concern - SCSCRT agenda item

Quiet Skies NorCal -

Dear County Administrator Palacios,

With regard to the agenda for the upcoming SCSCRT meeting on Wednesday, I bring to your attention the community's concern about Work Plan Item 1.1.1 "Transition of SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure."

The SCSCRT's only responsibility with regard to the BSR Overlay is to provide a forum for the community to receive updates and outreach from the FAA. There is no "work" to be performed by the SCSCRT regarding the SERFR transition to BSR. The BSR Overlay procedure is progressing through the FAA's development process. It is not the purview of the SCSCRT to reopen the Select Committee recommendations and/or suggest that a "replacement procedure" be developed in place of the BSR Overlay.

Because of the minority opposition's continued attempts to overturn the Select Committee's supermajority decision in favor of the SERFR transition to BSR, the community is very concerned that the intention behind Work Plan Item 1.1.1 is to open the door to reopening the Select Committee recommendations. I refer you to Congresswoman Eshoo and Congressman Panetta letter to the SCSCRT dated February 27, 2019, stating "The FAA has determined as a condition of participating in this new organization that the former Select Committee recommendations will not be reopened by this new body."

Therefore, we respectfully ask that you support the community's request to remove Work Plan Item 1.1.1.

Further, we respectfully ask that you support the community's request that the SCCRT state publicly that this body will abide by the Congressional and FAA directive above and will fully support the Select Committee recommendations.

Should the SCSCRT choose to not make the statement above, the community will conclude that the SCSCRT plan to ignore the directive from our Congressional Representatives and the FAA, and reopen the Select Committee recommendations. We understand that the consequence of that choice is that the FAA will no longer participate in the SCSCRT, to detriment of residents across Santa Clara and Santa Cruz counties.

The SCSCRT serves the community. It was the community's engagement and the support of our Congressional Representatives that gave our cities and counties a seat at the table. Do not squander the good work of the community, the FAA, and the Select Committee, and disrespect our Congressional Representatives by allowing the SCSCRT to devolve into an illegitimate, powerless body focused on petty city-on-city politics.

The SCSCRT must stop spending time on issues that were resolved by the Select Committee and move forward to address the many issues that remain. People are suffering.

Thank you for your consideration and support.

Best regards,
Cheryl Poland
5th District resident
Leader of Quiet Skies NorCal

October 20, 2019

Name

Jennifer Landesmann

Message

SCSC Roundtable Agenda Packet Posted

Hi Evan,

Thanks for update,

Is the ANE Symposium deck something that you could make a correction on? I contacted Sandra Hall for her to send you an update for the planning committee slide which has me as palo alto quiet skies but should be Sky Posse Palo Alto.

If you can make the correction will appreciate it,

Best,

Jennifer

October 20, 2019

Name

Mike McClintock

Message

OAK Forum Response to FAA July 15 2019 Letter

All:

Attached is a signed copy of the Forum's response to FAA Regional Administrator Raquel Girvin's letter of July 15, 2019. Note also that members of the Forum's Metroplex subcommittee met with FAA technical specialists on October 16 to review potential modifications to the HUSSH departure and WNDSR arrival procedures.

Mike McClintock
Forum Facilitator

Attachment Summary

20191020_ForumResponsetFAA July 15 FAA Letter

OAKLAND AIRPORT-COMMUNITY NOISE MANAGEMENT FORUM

An Advisory Body to the Executive Director of the Port of Oakland

Co-Chairs

October 16, 2019

Mr. Benny Lee,
Elected-
Representative
City of San Leandro

Ms. Raquel Girvin, Regional Administrator
FAA Western-Pacific Region, AWP-1
777 S. Aviation Blvd.
Suite 150

Mr. Walt Jacobs,
Citizen-
Representative
City of Alameda

El Segundo, CA 90245

Members

City of Alameda

City of Berkeley

City of Hayward

City of Oakland

City of San Leandro

County of Alameda

Port of Oakland

Forum Facilitator

Michael R.
McClintock

Technical Advisors

Federal Aviation
Administration

Federal Express

KaiserAir, Inc.

Southwest Airlines

Harris Miller Miller &
Hanson, Inc.

Landrum & Brown

RE: FORUM'S RESPONSE TO JULY 15, 2019 LETTER FROM FAA REGIONAL ADMINISTRATOR R. GIRVIN

Dear Administrator Girvin:

Thank you for your letter to the Forum dated July 15, 2019. Unfortunately, it appears not to have been mailed until July 17, which was also the date of the Forum meeting. Hence, no members of the Forum were able to be made aware of the information contained in your letter at the the July 17 Forum meeting.

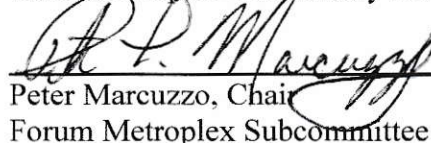
The Forum is aware that while the flight procedures implemented as a result of NextGen were put into effect in accordance with FAA guidelines, and that the FAA considers the current procedures to be safe and effective. The Forum, however, believes that the NextGen procedures affect the health and well-being of the people residing under the flight paths in the East Bay region.

The Forum (specifically, the Forum's NextGen Subcommittee) is looking forward to the opportunity to meet with the FAA technical staff who developed these procedures to review potential flight path alternatives. The Forum would also like the FAA to present and discuss the procedures outlined in your letter that were not able to be discussed at the July 17 meeting due to the unfortunate timing of the letter. These items were the CALSTATE Charted Visual Flight Procedure, the WNDSR Standard Terminal Arrival Route and the HUUSH Standard Instrument Departure. At our July 17 meeting Tamara Swann presented a short version of a possible change to the WNDSR STAR, but no follow-up was presented as the Forum was not aware of the FAA proposal until late in the meeting.

Thank you for your consideration, we look forward to the meetings with your technical representatives.

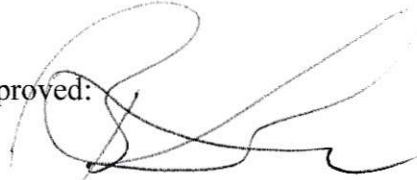
Respectfully submitted:

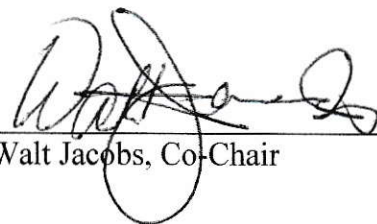
Oakland Airport-Community Noise Management Forum


Peter Marcuzzo, Chair
Forum Metroplex Subcommittee

Ms. Raquel Girvin
October 16, 2019
Page Two

Approved:


Benny Lee, Co-Chair


Walt Jacobs, Co-Chair

Cc:

Rep. Barbara Lee (CA-13)

Rep. Eric Swalwell (CA-15)

Rep. Mark DeSaulnier (CA-11)

Rep. Mike Thompson (CA-5)

Oakland Vice Mayor Annie Campbell Washington

Alameda County Supervisor Nate Miley, Dist. 4

Ms. Elizabeth Lewis, President, SFO Community Roundtable

Ms. Mary-Lynne Bernald, Chairperson, Santa Clara/Santa Cruz Airport/Community Roundtable

Save Our Skies East Bay

Alameda Citizens League for Airport Safety and Serenity

Berkeley Keep Jets Over the Bay

Forum Members and Advisors

Forum Facilitator

October 20, 2019

Name

Robert Holbrook

Message

SCSC Roundtable Agenda Packet Posted

The agenda for Wednesday's meeting posted yesterday allows for 10m of public comment on the ANE Noise Symposium (and 10m for that presentation), but only 5m for public comment on non-agendized items.

I have been working for two days to distill a substantive comment on an important non-agendized item down to two minutes – two and a half minutes would have been much easier and more effective – and I'm afraid that the agenda is a recipe for 1m comments during that section, which are just too short. I don't believe we have had a single meeting with only two speakers from the public during the section for non-agendized items.

Please reconsider the timing of the items on the agenda to ensure that the public is given enough time to make substantive comments, particularly for the non-agendized comment section since those comments require the speaker to frame the topic before speaking to it.

I attended the ANE conference in 2018 and plan to attend next year, but IMO 20m is excessive given all that we have to discuss, particularly if it comes at the cost of public comment on other topics.

October 21, 2019

Name

Jennifer Landesmann

Message

SCSC Roundtable Agenda Packet Posted

Thank you Evan,

It may be best to remind everyone to "Reply to all" when you send updates or send the Updates from the SCSC address.

Since my inquiry was about making a correction to a slide deck copy on the Agenda I didn't see a need to ask all members but going forward I will be sure to use the SCSC address for all communications.

October 22, 2019

Name

Cheryl Poland

Message

Quiet Skies NorCal -

Dear Mr. Palacios,

Thank you for your message and your support of the Select Committee process and recommendations.

Note that Agenda Item B-1.2 on page 39 provides the background of our concern regarding Work Plan Item 1.1.1. Our concern stems from the fact that Item B-1.2 appears to single out the BSR Overlay procedure from all other procedures listed, and open the door for the SCSCRT to “influence” the design of the BSR Overlay “and/or replacement procedure” (Item 1.1.1). In other words, reopen the Select Committee recommendation in favor of the BSR Overlay. Adding this to the many attempts we’ve seen by the cities of Los Altos Hills and Santa Cruz to overturn the Select Committee recommendation in favor of the SERFR transition to BSR, we are understandably concerned.

I will pass your message along to the Quiet Skies NorCal community, inclusive of residents across Santa Cruz and Santa Clara counties. We deeply appreciate the ongoing efforts of our elected officials and the SCSCRT to resolve jet noise issues across our region.

Best regards,
Cheryl

October 22, 2019

Name

Robert Holbrook

Message

Errors in the Bylaws and Agenda Packets at the Website

Madam Chair,

I believe that an editing error was made to the Bylaws when they were updated in March to adjust for changes agreed in the March meeting. The error is consequential and the change in question was not authorized by the Roundtable. The error should be corrected, including in the Bylaws available online for download.

In Article III section 3 of the Bylaws, the italicized clause was removed:

The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:

- Minéta San Jose International Airport
- San Francisco International Airport
- Other organizations as determined

The history of this error follows:

The original section 3 contained the following text:

3. The City and County representatives shall be elected officials from the Cities and Counties. Each City and County representative shall also have one Alternative which is also an elected official. The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:

- Minéta San Jose International Airport
- San Francisco International Airport
- Other organizations as determined

The Bylaws dated 2/27/19 originally distributed in the packet for the March meeting (which are not in the packet posted online today – more on that later) incorporated changes made during the February meeting. The revised text reads:

3. The City and County representatives shall be elected officials from the Cities and Counties. Each City and County representative shall also have one Alternate which is also an elected official or administrative staff or their designee. The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:

- Minéta San Jose International Airport
- San Francisco International Airport
- Other organizations as determined

(I will be happy to send you my copy of the March agenda packet which includes the above text.)

As mentioned above, the February changes were formally reconsidered in the March meeting. A substitute motion was made to amend the text dealing with the Counties. These actions led to the following erroneous text, which is in the Bylaws posted online today:

3. The City representative shall be elected officials. The County representatives may be elected officials or the County Chief Executive Officer or designee. Each City shall also have one alternate which is also an elected official. Each County shall have one alternate which may be an elected official or a chief executive officer or designee.

- Minéta San Jose International Airport
- San Francisco International Airport
- Other organizations as determined

Please note that in this version, the clause, "The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:" was removed. This change was not

authorized. During the March meeting you stated that the motion to reconsider reverted to the original text, and at that meeting you restricted the substitute motion to changes affecting Counties, citing the Brown Act, so this deletion would not have been approved at the March meeting – even if it had been discussed, which it was not.

The bottom line is that this section should read: (the change is italicized)

3. The City representative shall be elected officials. The County representatives may be elected officials or the County Chief Executive Officer or designee. Each City shall also have one alternate which is also an elected official. Each County shall have one alternate which may be an elected official or a chief executive officer or designee. The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:

- Minéta San Jose International Airport
- San Francisco International Airport
- Other organizations as determined

I would like to bring two related matters to your attention.

The first regards the amended text pertaining to the Counties that was agreed at March meeting. I believe the text in the Bylaws should state “staff designee” rather than “designee.” Mayor Hendricks used the term “staff designee” in his motion, and “staff designee” was spoken to by Roundtable members several times during the discussion before the motion was agreed. The difference could be material. A designee could be someone from another organization entirely. As a case in point, the SFO Director who is empowered to vote at the San Francisco Roundtable is technically the designee of the Airport Commission link – a wholly different body. In this case, a “staff designee” is limited to someone on staff to the County. (You can review the discussion here. The Bylaws discussion begins at 23m13s and ends at 30m27s. The replacement motion was introduced at 25m20s.)

With this word added, the text would read: (changes are italicized)

3. The City representative shall be elected officials. The County representatives may be elected officials or the County Chief Executive Officer or staff designee. Each City shall also have one alternate which is also an elected official. Each County shall have one alternate which may be an elected official or a chief executive officer or staff designee. The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:

- Minéta San Jose International Airport
- San Francisco International Airport
- Other organizations as determined

Second, my research to prepare this document was frustrated by the fact that the meeting packets posted with the Agendas online do not match the meeting packets that I downloaded prior to the meetings. The packet I downloaded prior to the March 27th meeting contained Bylaws dated February 27th. In the packet posted online today for that meeting, those Bylaws have been removed. Instead, the web page offers for download Bylaws “to be distributed at the meeting”, but the link is not to the Bylaws that would have been distributed at the meeting, but to the Bylaws as they were amended (erroneously) after the meeting. Moreover, the date on the webpage for the packet file cannot be correct: the date precedes dates of letters included in the packet.

Similarly, the February meeting packet posted online does not match the meeting packet I downloaded prior to that meeting, nor does it match the contents advertised on the webpage. It now includes Bylaws that were not in the packet I downloaded before the meeting. Several other items in the original packet have been removed. To add to the confusion, the Bylaws now included in the online packet for February also have a date of February 27th and state that they were approved on that date, but they do not incorporate the text for Article III that was agreed during the February meeting. Perhaps this really is the document circulated for discussion at the February 27th meeting and that document prematurely stated that it had been approved, whereas the Bylaws dated February 27th included in March package actually had been approved on February 27th.

Because these packets are important to reconstructing the history what happened, I request that agenda packets for past meetings posted for download not be altered after the fact. In the event that multiple versions of a packet need to be made available prior to a meeting (as was the case for the August meeting), all versions should be made available for download at the web page for that meeting, preferably with a note stating the time at which the revised packet was made available for downloading and what content was changed. Finally, I suggest that the website be updated so that the agenda packets for download for past meetings match the actual packets made available for download prior to those meetings. I have copies of the agenda packets I downloaded, if that would help.

Regards and thank you for your consideration,
Robert Holbrook

Attachment Summary

Video Clip: Santa Cruz/Santa Clara Counties Airport/Community Roundtable Meeting March 27, 2019 1:00 PM

https://www.youtube.com/watch?v=S14zXqCFHKI&feature=emb_err_watch_on_yt

October 22, 2019

Name

Supervisor Leopold

Message

New submission from Contact us

Members of the SC/SC Roundtable,

I write today with deep concerns about the language in the proposed work plan concerning the Select Committee Recommendation 1.2 Transition SERFR to the BSR Overlay.

The language (B-1.2 page 39 of the packet) states a desire to “influence the BSR Overlay procedure during the development, testing and simulating, testing, and implementation phases.” B-1.2 also adds conditions such as a desired outcome to compare noise impacts of pre-NextGen Big Sur and the Big Sur Overlay before it is posted on the Production plan in the IFP Gateway. This is problematic in that noise measurement data doesn’t exist for either of these procedures. Furthermore, to attempt to influence the FAA’s work in this way is to subject the recommendation to more debate, counter to the stated mission of the Roundtable and in opposition to the FAA’s agreement for participation with the Roundtable. Conditions such as these would be highly controversial, create new divisiveness among the Roundtable and in the community, and potentially jeopardize the participation of the FAA. In addition, such action could raise concern within the FAA that the work of bodies such as the Select Committee or the Roundtable are not be respected if a future body may change or reverse course on a recommendation already made.

I do support the language of Work Plan item 1.2 Advance other actions recommended through previous committees and reports and FAA additions; 1.2.2 Select Committee on South Bay Arrivals. I believe this is the proper way to address the Roundtable’s role with the Big Sur Overlay – advocate for its implementation and provide for Roundtable and community feedback to the FAA once the implementation phase has been achieved. No unique treatment of this recommendation over other Select Committee recommendations is called for.

Thank you for your work on the SC/SC Roundtable.

Sincerely,

John Leopold
Supervisor, Santa Cruz County
Vice-Chair, Select Committee on South Bay Arrivals

October 22, 2019

Name

Vicki Miller

Message

Response to Agenda Item 6

Save Our Skies Santa Cruz -

Honorable Roundtable Members,

Attached, please find our response to your Agenda Item 6, Work Plan 1.1.1 regarding the BSR Overlay.

SOSSC finds this wording to be problematic and requests that it be struck from the Work Plan or voted No by the members of the Roundtable. Our reasoning is in the attached document.

Sincerely,
Vicki Miller, Co-Chair
Save Our Skies Santa Cruz.

Attachment Summary

20191022_V_Miller_SOS_Response to Item 6 WP 1.1



www.sossantacruz.org

Mary Lynn Burnell, Chair, etal

Sent via email: scscroundtable@gmail.com

October 22, 2019

Honorable Roundtable Members and Chair Burnell,

Upon review of your Agenda for the upcoming meeting of October 23, 2019 we would like to express a concern.

Item 6, Work Plan 1.1.1 seems to point to a recommendation to re-litigate the BSR Overlay. This is highly concerning because it implies that there are members of the newly formed SCSC Roundtable (RT) that do not understand the ground rules set out by the FAA for their participation with the Roundtable. As stated by our Congressional Representatives in their letter of February 2019 to the Roundtable ***“the FAA has determined as a condition of working with this new Roundtable that the former recommendations made by the Select Committee will not be reopened.”***

The Strategic Plan of the RT states it’s job ***“is to monitor and ensure progress is being made on prior committee recommendations”***. It has been specifically pointed out that the RT was not to re-litigate the historic work taken on by the Select Committee, the very Committee that recommended the formation of the Roundtable. The RT was to move forward with concerns that had not been addressed or that develop during the course of their tenure. By asking to re-litigate the BSR Overlay by implementing Work Plan item 1.1 it shows a total disregard for the FAA, the Select Committee and the democratic process that the Santa Cruz and Santa Clara Communities participated in over a six month period.

In June of this year, the Full Working Group met and developed a new procedure that will become the BSR Overlay. At the RT meeting in September this was discussed and the stages in the process were explained. In September the new procedure was in the EIR and Safety stages, well past the design phase. Asking to have input on the design would require the Full Working Group to be reformed and a new procedure developed.

We are asking that the Roundtable honor the work accomplished by the Select Committee and vote No on Agenda Item 6, Work Plan 1.1.

Sincerely,

Vicki Miller, Co-Chair

Cc: J. Leopold, Supervisor District 1, C. Palacios, Santa Cruz County RT representative, K. Lee, Aide Congressman Panetta, K. Chapman, Aide Congresswoman Eshoo

P O Box 1071 Soquel, CA 95073 email: saveourskyssantacruz@gmail.com



www.sossantacruz.org

P O Box 1071 Soquel, CA 95073 email: saveourskyssantacruz@gmail.com

October 23, 2019

Name

Todd Anderson

Message

New submission from Contact us

Roundtable Members,

I tried to get to the meeting in Santa Clara today. I could not get over the hill due to traffic. I want you to know that I STRONGLY OPPOSE item 1.1 on the Work Plan! This is OUTRAGEOUS! You on the Roundtable should NOT be relitigating the findings of the Select Committee. Jimmy Panetta and Anna Eshoo wrote in a Letter directed to the Roundtable dated 2/27/19 that " the FAA has determined as a condition of working with this new Roundtable that the former recommendations made by the Select Committee will not be reopened"

The Select Committee information gathered over months and years with hours and hours of statements and information given by the FAA and the Public via open public forums attended by the FAA in Santa Cruz, Santa Clara and San Mateo Counties.

The Select Committee Process was FAIR and passed with an 8-4 majority consensus vote. The information is immense, watch the tapes! Use THAT information! There is nothing in item 1.1 of the Work Plan would do as far as information that would come close to the information supplied by the Select Committee work!

All that 1.1 does is allow a few to derail the many's efforts in regards to the Select Committee! It specifically says " review, analyze and comment on proposed changes to procedures and operations" including " the transition of SERFR back to the BSR ground track" There you have it Folks a BLATANT attempt by a few to OVERRIDE PUBLIC and FAA OPINION.

Please move ahead ASAP with the BSR overlay, per Select Committee Recommendations so that the SERFR and EPICK Waypoint Madness ends.

Please don't let the BSR Overlay be blocked. DO NOT approve 1.1 of the Work Plan. Thank You

October 24, 2019

Name

Tami Mulcahy

Message

New submission from Contact us

Dear Members of SCSC Roundtable.,

Thank you so much for your service on the SCSC roundtable. I am writing to voice support of the committee structure and utilizing the talents of community volunteers to help inform SCSC decision processes.

At the meeting yesterday (Oct 23, 2019) I was disturbed by a public comment suggesting that the only people in the room qualified to provide data were the FAA representatives. Trusting the FAA as the sole source of data leaves all power in their hands.

If the Select Committee process taught us anything, it is that the FAA holds its cards tight to the chest. FAA representatives reveal the bare minimum to be truthful. And that truth is often cloaked in hidden agenda where the priority is not the people on the ground.

Before and during the Select Committee process, citizens worked feverishly to unravel the changes in our skies and fact check the FAA. Citizen research provided heats maps of prior dispersion, documented concentration, stats on southwest arrivals being diverted to SERFR, the BDEGA east/west imbalance, the altitude drop at Menlo, the fallacy of DNL, and the list goes on.

Communities who perceived benefit from the data results supported it. Those who felt threatened disputed the results. But the contention should be behind us now. All citizen data helped the Select Committee process deliver a balanced set of recommendations to benefit all communities.

Listen to the FAA but trust the public.

Thank you again,
Tami Mulcahy
Los Altos

October 28, 2019

Name

Jennifer Tasseff

Message

Supersonic flights - Attached Sunnyvale/Cupertino Airplane Noise Group Letter previously forwarded to the FAA

Hello Madam Chair and Mr. Alverson:

During the SCSC Roundtable meeting last Wednesday, Oct 23, there was a discussion regarding supersonic flights. During that discussion, the Roundtable membership voted to create a letter regarding the possible reintroduction of civil supersonic flights over the U.S. I understand that letter will summarize the SCSC Roundtable position and recommendations regarding this matter.

Last August 2019 our Sunnyvale/Cupertino Airplane Noise Group prepared a letter for the FAA regarding civil supersonic flights. I have attached that letter for your reference. Please feel free to reference or use any sections from the letter, as you see fit. Protecting the Bay Area from additional airplane noise is a team effort, so our group is fine with you extracting and using sections of the group letter "word-for-word" if that would be helpful in creating the SCSC Roundtable letter.

Overview of the Sunnyvale/Cupertino Airplane Noise Group letter:

Since Nextgen implementation, our Bay Area communities have experienced problems with airplane noise. FAA should not compound this problem by adding supersonic aircraft to the mix while people across the country are still suffering from NextGen.

A high hurdle must be met in order to remove the existing civil supersonic flight ban over the U.S.

If civil supersonic flights are reintroduced over U.S. land:

There should be no audible sonic boom at ground level (including no sonic boom over pressure, no rattling, nor any other human annoyance at ground level)

All supersonic aircraft must meet or exceed the same noise standards and fuel-efficiency standards that apply to newly manufactured subsonic aircraft. (Current new aircraft manufacturing noise/fuel-efficiency standards)

Again, if it is helpful, please feel free to extract or reference any sections from our SV/Cupertino group letter when creating the SCSC Roundtable letter.

I have attached both a PDF copy and a MS Word version for your convenience.

Thank you,

Attachment Summary

20191028_J_Tasseff_Sunnyvale_Cupertino_Airplane_Noise_Group (1)

AIRPLANE NOISE GROUPS SUNNYVALE / CUPERTINO



Also submitted via <https://www.regulations.gov/document?D=FAA-2019-0451-0001>

August 27, 2019

Docket Operations, M-30
U.S. Department of Transportation (DOT)
1200 New Jersey Avenue SE (Room W12-140)
West Building Ground Floor
Washington, DC 20590-0001

Re: Sunnyvale/Cupertino Airplane Noise Group comments on *Special Flight Authorizations for Supersonic Aircraft*, Docket: FAA-2019-0451

Dear DOT Representative:

The Sunnyvale / Cupertino Airplane Noise Group appreciates the opportunity to provide comments to the Federal Aviation Administration (FAA) on their Notice of Proposed Rule Making (NPRM) on *Special Flight Authorizations for Supersonic Aircraft*.

The following document pertains to civil supersonic flights and aircraft.

Members of the Sunnyvale /Cupertino Airplane Noise Group have prepared a list of 5 recommendations (listed below) regarding civil supersonic aircraft reintroduction into the United States. We believe these recommendations will support new technological advances, without compromising U.S. residents on the ground. Since 1973, a ban on civil supersonic flights has existed over U.S. land. This was done to protect U.S. residents. A high hurdle should be met in order to remove this supersonic flight ban, and these new supersonic aircraft should meet stringent airplane noise and fuel-efficiency standards equivalent to newly manufactured subsonic aircraft.

Background:

The cities of Sunnyvale and Cupertino are located in the San Francisco Bay Area (NorCal) Metroplex. Since the implementation of NextGen, our cities have experienced a problem with aircraft noise. The FAA should not compound this problem by adding supersonic aircraft to the mix while people across the country are still suffering from NextGen.

Recommendation 1 – No audible sonic boom at ground level

Under no circumstances should any characteristic of a sonic boom be audible/detectable at ground level over the U.S. for civil supersonic flights.

This Recommendation includes:

- All test and normal operations
- All identifying characteristics of sonic booms at ground level including:
 - No audible boom
 - No measurable sonic boom overpressure
 - No rattling or other human annoyance related to a sonic boom event

Any civil supersonic flights that are not capable of meeting this recommendation under ALL conditions, must remain at a distance from U.S. land that ensures no audible/detectable sonic boom reaches any land surface in the United States. For these supersonic aircraft, the current ban on civil supersonic flights over land will remain in place.

Recommendation 2 – Same airplane noise standards for supersonic and subsonic aircraft

Within any U.S. Metroplex all supersonic aircraft must meet or exceed the same noise standards that apply to newly manufactured subsonic aircraft.**

This recommendation would include a stipulation that newly manufactured supersonic aircraft must meet all of the same airplane noise standards that are required for newly manufactured subsonic aircraft. Supersonic aircraft should not be exempted in any way from subsonic aircraft noise standards.

Any civil supersonic aircraft that are not capable of meeting this recommendation, shall not be permitted to enter any U.S. Metroplex**.

Recommendation 3 – Most stringent sonic boom criteria should be used for rulemaking

For rulemaking, use the strictest criteria for defining a sonic boom.

When considering the reintroduction of civil supersonic flights over the U.S., the strictest criteria should be used to confirm no detectable/audible sonic boom at ground level. The sonic boom criteria used may include a combination of no audible boom, no sonic boom overpressure, no rattling, nor any other human annoyance or environmental impact at ground level.

Note The current testing by NASA to identify “acceptable level of annoyance to sonic booms” is not acceptable. NextGen and the corresponding noise that has occurred for residents under the NextGen flights paths has shown that the FAA’s definition of no environmental impact is flawed, and should not be the sole criteria used when considering any rulemaking for civil supersonic over flights.

Recommendation 4 – Same airplane fuel-efficiency standards for supersonic and subsonic aircraft

All supersonic aircraft must meet or exceed the same fuel-efficiency standards that apply to subsonic aircraft.

The FAA clearly prioritizes safety and efficiency. Given the current carbon reduction goals, it is presumed that FAA considers “efficiency” to include airplane fuel-efficiency standards.

This recommendation would include a stipulation that newly manufactured supersonic aircraft must meet all of the same airplane fuel-efficiency standards that are required for newly manufactured subsonic aircraft. Supersonic aircraft should not be exempted in any way from subsonic aircraft fuel-efficiency standards.

Any planes that are not capable of meeting the above standard shall not be permitted to enter any U.S. Metroplex**.

Recommendation 5 – Ban supersonic aircraft in U.S. Metroplexes if standards not met

If the standards designated in Recommendation 1 and Recommendation 2 (as described above) are not met, then supersonic aircraft must be banned from flying within 70 miles of any U.S. Metroplex.**

Reference (above recommendations):

Recommendation 1 (no audible/detectable sonic boom at ground level)

Recommendation 2 (Meet all subsonic aircraft noise standards)

*****Definition of U.S. Metroplex: (for purposes of this paper)***

- All areas currently defined as U.S. Metroplexes by the FAA
 - For areas not defined by the FAA as a Metroplex, the following definition should apply:
 - Any two or more cities that share a border, each with a population density of 2,500 people/square mile or more. The controlled/restricted airspace of the metroplex shall extend at minimum 20 miles in all directions from any of the legal borders of the subject cities.
-

During Rulemaking - Please consider the risk to reward for civil supersonic flights

Supersonic flights over the U.S. could impact millions of residents on the ground.

As you know, if sonic booms are permitted over land in the United States, for a single transcontinental supersonic flight, all residents across 2900 miles of the US could experience a sonic boom from the same flight. The sonic boom travels along the flight path in what is called a “boom carpet”. This would imply that thousands, maybe even millions of U.S. residents might be impacted by a single supersonic transcontinental flight.

In the past, the FAA has favored the airline industry and airline manufacturers, with little to no consideration regarding the impact of airline noise and the health ramifications to the U.S. public & environment. This favoritism toward the airline industry at the expense of U.S. residents on the ground needs to stop. Since 1973, a ban on civil supersonic flights has existed over U.S. land to protect U.S. residents.

The current testing by NASA to identify “acceptable level of annoyance to sonic booms” is not acceptable for civil supersonic flights. FAA needs to push back on industry regarding this matter – There can be no audible sonic boom at ground level under any circumstances.

The risk to reward for supersonic flights is questionable:

The reward - If a plane carries 50 passengers, and the flight time is reduced by 1 hour, then 50 total man-hours are saved. The risk - Impact to potentially millions of U.S. residents is incalculable – With loss of sleep, impact to school age children, health ramifications, etc.

The supersonic flight ban grants FAA complete control over this rulemaking process. Please do not succumb to the pressures from the industry to circumvent strict airplane noise/fuel-efficiency standards that currently exist for subsonic flights/aircraft. Newly manufactured supersonic aircraft should meet the same strict airplane noise/fuel standards that are required for newly manufactured subsonic aircraft. No exceptions.

Sincerely,

Tony Guan

Jennifer Tasseff

And members of the Sunnyvale /Cupertino Airplane Noise group
(Over 400 members strong)

November 4, 2019

Name

Evan Wasserman

Message

SCSC Roundtable - Alternative Meeting Date

Dear SCSC Roundtable Members and Alternates,

As a follow up to Item 7. Consider/Set Future Meeting Dates at the October 23, 2019 Roundtable meeting, the Roundtable members unanimously indicated their availability for an SCSC Roundtable meeting on Wednesday, December 18, 2019. Unfortunately, there are no viable meeting venues available on this date. We are currently exploring the availability of possible meeting venues on Thursday, December 19, 2019. Therefore, we are requesting your feedback on your availability to attend a Roundtable meeting from 1:00pm to 4:00pm on Thursday December 19th, 2019. Does this date work for your schedule?

So that we can finalize the December meeting plans, please provide your response as soon as possible, or by 5:00 PM PST tomorrow, November 5th at the latest.

Thank you,

November 4, 2019

Name

Robert Holbrook

Message

My handout at the last RT meeting

At the end of the last meeting during the public comment period for items not on the agenda, I handed out the attached two-page document, which contains the text of the two-minute comment that I had prepared, plus supporting information. Since speakers were allotted only one minute for that agenda item, I was unable to state my case and so I asked the Roundtable to consider the handout.

For the record, I would like correct a mis-statement in the attachment. After the meeting, I asked Mr. Bert Ganoung about the San Francisco Airport Commission, which technically holds the vote at the SFO Roundtable that is often attributed to the airport. I understood Mr. Ganoung to say that, while the SF Airport Commission should not be confused with SFO staff, SFO staff does report up to the SF Airport Commission. The attachment states that the Airport Commission is a 'wholly different organization', but that appears to be too strong a statement in the case of SFO.

Regards,
Robert Holbrook

Attachment Summary

20191104_R_Holbrook_Comment - Reconsider Airports as Voting Members

Airports as Voting Members

Robert Holbrook

I request that the motion passed at the last meeting to invite airports to join the Roundtable be reconsidered because the decision may have been based on inaccurate information. My research shows:

- First, that our Bylaws and MOU provide for airports as non-voting members. Due to an editing error, the clause that makes that explicit was removed from the Bylaws in March. I believe the Bylaws and MOU must both change if airports are to be seated as voting members.
- Second: technically, the airport is not a voting member of the San Francisco Roundtable. Per the Roundtable website, the Airport Commission – a wholly different body – funds the Roundtable and they have chosen the Airport Director as their *designee*. In light of this, you might want to reconsider who to invite.
- And finally, while San Francisco City, County and Airport Commission are all voting members, only two of the three may vote at once. Do you want to consider a similar restriction?

Further, I'd like to ask that you nullify the vote because the topic did not receive sufficient notice under the Brown Act.

- The agenda item was simply "Roundtable Budget Discussion" and even the Executive Summary in the packet didn't mention membership – and the packet was 291 pages long. Yet adding voting members is a very big deal, especially when contrary to the Bylaws. It's a bit like a City Council, during a Budget Discussion, voting to invite a developer from out of town to buy a seat on the Council with fees based on how many buildings they're constructing. Surely, this required better notice.
- Finally, the recommendation in the packet was not what was proposed at the meeting. The oral proposal for SJC's fee was 75% lower – just \$24,000, *about what Mountain View pays*.

The bottom line is that the public would like to provide comments considered in advance. Thank you for your consideration.

Background and Notes

My understanding is that the motion passed would extend invitations to SFO and SJC to join the Roundtable as voting members. SFO would pay \$80,524 and SJC would pay \$23,648.

- The Roundtable was told “Our Bylaws and MOU allow for other membership. There is a membership opportunity for the airports.” While that is true, the membership opportunity for airports is as non-voting members, as I read the MOU and Bylaws.
 - Article III of the MOU specifies Roundtable membership. Its sections speak to founding members, non-voting membership and additional voting membership. **Non-voting** memberships include “*Relevant subject matter experts from airlines operating at SFO and SJC, FAA staff and other representatives as deemed necessary.*” The MOU allows for additional **voting** memberships for incorporated towns and Cities within Santa Clara and Santa Cruz counties. The airports do not qualify as such.
 - Article III of the Bylaws addresses voting rights more specifically. It should state, “*The following agencies may also have a **non-voting** representative and an alternate to the roundtable who shall not be an elected official: Minéta San Jose International Airport, San Francisco International Airport, Other organizations as determined.*” The Bylaws do not state that because of an editing error made during the last change to the Bylaws that requires correction.
 - Of course, the MOU and Bylaws could be changed to allow the airports as voting members if desired.
- The Roundtable was told that “we’re the only Roundtable that doesn’t have an airport as a member”. The SFO Roundtable does not provide a vote to the airport, rather it provides a vote to the Airport Commission, a five-member panel appointed by the Mayor’s office. The Commission is prohibited by charter from involving itself in the day-to-day operation of the airport. While the San Jose Airport Commission primarily deals with issues pertaining to SJC, its scope is broader, comprising Reid-Hillview and San Martin airports.
- Article IX, section 6 of the SFORT Bylaws state that between the three members from the Board of Supervisors, the Mayor’s Office and the Airport Commission, a maximum of two are permitted to vote on any action item on the meeting agenda.
- The packet recommended that a new income type of ‘membership dues for airports’ be created with the dues of a very large city (p21). The dues for San Jose and San Francisco were published in the packet as \$94,594 and \$80,524, respectively.
- In her oral presentation, the presenter made a different proposal from what was suggested in the packet: she suggested a further 80% discount to the fees for SJC. This was because SJC serves roughly 20% of the passengers of SFO. In her written invitation to SFO, the discount was adjusted to 75%, for a fee of \$23,648. For reference, the dues paid by Sunnyvale are \$43,072 and \$22,774 for Mountain View.

November 6, 2019

Name

Evan Wasserman

Message

SCSC Roundtable - Notification of Meeting Location Change

Dear SCSC Roundtable Members and Alternates,

Based on venue/equipment availability, and feedback received from members, this email is being sent to confirm the details of the next SCSC Roundtable meeting.

Date: Thursday, December 19th, 2019

Time: 1:00pm to 4:00pm

Location: City of Saratoga - Community Center (Multi-Purpose Room) – 19655 Allendale Avenue, Saratoga, CA 95070.

This information has also been updated on the SCSC Roundtable website at the following link – <https://scscroundtable.org/meetings/>

Thank you,
Evan Wasserman

November 8, 2019

Name

Robert Holbrook

Message

Invitations to the Airports to Join the Roundtable

Chair Bernald,

I'd like to thank you for your comments at the last Roundtable meeting regarding the invitation to the airports to join the Roundtable.

During the meeting, you stated (at 2h59m40s in the video at the website) that the invitation was to explore the airports joining as voting members and you distinguished that from 'accepting membership.' A few minutes later (at 3h3m15s), you stated, "It was 'an invitation to explore' their joining with a voting right. So, we were not [slight pause] -- the motion did not say we would be giving them. We were saying we were exploring."

If I seemed confused by your responses at the time, it was because I believed that the letter of invitation extended by Ms. Jordan to SFO Director Ivar Satero, which was included in the agenda packet for the October 23rd meeting (page 184), went beyond what you had just confirmed. That letter states, "On behalf of the newly formed Santa Clara Santa Cruz Roundtable, I am writing to invite the San Francisco Airport to join the SCSC Roundtable as a voting member." I read this as an invitation to join the Roundtable, not as an invitation to explore joining it. In support of this view the letter went on to state, "At the August 2019 meeting, the Roundtable Membership approved a new membership for airports as voting members. In keeping with the agreements and principles establishing the SCSC Roundtable, each airport fee will be based on the airport's population of the home jurisdiction and then will consider the total number of passengers of each airport." The letter included the Roundtable's MOU and Bylaws as attachments. However, the attached Bylaws omitted the clause accidentally removed in March, which states, "The following agencies may also have a non-voting representative and an alternate to the roundtable who shall not be an elected official:" and goes on to name SFO and SJC (Bylaws Article III, Section 3). I believe that the explicit stipulation that airports are to be non-voting members is something that the airports would want to consider.

Speaking with my colleagues before and after that meeting, I can tell you that they shared my confusion. Further to your point, in the August meeting the Roundtable did not vote to create a new class of membership for airports as voting members, as the letter stated. For the Roundtable to do that, a proposal should be properly agendized and discussed as should relevant changes required of the Bylaws and MOU. In addition, any changes to the MOU must be ratified by two-thirds of the respective councils/boards of the Roundtable member agency/bodies before those changes can take effect. Only then could the Roundtable extend an invitation to the airports with terms (including voting rights) that the Roundtable would know they can follow-through on. I will add that, in my opinion and the opinion of other members of the public, there is much to discuss. Since the topic of Roundtable membership was not noticed on the agenda, the public and presumably Roundtable members did not consider the implications in advance in order to contribute to the discussion that this important topic requires. Moreover, the discussion that did occur was informed by incorrect and misleading statements, as I have written separately. No doubt the editing mistake made to the Bylaws in March contributed to the confusion.

Is it possible that the airports believe that the letters of invitation they received contained offers of membership that the Roundtable is willing and able to accept? If so, perhaps a clarifying note to them would be in order.

Regards,
Robert Holbrook

November 13, 2019

Name

Lisa Matichak

Message

SC SC RT Agenda Item

Hi Mary-Lynne,

I'd just like to check to make sure that forming the three committees (Technical Working Group, Legislative Committee, and Data Committee), and the assignment of members to each of the committees is on the agenda for the December Roundtable meeting. Please confirm.

Thanks,

Lisa

November 15, 2019

Name

Mike McClintock

Message

Fwd: SFO RT Ground-Based Noise Ad-Hoc Subcommittee 11/18 9:30 AM

FYI.

Mike

This is the agenda for an upcoming meeting of the SFO Airport/Community Roundtable

View this email in your browser

This notice is for the next Roundtable Ground-Based Noise Ad-Hoc subcommittee meetings. You are receiving this because you are either a Roundtable representative, staff, interested party, or expressed interest in receiving updates from the Roundtable. You may find the meeting agenda by clicking the meeting titles below, or on the Roundtable's homepage at sforoundtable.org.

MEETING ANNOUNCEMENT

Ground-Based Noise Ad-Hoc Subcommittee

Monday, November 18, 2019

9:30 a.m. - 11:30 a.m.

Millbrae Community Center

623 Magnolia Avenue – Millbrae, CA 94030

**** Agenda available online after 11/15/2019 ****

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (650) 363-1853 at least 2 days before the meeting date.

Attachment Summary

20191115_M_McClintok_SFO RT Ground-Based Noise

Sent: Thu, Nov 14, 2019 3:03 pm
Subject: SFO RT Ground-Based Noise Ad-Hoc Subcommittee 11/18 9:30 AM

This is the agenda for an upcoming meeting of the SFO
Airport/Community Roundtable

[View this email in your browser](#)

This notice is for the next Roundtable Ground-Based Noise Ad-Hoc subcommittee meetings. You are receiving this because you are either a Roundtable representative, staff, interested party, or expressed interest in receiving updates from the Roundtable. You may find the meeting agenda by clicking the meeting titles below, or on the Roundtable's homepage at sforoundtable.org.

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[Ground-Based Noise Ad-Hoc Subcommittee](#)

Monday, November 18, 2019

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[623 Magnolia Avenue – Millbrae, CA 94030](#)

** Agenda available [online](#) after 11/15/2019 **

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (650) 363-1853 at least 2 days before the meeting date.

Upcoming Meetings

SEPTEMBER 26, 2019 – 12:45 P.M.

Technical Working Group Meeting

Millbrae Community Center

623 Magnolia Avenue – Millbrae, CA 94030

OCTOBER 3, 2019 - 7:00 P.M.

Roundtable Regular Meeting
Chetcuti Community Room - Millbrae City Hall
450 Poplar Avenue – Millbrae, CA 94030

Roundtable Office:

SFO Airport/Community Roundtable
San Mateo County Planning & Building
455 County Center, 2nd Floor
Redwood City, CA 94063

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November 15, 2019

Name

Lydia Kou

Message

Request to agendize SUNNE and SFO monitors at December meeting

Dear Chair etal,

On 11/5/2019 the FAA posted the SUNNE procedure on the IFP Gateway from "PIT" (Production Integration Team) to "Charting" for publication with an estimated date 1/30/2020.

Based on this publication date of 1/30/2020 and the concerns expressed at the October meeting, we need to act promptly. I would like to request that you agendize the SUNNE procedure topic for 15 minutes at the December meeting to discuss what actions we can take beyond sending follow up questions to the FAA. I realize that the December agenda was to be only the strategic plan and work plan. Unfortunately, we can't wait until the Roundtable meets in 2020.

I realize that my email will eventually be included in the packet but it won't be for another month. This is why I have copied members whose cities are likely to be impacted by SUNNE.

I would also like to request to agendize SFO Monitors for the December meeting to have the SCSC RT send a letter to formally request SFO to locate noise monitors under flights with the highest traffic and noise impact which is likely to include cities outside of San Mateo County. The airport has twenty nine permanent monitors and in the past none have been located outside of San Mateo Country given that location decisions were made pre-NextGen. Now is our opportunity to be included in understanding actual noise events and levels for our community. A meeting is planned for December to comment on locations.

Lastly, I am still working on my thoughts for follow up questions on SUNNE to send to the FAA and will send these shortly.

Thank you for your attention.

Lydia Kou - Council Member

November 16, 2019

Name

Anita Enander

Message

SUNNE - endorsing Councilmember Kou's request to add to agenda and send questions

Mary-Lynne,

I want to support the requests from Lydia Kou to place SUNNE on our next agenda and to send questions to FAA. The schedule given on the Gateway compels us to act with dispatch. Lydia has framed the issues and questions quite well. Los Altos seems to be experiencing some tracks associated with this proposed procedure, resulting in excessive sound related to altitude and flight characteristics. This is particularly problematic during the hours Lydia cited.

Three examples provided by Los Altos residents include flight Nov. 10 after 10:30 p.m. from OAK flying directly over Los Altos; Monday, Nov. 11 about 6:10 am., WN 787 OAK:PHX B737 (6:13 a.m.); and AA 516 OAK:PHX A329 (6:12 a.m.).

Thank you,

Anita

November 16, 2019

Name

Lydia Kou

Message

SUNNE follow up questions

Dear Mary-Lynne,

I would like to submit the following SUNNE follow up questions for the FAA.

I am quite concerned by **the FAA proposal to shift the ground tracks** of some OAK departures as presented at the SFO-TWG and recently at the SCSC RT meeting. Someone indicated, the yellow lines of the procedure area do not line up with the historical flight paths. This shift could have serious short-term and long-term consequences for some of our communities as was shared by SCSC RT members and the public at the meeting.

Furthermore, I do not understand why the **FAA is not including SFO 050 departures** in their SUNNE proposal. This was mentioned during public comment also. In addition, I am not sure whether the FAA included some current OAK departures that fly south over the Bay in their September presentation: today the FedEx OAK departures around 2 or 3 AM fly a ground track similar to the proposed SUNNE procedure (however these flight tracks do not seem to be on the FAA slides).

Palo Alto residents have complained many times about these **night departures from SFO and OAK that fly south over the Bay**. They are **loud** because they sometimes **fly close to the west shore of the Bay at full thrust and low altitudes in the middle of the night** at a time when ambient noise levels are low and people are trying to sleep. Other communities are likely affected as well by these night flights.

I reflected on the public input and Roundtable member comments at our October meeting. I am proposing below **3 specific OAK 120/SUNNE follow up questions that captures the Roundtable discussion and seeks to get better information from the FAA**. My questions do not cover the important process questions raised by Glenn because they are not procedure specific; the process questions need to be dealt with separately (possibly as a future agenda item). Note that **appendices are integral parts of the follow up questions** because they provide important context information or set expectations on the information we would like to get from the FAA.

- **Question 1:** Explain the design decisions and operations data for the SUNNE procedure.
 - Topics to address include: shift in ground tracks, conventional vs. RNAV procedure, altitudes and speeds, waypoints, and operations. See appendix A for requested information.
- **Question 2:** Explain why the SUNNE procedure will not apply to SFO 050 departures and clarify possibly missing OAK departure data from Sep 26, 2019 analysis.
 - See appendix B for additional information and requested information.
- **Question 3:** Describe the expected impact of the proposed SUNNE procedure.
 - See appendix C for additional information and requested information.

Finally, I recommend that we coordinate our efforts on this topic with the SFO Roundtable. I suggest that I reach out to Elizabeth Lewis unless you would like to do so.

Thank you for your support to submit follow up questions on OAK 120/SUNNE to the FAA based on the October SCSC RT meeting and coordinating our efforts on this topic with the SFO Roundtable.

APPENDICES

Appendix A - Flight paths (current and proposed) and design decisions for SUNNE procedure

Flight paths for SFO 050, OAK 120 departures, and proposed SUNNE procedure

Source: FAA presentation at the SFO Roundtable Technical Working Group 09/26/2019 (one week of data: Aug 1 - Aug 7, 2019)



SFO RT Request 1a

1a. Current typical path of SFO 050° departures



Federal Aviation
Administration

Design decisions on SUNNE procedure:

- **Ground tracks:** If the goal is to reduce controller workload by creating a procedure, then why not design a procedure that follows the historical flight tracks as shown above? Why shift the ground tracks to new residential areas, which for many of them are already under noisy flight paths? The FAA acknowledged in the past that they should not have shifted the ground tracks of the BIG SUR without consulting with communities beforehand. Why do that again?
- **Conventional vs. RNAV:** When the FAA decided to change Oceanic arrivals, they told us that it had to be an RNAV procedure because new procedures or updated procedures must now be RNAV procedures because of NextGen. Why does not the same argument apply to the OAK 120 departures? Furthermore, please clarify why the SUNNE procedure must be a conventional procedure. Is it correct that the aircraft that will use the future SUNNE procedure can only fly conventional procedures? In other words, will non-RNAV-equipped aircraft always be assigned the SUNNE procedure or can carriers/pilots request the SUNNE procedure even if their aircraft is RNAV-equipped ?
- **Altitudes and speeds:** What are the proposed altitudes and speeds of the proposed SUNNE procedure at various radial distances from OAK (2 miles, 5 miles, 10 miles, 15 miles, 20 miles, 25 miles, 30 miles, 40 miles, 50 miles). How do these altitudes and speeds compare to the actual altitudes and speeds of the current radar-vectorred flights at the same distances from OAK? Please provide a side-to-side comparison table of altitude and speed data for actual traffic and future traffic at the various radii from OAK. In addition, please specify expected horizontal distribution and compare it to historical OAK and SFO departures using conventional procedures based on at least 6 months of data.
- **Waypoints:** List all waypoints with their altitude and speed requirements of the SUNNE procedure. In addition, describe what happens after waypoint SUNNE (what other

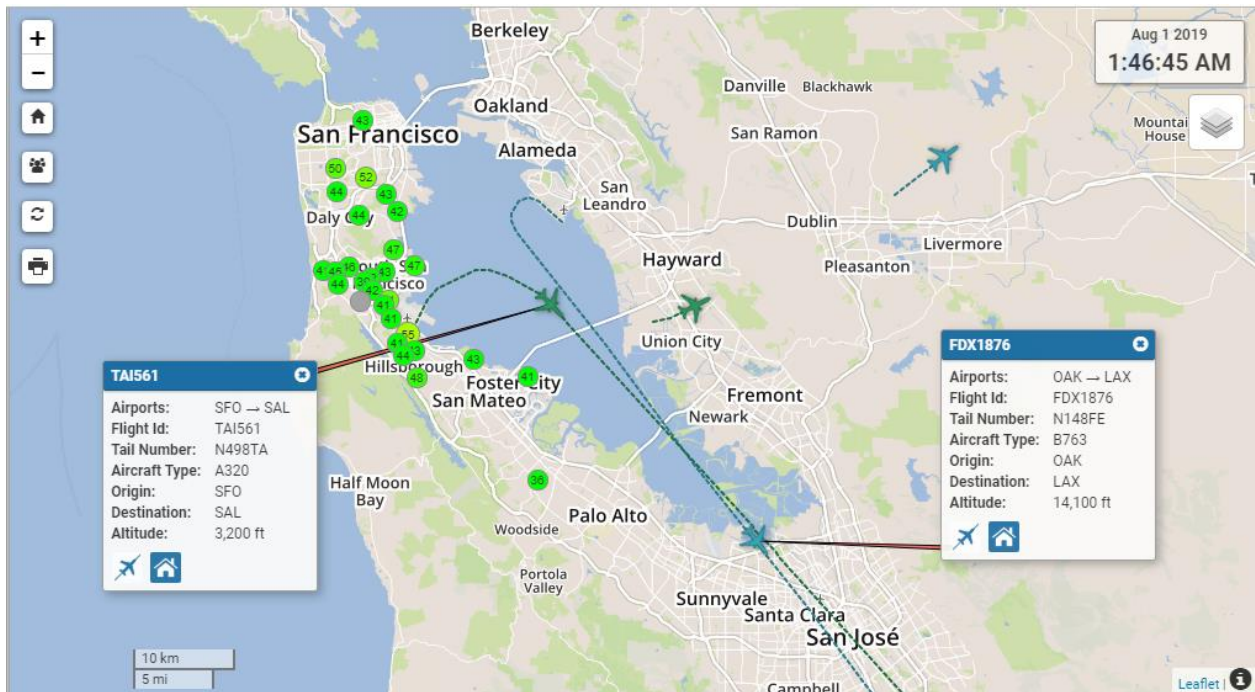
waypoints come after SUNNE? Do flights on the SUNNE procedure join another procedure later?)

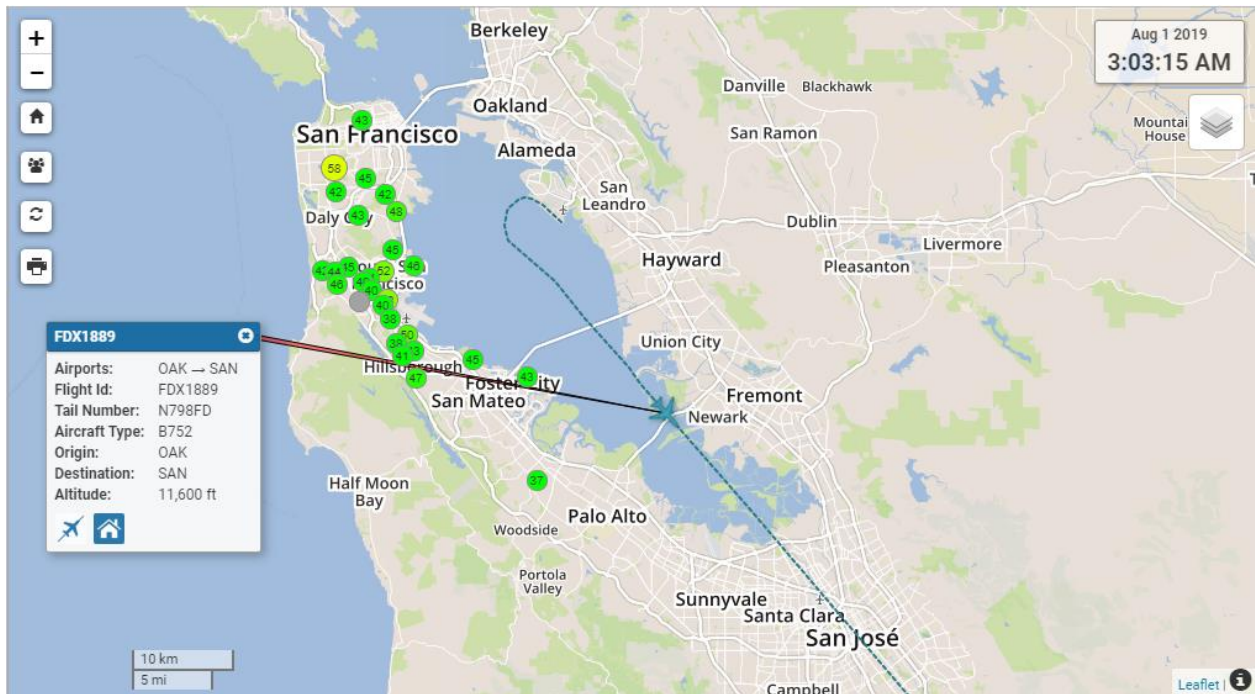
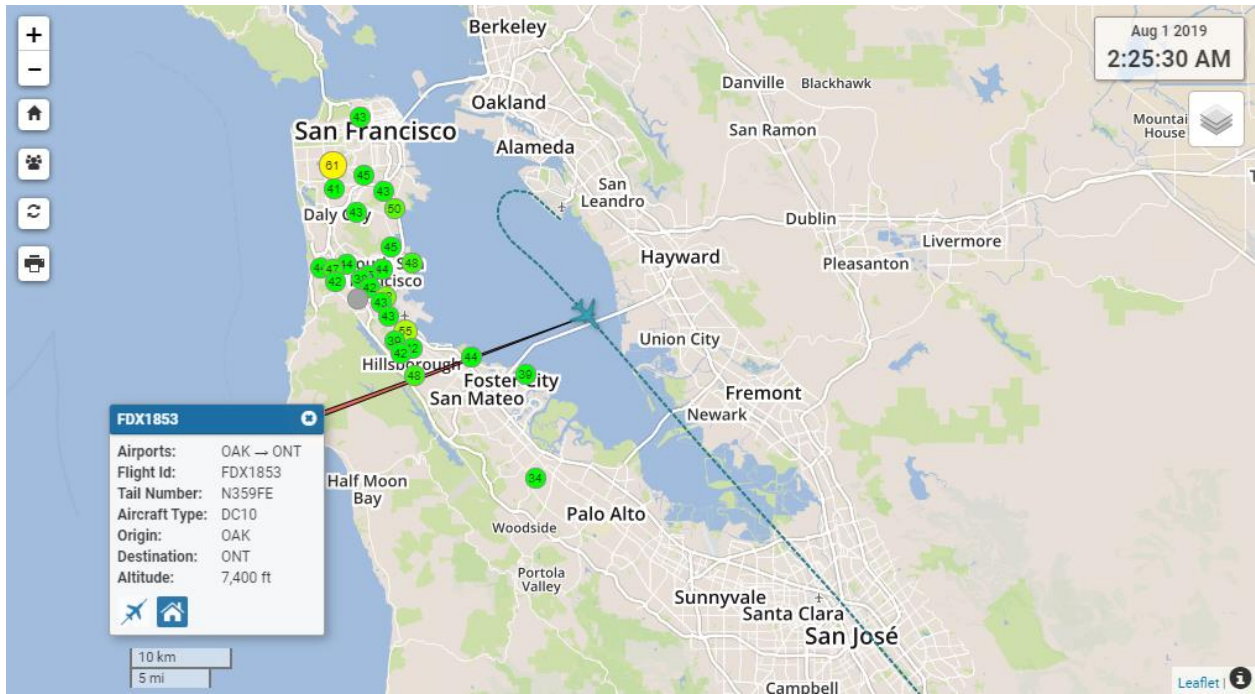
Operations: Please provide flight usage data, including volume of aircraft and flight details (e.g., flight number, departure time, frequency (daily, weekly, etc.), origin airport, destination airport) in Excel format for the following:

- Current departures from OAK or SFO that currently have a ground track similar to the proposed SUNNE procedure (e.g. aircraft fly all the way to the south of the Bay)
- Current OAK 120 departures
- Future OAK and SFO departures that are expected to use the SUNNE proposed procedure.

Appendix B - Some OAK and SFO departures already following SUNNE proposed ground tracks

- There are nightly OAK and SFO departures that have ground tracks similar to the ones of the SUNNE procedure (see below screenshots for August 1 examples; source SFO Webtracker). Will these OAK and SFO departures use the SUNNE procedure? Were these OAK departures (such as the nightly FedEx departures around 2 or 3AM) included in the Sep 26, 2019 FAA presentation to the SFO Roundtable Technical Working Group? If not, why not?
- If the goal is to reduce controller workload, why is the FAA not making the current radar-vectored SFO 050 departures follow the SUNNE procedure? It seems that the numbers of OAK 120 departures and SFO 050 departures are similar in magnitude and, as mentioned above and shown in appendix A, some SFO 050 departures already follow the proposed SUNNE ground tracks.





Appendix C - Expected impact of the proposed SUNNE procedure

- Describe the weekly number of flights with their scheduled departure times of
 - Current OAK 120 and SFO 050 departures.
 - Current OAK and SFO departures that fly down the Bay, over the Dumbarton Bridge all the way down to the end of the Bay
 - Expected OAK departures that could use the SUNNE procedure.
 - Expected SFO departures that could use the SUNNE procedure.
- Show potential noise impact on our communities, including cumulative impact on communities already affected by other air traffic.
- Explain how noise impact was calculated and provide all data and assumptions used in the calculations.

- Describe how the proposed SUNNE procedure could potentially affect SFO BDEGA-east and DYAMD arrivals as well as future SFO arrival procedures that could potentially fly more over the Bay.
- Describe the conditions and circumstances that would allow carriers to use the SUNNE procedure instead of the HUSSH/NIITE procedure.
- Confirm in writing that
 - HUSSH/NIITE departure procedure will be the assigned departure procedure both OAK and SFO during night times for all RNAV-equipped aircraft.
 - Arrivals will have priority over the proposed SUNNE procedure (in other words, departing planes will be held back to allow arrivals to SFO to use the Bay). It was mentioned that planes using the SUNNE procedure would be held back, but the issue remains that the volume of flights using SUNNE could increase and fly over SCSC communities.
 - The proposed SUNNE procedure will not be an obstacle to evaluating new arrival paths to SFO that could potentially make use of the full length of the Bay.

Kind regards,

Lydia Kou - Council Member

November 16, 2019

Name

Todd Anderson

Message

New submission from Contact us

I want your Roundtable to explain to me why flight UAL 209 flying SERFR on 11/16, 9-9:30 am flew over Capitola/Soquel/Epick 4 times in about 1/2 an hour. ONE AIRCRAFT flying over EPICK waypoint (Capitola) banking hard left over land (and Santa Cruz) then out to sea, repeat 4 times. Flight UAL 1139 did this same maneuvering 2 times, ate the exhaust of this plane twice! RIDICULOUS!!!! The FAA should be ashamed of itself. I wonder as the Roundtable how you feel about 5,000 complaints every single day and Nothing getting done! Is 5,000 complaints daily the standard for a flight path to be acceptable? For God's sake this has been going on for over 4-1/2 years. When is the BSR Overlay going to happen.

November 17, 2019

Name

Lisa Matichak

Message

Strategic Plan for the SCSC Roundtable

Hello Mary-Lynne and Steve,

Attached is the draft Strategic Plan from the ad hoc committee formed to work on the Strategic Plan and Work Plan.

The ad hoc committee spent quite a bit of time on these documents. We are hopeful that minimal changes are needed and that the full Roundtable will support these documents. To that end, we request that the attached clean version of the Strategic Plan, as well as a track changes version of the Strategic Plan (with consolidated proposed changes from the two of you if there are any), be distributed to the Roundtable for the next meeting.

I need to do a bit more formatting to the Work Plan but plan to get it to you in the very near future.

Lisa

Attachment Summary

Agenda Item #3 Strategic Plan and Work Program Ad Hoc Committee Report

November 18, 2019

Name

Mike McClintok

Message

Fwd: N.O.I.S.E. REMINDER -- This Week: Policy Summit and Community Involvement Workshop

All:

If anyone will be attending the National League of Cities Convention in San Antonio, Texas on November 20, it would be good if you could drop in on this workshop.

Mike

November 19, 2019

Name

Lisa Matichak

Message

SCSC RT Work Plan

Hello Mary-Lynne and Steve,

Attached is the draft Work Plan from the ad hoc committee formed to work on the Strategic Plan and Work Plan. I apologize for the delay in getting this to you.

The ad hoc committee spent quite a bit of time on these documents. We are hopeful that minimal changes are needed and that the full Roundtable will support these documents. To that end, we request that the attached clean version of the Work Plan, as well as a track changes version of the Work Plan (with consolidated proposed changes from the two of you if there are any), be distributed to the Roundtable for the next meeting.

Lisa

Attachment Summary

Agenda Item #3 Strategic Plan and Work Program Ad Hoc Committee Report

November 22, 2019

Name

Robert Holbrook

Message

Response to your questions

Chair Bernald,

Thank you for your response to my email regarding airports joining the Roundtable as voting members and for your follow-up questions.

I believe the airports can help the Roundtable to be more effective, but I am strongly averse to trading airport participation for votes on the Roundtable. Because airports pursue growth and profit, I am wary of the possibility that the airports would vote to support the efficiency goals of NextGen on critical matters affecting residents. NextGen efficiency has come at the cost of millions of complaints in the Bay Area.

As a principle, I believe that the voting members of the Roundtable should represent the people. Airports can have very different goals. The strategic plan for SJC calls for “ambitious but achievable goals related to growth, innovation, financial strength and organizational efficiency” link, with no acknowledgement of the impacts on residents. Adding an organization with such a strong focus on growth and profit as a voting member could be akin to selling a developer a voting seat on a city council. I’ll add that the SFO Roundtable does not permit their airport to vote if the elected representatives from the City and County of San Francisco vote – only two of the three bodies may vote on any issue – so the SFO Roundtable has not strayed far from the principle that the voting members of the Roundtable represent the people.

If SFO, SJC and the City of San Jose (who owns SJC) were all to join our Roundtable, airport operators would hold three of 16 votes. If a 2/3rds majority is required to pass a recommendation to the FAA, this bloc could easily determine major outcomes. Please note that if the airports had been able to vote on the Select Committee, they would have decided the focal question of whether to revert SERFR to the Big Sur ground track, possibly overturning the broad community consensus that noise should return to where it came from.

I recognize that our Roundtable faces budget issues – this was surfaced in the August meeting. But rather than consider creating a new class of airport voting members as a last resort, it was presented as one of the first, best options to be considered. I would hope that more creative solutions to the Roundtable’s budget challenges could be considered before taking a step as drastic as this. In the unfortunate event that such a drastic step were to be proposed, a broad range of issues should be considered including the terms under which the new airport members would vote (such as stipulated by the SFO Roundtable), the terms for passing key recommendations to the FAA (such as ensuring there is no supermajority requirement for the special case of reverting noise to where it came from) and, certainly, the price at which these voting memberships are to be ‘sold’ (SFO’s \$220,000 annual contribution toward the SFO Roundtable represents 84% of the funds being contributed in FY 2018-2019 – whereas the fee proposed for SJC to join our Roundtable was less than 10% of our \$250,000 budget.) None of these discussions occurred in the August meeting. I think that was because the topic of creating a new class of voting members was not agendized – the public, at least, was caught off-guard. Moreover, Roundtable members were misinformed during the discussion preceding the vote touching on airport membership. I hope that in a future meeting the budget options can be addressed with more deliberation and without recourse to selling voting memberships to the airports.

Regards,
Robert Holbrook

November 25, 2019

Name

Todd Anderson

Message

New submission from Contact us

Still suffering in Capitola /Soquel continuous speed braking and vectoring! To remind you, this has been going on since March 5th, 2015. I guess 5,000 complaints a day is OK by the Roundtable. Shame on you!

November 27, 2019

Name

Mike McClintok

Message

Fwd: SFO Roundtable 12/4/2019 Regular Meeting Agenda

Forum members and all:

SFO Roundtable meeting agenda FYI.

Mike McClintock
Forum Facilitator

Attachment Summary

20191127_M_McClintok_Fwd SFO Roundtable 12-4-2019 Regular Meeting Agenda

Below is the agenda for the next Roundtable Regular meeting. You are receiving this because you are either a Roundtable representative, staff, interested party, or expressed interest in receiving updates from the Roundtable.

MEETING ANNOUNCEMENT

[Roundtable Regular Meeting](#)

Meeting No. 322

Wednesday, December 4, 2019 - 7:00 p.m.

David Chetcuti Community Room - Millbrae City Hall
[450 Poplar Avenue - Millbrae, CA 94030](#)

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in the public meeting, please call (650) 363-1853 at least 2 days before the meeting date.

Agenda & packet [available online.](#)

Note: Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members or a majority of the Members of the Roundtable. The Roundtable has designated the San Mateo County Planning & Building Department, at 455 County Center, 2nd Floor Redwood City, California 94063, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: www.sforoundtable.org.

Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the San Mateo County Planning & Building Department, at 455 County Center, 2nd Floor Redwood City, California 94063, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: sforoundtable.org.

Roundtable Office:
SFO Airport/Community Roundtable

San Mateo County Planning & Building
455 County Center, 2nd Floor
Redwood City, CA 94063

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November 28, 2019

Name

Todd Anderson

Message

New submission from Contact us

Hello Round Table Members,

I write you today to bring attention to the report written on August 27th, 2019 by the US Department of Transportation Office of Inspector General, report # AV2019062, titled " FAA Has Made Progress in Implementing It's Metroplex Program, but Benefits for Airspace Users Have Fallen Short of Expectations "

So here we are 5,000 complaints a day reported about SERFR since March 5th, 2015 and nothing is getting done to rectify the Problem when the Select Committee Recommendations are being slow walked. So there you have it. Crushing consequences on the ground (Communities) with noise, pollution and anxiety and negligible benefits from NextGen.

What angers me so much is the arrogance of the FAA to do NOTHING to rectify SERFR, a situation that they created via NextGen!

December 6, 2019

Name

Marie-Jo Fremont

Message

Public review period for Draft EIR of SJC airport begins on November 27, 2019 and ends on January 13, 2020

For the benefit of the overall community, please make a public announcement at the Dec 19 SCSC Roundtable meeting that the public review period for the Draft EIR of SJC airport ends on January 13, 2020 (all written comments must be received by 5:00 PM that day).

- The Mineta San Jose International Airport Master Plan Amendment Draft EIR can be found at <http://www.sanjoseca.gov/activeeirs>.
- On the landing page, please look for File No. PP18-103, Project Name “*Amendment to Mineta San Jose International Airport Master Plan.*” or go directly to <https://www.sanjoseca.gov/your-government/department-directory/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/sjc-airport-master-plan-update>

Full announcement is included below.

Thank you.

Marie-Jo Fremont

**NOTICE OF AVAILABILITY OF
A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
CITY OF SAN JOSE, CALIFORNIA**

A Draft Environmental Impact Report (DEIR) for the Amendment to the Mineta San José International Airport Master Plan is available for public review and comment between **November 27, 2019 and January 13, 2020**.

Description: Amendment to the Airport Master Plan to 1) extend the horizon year and demand forecasts from 2027 to 2037; 2) incorporate the set of airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis Study; and 3) update the layout and sizing of various landside facilities to adequately serve the projected 2037 demand.

Location: Mineta San José International Airport, generally bounded by U.S. 101 to the north, the Guadalupe River and State Route 87 to the east, Interstate 880 to the south, and Coleman Avenue and De la Cruz Boulevard to the west. Council District: 3. **File No.:** PP18-103.

The proposed project will have potentially significant environmental effects with regard to air quality, biological resources, cultural resources (archaeological), greenhouse gas emissions, and hazards and hazardous materials. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present at the project

location. As a result of the open LUST case, the Airport is included on California's Hazardous Waste and Substances Sites List, also known as the Cortese List.

The Draft EIR and documents referenced in the Draft EIR are available for review online at the City of San Jose's "Active EIRs" website at <http://www.sanjoseca.gov/activeeirs> and are also available at the following locations:

Department of Planning, Building and Code Enforcement
200 East Santa Clara St., 3rd Floor San Jose, CA95113
(408) 535-3555

Rose Garden Branch Library
1580 Naglee Ave.
San Jose, CA 95126
(408) 808-3070

Dr. MLK Jr. Main Library
150 E. San Fernando St.
San Jose, CA 95112
(408) 277-4822

The public review period for this Draft EIR begins on November 27, 2019 and ends on January 13, 2020. Written comments must be received at the Planning Department by **5:00 p.m. on Monday, January 13, 2020**, in order to be addressed as part of the formal EIR review process.

Comments and questions should be referred to David Keyon in the Department of Planning, Building and Code Enforcement at (408) 535-7898, via e-mail: David.Keyon@sanjoseca.gov, or by regular mail at the mailing address listed above. Please reference the above file number in your written comment letters and correspondence.

December 6, 2019

Name

Robert Holbrook

Message

RE: Next meeting

Steve,

The website shows that the next meeting of the SCSC Roundtable is to be held on December 19th, which is a Thursday. Is that correct?

Robert

December 8, 2019

Name

Marie-Jo Fremont

Message

BSR Overlay Proposal by FAA - Requested Action

SCSC RT Members,

Attached is information obtained through a FOIA request by a resident on the FAA proposal for the BSR Overlay. Based on the June 4-5, 2019 Full Working Group meeting minutes, it seems that the FAA has designed a **partial** BSR Overlay procedure, which will:

- approximate the ground tracks of the old BSR up to EDDYY, which will be relocated 0.36 nmiles west from its current location over downtown Los Altos (the new EDDYY will be located over Los Altos Hills but is still very close to Los Altos).
- end at EDDYY. The next waypoint after EDDYY will be SIDBY (over Eleanor Pardee Park in Palo Alto).

No explanation is provided about why this proposed overlay is not a full BSR overlay as recommended by the Select Committee. In addition, no information is provided about the potential impacts across the full route all the way to the SFO airport, and in particular the residential areas between where the procedure ends and the Bay shore.

Based on experience and the limited FOIA data received, it is likely planes will brake near or at the new EDDYY, thus directly affecting Los Altos Hills and Los Altos communities, and will "fly dirty" all the way to the Bay, thus potentially impacting mid-Peninsula communities such as **Los Altos, Los Altos Hills, Palo Alto, Mountain View, Menlo Park, and East Palo Alto** given that planes will be vectored after the new EDDYY.

Since the Full Working Group meeting in early June 2019, there have been requests for an update from the FAA on the BSR Overlay. Our community representative, Bert Ganoung of SFO airport who attended the June meeting, has been embargoed by Raquel Girvin of the FAA and not allowed to provide any information on the topic. With this FOIA information, we now have some public information to follow up on.

Action requested to the SCSC Roundtable

I request for Chair Bernald of the SCSC RT to have the FAA explain their partial BSR Overlay proposal and share the impact of their proposed change at the first SCSC RT meeting in 2020. In particular, the FAA needs to address the following questions:

- Why is the proposed overlay a partial overlay and not a full overlay between EPICK and MENLO as recommended by the Select Committee?
- How do the ground tracks, altitudes, speeds, and angles of descent of the proposed BSR Overlay compare to the old BSR between the Monterey Bay all the way to the SFO airport?
- What are the estimated noise impacts on all the communities living within 3 miles of the proposed BSR Overlay across the entire route between the Monterey Bay all the way to SFO airport? Ask the FAA to provide all airlines simulation results as well as all noise modeling data and assumptions made in the calculations.

I have included additional details below.

Thank you for your support on this important matter.

Regards,

mjf

Provided below are some context data related to the history of the BSR Overlay.

- The Select Committee recommendation 1.2 R1 was to move the entire SERFR procedure to the BSR ground tracks between MENLO and EPICK (EPICK is a waypoint near the Monterey Bay). The Select Committee never mentioned that the new procedure could terminate earlier or that the BSR Overlay could be partial. In fact, the Select Committee mentioned two times in the criteria of Recommendation 1.2 R2 the terms "entire route" and recommended that the procedure allows aircraft to maintain idle power until HEMAN (which is a waypoint in the middle of the Bay between the San Mateo and Dumbarton bridges). (See [Select Committee Report](#) from November 2016.)
- Historically, the BSR procedure ended at MENLO.

- From the Monterey Bay, the BSR waypoints were SKUNK (just north of the city of Santa Cruz), BOLDR (over the Santa Cruz mountains), and MENLO (in Menlo Park, near US 101 and Willow Road).
- From the Monterey Bay, the SERFR waypoints were EPICK (just south of Capitola), EDDYY (old location was over the Rancho San Antonio Preserve near the Lehigh Permanente Quarry), SWELS (over Los Altos, near S El Monte Ave, between Foothills College and Foothills Expressway), and MENLO (in Menlo Park, near US 101 and Willow Road).
- SERFR3 was implemented way after the Select Committee issued their recommendations. SERFR3 terminated earlier at EDDYY (which was moved a few miles north over Los Altos) with instructions for planes to continue onto SIDBY (over Eleanor Pardee Park in Palo Alto) instead of MENLO.
- SERFR3 was a unilateral decision made by the FAA without any consultation with the potentially affected communities. SERFR3 was positioned as a temporary procedure that was necessary for "safety" reasons, which were never explained.

Attachment Summary

**20191208_M_Fremont_FWG Minutes - CA SFO.SJC_SERFR.BRIXX STARS 20190604 Final
Signed R_Redacted**



MEETING MINUTES



Performance Based Navigation (PBN) Full Work Group (FWG) Design Meeting NCT STARs: BRIXX and SERFR June 4-5, 2019

Prepared By: Mark Tellier, NAVTAC WSC-OSG

Location: Northern California TRACON

PTT: FAA_P00026773; FAA_P00014316; FAA_P00012775

PURPOSE OF MEETING:

To amend the SERFR RNAV STAR tracks to transition the Big Sur (BSR) STAR track at WWAVS; to increase BRIXX minimum segment altitudes to facilitate vertical separation from adjacent routes.

ATTENDEES:

Name	Organization
Joshua Haviland	PBN Co-Lead
Derek Wolfe	PBN Co-Lead
Bert Ganoung	SFO Airport Noise Commission
Perry Oleck	Western Flight Procedures Team
Jeannette Roller	NAVTAC Contractor
Theodore Roller	NAVTAC Contractor
Tamara Swann	AWP Deputy Regional Administrator
Mark Tellier	NAVTAC Contractor
Matthew Greene	NCT SME
Jason Bush	NCT Operations Supervisor
Eric Morse	Delta Airlines
Ryan Weller	FAA WSC OSG
Ron Renk	United Airlines
Ed Hulsey	FAA NATCA
Adam Domitrovich	NCT SME
Ray Hernandez	NCT Operations Supervisor
Thann McLeod	NCT Airspace Manager
Dan Stender	NCT Airspace Support Specialist
Lisa Dussell	FAA ZOA
Rohn Grant	WSC/OSG POC
Tony DiBernardo	LA District Manager
James Kosanovich	LA District S&P Manager
Kevin Allen	American Airlines
Walt Alexis	Los Angeles ARTCC
Joe Brook	WSC/OSG NAS Analytics?
Melissa Holmes	Oakland ARTCC A&P



MEETING MINUTES



Tonya Patterson	District Operations Manager, DMO
Curt Eikerman	SJC Airport
Ian Hogg	SJC Airport
Gary McMullin	Southwest Airlines
Jim McVeigh	FedEx



MEETING MINUTES



PROJECT KICKOFF AND GENERAL DISCUSSION:

1. Josh Haviland (JH) and Derek Wolfe (DW) opening comments and introductions:
 - a. JH: & DW: presented an overview on the following topics:
 - (1) Five phases of the 7100.41 PBN process.
 - (2) Community Involvement (CI)
 - b. Introductions made
 - c. Agenda reviewed
 - (1) Ground Rules discussed
 - (2) JH briefed project and overview.
 - (a) Feasible, flyable and reaching FWG consensus.

BRIXX - NCT is requesting the published MIA on the BRIXX STAR between BRIXX and LUYTA be increased to 12,000. Reason: Aircraft. SFO arrivals are directly beneath this arrival at 11,000 and it is not uncommon for a pilot to descend without clearance believing the bottom altitude on the STAR is 7,000.

SERFR - At the request of Congress representatives Eshoo, Speier, and Panetta/Farr (Former Select Committee), develop an RNAV STAR that would transition aircraft from the SERFR (RNAV) STAR to the Big Sur conventional STAR ground track to the extent possible from the WAVVS fix northbound. Redesign of other instrument procedures into and out of San Francisco Bay area *may* be needed for procedural separation and/or shared fixes and connectivity Aircraft Type

2. Derek gave an overview of the .41 and 5 phases:
 - (1) Q: When we find something doesn't work, does it go back to the bottom of the list?
 - (a) A: JH advised that it depends on the individual case.
 - b. Derek explained to the FWG community engagement.
 - (1) Design and operational fit may be good, but there may be a need to share technical reasons for changes. That decision is made with NAS Analytics, Regional Administrator, and HQ level.
 - (2) OSG NAS Analytics briefed on workshops and other methods of community engagement to include webinar and or descriptive language on the FAA NextGen website.
3. Mission Statement:
 - a. Per the select committee: Develop a new procedure to transition SERFR traffic to the Big Sur (BSR) STAR track.
 - (1) After a short discussion it was proposed to change the Mission Statement to: **Per the select committee recommendations: amend the SERFR RNAV STAR tracks to transition the Big Sur (BSR) STAR track at WWAVS.**
 - b. **FWG consensus on mission statement.**
4. BRIXX STAR
 - a. JH brought up about MEA issues from previous meeting.
 - b. JH talked about deleting elements that no longer conform to criteria
 - c. A question about "expect altitude" being included on chart.



MEETING MINUTES



-
- (1) JH replied that procedure notes were more for later
 - d. Fixed the MEA issue: chart requirements
 - e. Suggested to table BRXXX until criteria issues with BSR are addressed.
 5. SERFR STAR
 - a. JH asked for ideas about where to place the key fix.
 - (1) NCT offered that SERFR could continue straight to intercept BSR STAR.
 - (2) Comment: So it could still end at EDDYY
 - b. JH asked if that would suffice.
 - (1) Discussion of options
 - (2) Comment on pilot issues with speeds
 - (3) No mandate to do that on this project
 - (a) Comment thought issue was outside of MRY
 - (b) We offered to do community noise monitoring but community would not cooperate.
 - (4) TM mentioned that there had been problems with OAK departures if previous proposals were implemented.
 - (5) JH asked if it would be feasible to overlay the track.
 - (a) It was suggested it might be safer to directly overlay the BSR track.
 - (b) Comments: The portion over MRY bay is NOT workable.
 - (c) It is feasible to move EDDYY.
 - (d) They could descend after EPICK.
 - (6) JH asked if we were in agreement on moving EDDYY.
 - (a) After discussion: Not sure yet.
 - (b) It was suggested to move NEW BOLDR west could avoid a problem.
 - c. NCT suggested we start work on EDDYY and talk about new BOLDR later.
 - (1) Comment: with increased angle there could be more overshoots.
 - (a) A user offered they'd just need to analyze the angles for an opinion.
 - (b) Comment: The turn between EDDYY and SIDBY is the key.
 - (2) JH offered that if EDDYY were moved, 9 other procedures would be affected (including charted visuals).
 6. JH recapped the project so far.
 - a. Discussion of MEA reductions and impacts
 - (1) DW asked whether we agreed with potentially changing 16 procedures to move EDDYY?
 - (2) JH stated that unless there are objections, we should continue with the assumption of the new EDDYY location.
 - b. ATC: Everything we do that shortens the route is going to increase the descent gradient, and it looks to be a little steep.
 - (1) TARGETS Operator (TO) and work group evaluated several fix adds/moves to seek improvement.
 - (2) TO displayed how changes might affect the output
 - (3) Industry and TO worked to optimize route and determined that restrictions would stay the same.
 - c. Derek asked (Ryan) for Environmental input.
 - (1) Operational benefits for justification?
 - (2) Industry offered that a straight line arrival is smoother and straighter, conferring justifiable benefit.
 - (3) Derek: our goal was the green line- - which is doable – but we have other goals too.



MEETING MINUTES



- (a) Comment: moving SIDBY west could make things worse
- (4) So the new locations will reduce course fly-through, overshoots, and reduce corrective actions, therefore:

FWG consensus: (Industry) fix location for EDDYY will provide the greatest benefit.

- (5) JH asked we document several Special procedures that will be affected:
 - (a) RNAV Visual RWY 1R ..
 - (b) FMS Bridge Visual RWY 28R.
 - (c) Tip-Toe Visual (in production).
- (6) PBN will work with industry to facilitate the Special changes.
- d. TO was asked to display the notional BRIXX in comparison to the NCT original design.
 - (1) Meant to terminate at a point in space.
 - (2) Alternatives for overlay and other ideas were discussed.
 - (a) Comment: Since we have moved the SERFR, now we need the BRIXX track to change, but we don't want an altitude restriction at SAPID.
 - (b) HEPAP is a straight inbound, can we terminate there?
 - (c) HEPAP vs YADUT issues were discussed; YADUT is fly-over.
 - (d) Comment: For ATC, we don't necessarily want to terminate at HEPAP; we want the 90 heading and the ability to vector or route direct to HEPAP at discretion.
 - (3) ATC concurs they prefer no altitude restriction at SAPID.
 - (4) Comment: We would like to connect to the RNP, if we can.
 - (5) Can we look at redesigning the RNP to tie in farther south?
 - (a) Industry offered we could not redesign because of the visual area left turn. Communities agreed to approve it based on following the visual procedures.
 - (b) Industry follow-up remark, they would like to see it displayed in TARGETS to analyze what would be needed to connect the procedures.
 - (c) Additional discussion.
 - (6) JH suggested that the only way to retain connectivity with other changes we are making to the BRIXX and SERFR, would require an amendment.
 - (a) [Redacted]
 - (b) It was offered to make no changes to the RNP, and put up with the lost connectivity.
 - (c) Comment: We have consensus we can accommodate the SERFR changes.
 - (d) [Redacted]
 - (7) JH - we have to seek compromise to address competing needs, in order to make everything work the best it can.
 - (a) [Redacted]
 - (b) If we put an altitude on the STAR, will that make it work?
 - (c) ATC: The mix is 50% visuals and 50% RNP, approximately.
 - (d) Industry said they would concur if we had to adjust altitudes to make it work.
 - (8) Derek asked ATC's position. "Is using SAPID better to avoid vectors?"
 - (a) Industry concurred that vectors to final occur about half the time.
 - (b) DW said the folks in the room were amenable to a slightly wider route for overall benefit to retain connectivity.
 - (c) Industry: We could accept a route slightly wider, but not much.
 - (9) DW: Comment: "manual vectoring lends to wider tracks – per graphic on screen"
 - (a) JH and DW: Potential to see bigger benefit than some may be anticipating

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 FOIA Exemption 5
 5 U.S.C. Section 552(b)(5)



MEETING MINUTES



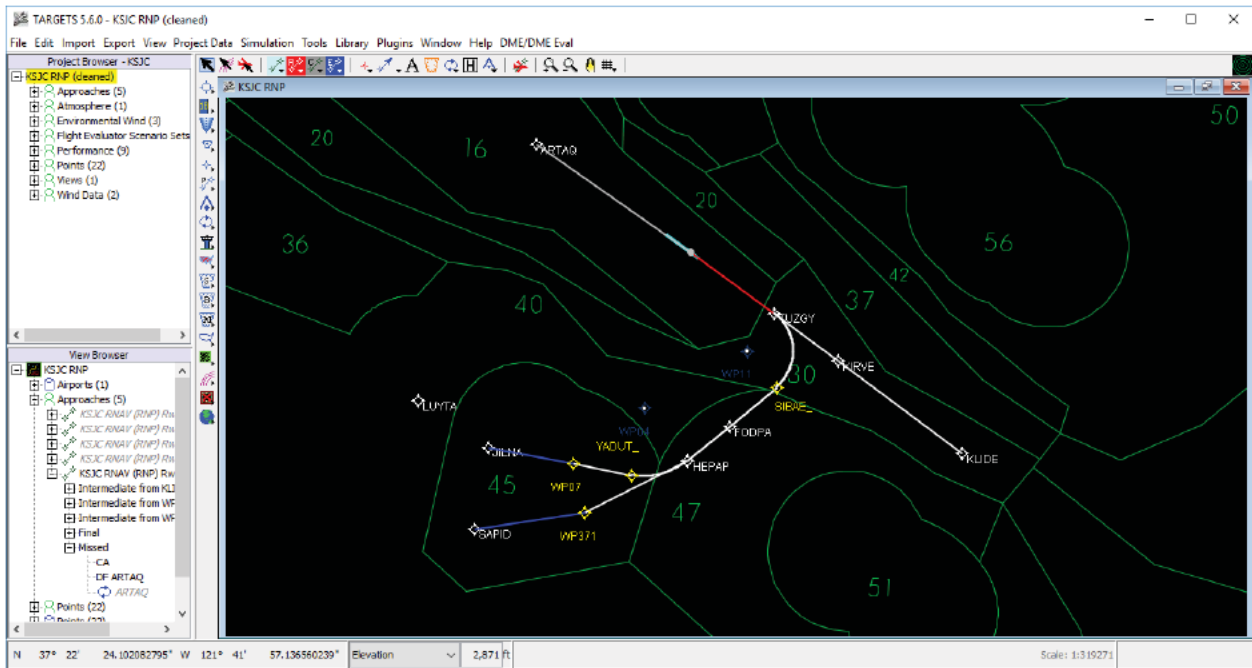
-
- (10) Discussion of how to altitude separate BRXXX from SERFR
 - (a) Comment: If JILNA is moved slightly south, does that work?
 - (b) The Work Group considered a compromise of an interim fix so they don't have to fly all the way south to SAPID.
 - (11) Derek: "We moved New BOLDR north, but may need a waiver."
 - (a) New JILNA could be the fly-over end of the STAR; ending on a 110 heading for example.
 - (b) Comment: Usually aircraft are not cleared prior to JILNA.
 - (12) Reviewing the new SERFR and new BRXXX results.
 - (a) YADUT will be removed from the BRXXX.
 - (b) VM leg heading 108 from JILNA.
- e. JH opened discussion of optimal New BOLDR placement.
- (1) Discussion of ATC preferences.
 - (2) Comment: Changes could induce speed restrictions at SKUNK; could we raise it instead?
 - (3) Can we get rid of EPICK entirely?
 - (a) After discussion it was determined EPICK is needed for the at-or-below 15000 restriction.
 - (4) NCT asked what if we had a different altitude window at SKUNK?
 - (a) Comment: Or can we move EPICK north?
 - (b) TO asked where shall we join the BSR? At WWAVS?
 - (c) NCT stated they did not want to change the bottom altitude which is needed.
 - (5) JH said "If we apply what the criteria will allow, that should help to find a solution."
 - (a) Discussion of fix placement, leg length.
 - (b) Experiments yielded a descent gradient of 350' /nm, a significant improvement from 412'.
 - (c) Further adjustments gained improvement to 338' /nm.
 - (d) Also reduced total route mileage by 2 NM.
 - (6) NCT said they would like to move New EPICK further west, if possible.
 - (a) TO moved N_EPICK west.
 - (b) Comments: That gets a result that will require an approval letter.
 - (c) JH said if we can eliminate the letter that would be better.
 - (d) TO adjusted route segments.
 - (e) FWG explored ways to lengthen segments and eliminate (deceleration) letter.
 - (f) Industry offered that the deceleration would not be an issue for them.
 - (7) Industry suggested that present configuration will not cause TARGETS criteria failure.
 - (8) JH and TO discussion of tech requirements of Reference Software run.
 - (a) TO exploring workaround to address deceleration warning.
 - (b) Industry suggested removing 280 speed restriction.
 - (c) Discussion of options.
 - (d) Notional examination of several sets of speed restrictions.
 - (e) Determined to move on but JH plans to revisit this issue.



MEETING MINUTES



- f. DW requested that Industry perform a sim run to verify they are workable restrictions to include current block altitudes at or above 10000 at or below 14000.
 - (1) TARGETS run to consider fix altitudes.



- (a) N_JILNA 7000
- (b) WP475 6300
- (c) N_YADUT 5600
- (d) HEPAP 4500
- (e) FODPA 3700
- (f) SIBAE_ 2800
- (g) TUZGY 1600
- (h) TO appears with historical winds this will pass.
- (2) Adjustments to TARGETS file.
 - (a) Discussion of speeds vs leg length
 - (b) Industry and KM will adjust so that N_JILNA the FWG developed can be used (will keep JILNA functional for multiple procedures).
 - (c) SWA Action Item to fine tune NEW JILNA review and revisit tomorrow.
- g. JH brought up SERFR for discussion
 - (1) [REDACTED] Data redacted pursuant to FOIA Exemption 5 5 U.S.C. Section 552(b)(5)
 - (a) [REDACTED]
 - (b) Discussion of competing speed control needs.
 - (c) Speed restriction (280K) removed from WWAVS.
 - (2) JH “We should review the positions from the prior meeting of May 2018 and confirm we are still in agreement about strategy.”
 - (a) Comment: We have a track change between WP2 and WP4.
 - (b) From this point to end FWG notes the conclusions in the previous notes remain valid.



MEETING MINUTES



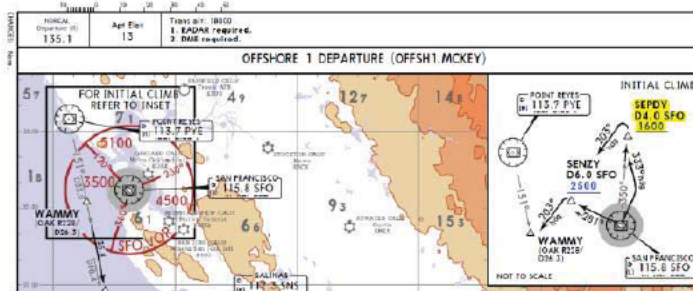
- (3) JH offered that 13 procedures – including specials – will have to be amended depending on outcome details.
- (4) **JH announced (virtual) FWG consensus on two STAR designs.**

DAY 2
June 5, 2019

- 7. JH made opening remarks
 - a. We will take a look at Priest VOR, PTT 13482
- 8. JH introduced United (UAL) Tech Pilot for a presentation (See Attachment A).

1 San Francisco (SFO) OFFSHORE 1 departure Background

Multiple FSAP reports have indicated FMC anomalies resulting in an early turn prior to SEPDY when assigned runway 1L/R and the OFFSHORE 1 DEPARTURE (OFFSH1.MCKEY) with LNAV engaged. United requested GE assist in the investigation of the FMC anomalies. GE was able to reproduce an early turn event just prior to SEPDY on heavy B737 aircraft in certain wind conditions.



RWY	INITIAL CLIMB	TOP ALTITUDE
1L/R	Climbing LEFT turn heading 353° to intercept SFO R350 to cross SEPDY at or above 1600.	Assigned by ATC
28L/R	Climb on SFO R281 to cross SENZY at or above 2500.	
ROUTING		
Climbing LEFT turn heading 203° to intercept PYE R151 to cross SEGUL at or above 16000, then on PYE R151 to cross CYPRS at or above FL220. Then on MQO R295 to MCKEY, then on assigned transition. MAINTAIN FL220. EXPECT filed altitude 10 minutes after departure.		

- (1) UAL briefed FMS departures for heavies; 500 foot LNAV restriction. Jeppessen won't change the coding.
- (2) Industry asked about the status of FMS approaches going forward.
 - (a) OFFSHORE DP at SFO is supposed to go away, be replaced by YOUNG transition. [NCT]
 - (b) The STICK may need to be changed. Some communities do not like it.
- (3) JH said STICK, a direct to fix flyover WP, would have to be moved if procedure was amended.
 - (a) NCT stated that ZOA still wants to use the OFFSHORE procedure.
 - (b) NCT stated YOUNG transition was designed to replace it, but doesn't work as intended.
- (4) Industry asked if a Gateway request would be worthwhile.
 - (a) NCT replied that they are unsure.
 - (b) UAL stated it is a safety issue; most pilots are intervening because they see it live.



MEETING MINUTES

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(5)

- (a) Discussion about how the OFFSHORE DP is flown.
 - (b) NCT said there are conventional procedures where the expectation is that they will be converted to RNAV but that won't always be possible.
 - (c) JH and DW technical discussion with ATC SMEs.
- b. JH briefed the topic of **Priest VOR** (ROM)
- (1) The Work group agreed to review work the previously FWG completed to ensure no amendments or updates are required.
 - (2) Perry Oleck (OSC) briefed on a route request for SJC arrivals from NE (T333) over BORED to SWIGS to KLIDE that is being changed to BORED - GILRO due to an excessive turn.
 - (a) Perry proposed adding that route to existing RNP procedures as both already include KLIDE. (RNP Z 30 L and R)
 - (b) New T333 will be BORED to GILRO.
 - (c) Proposed to add BORED as the IAF, then SWIGS then KLIDE on the RNP as well.
 - (d) [TM check previous minutes for the original version.]
 - (e) NCT ATC has no objections.
- c. JH brought up JILNA Waypoint to revisit an issue
- (1) TO will verify that the 7000 was used for RS evaluation only.
 - (a) Consensus this is true
 - (b) There will be no terminus altitude, which will require a letter.
 - (2) Review of BRXXX fixes from yesterday
 - (a) To fix a break with the RNP, JILNA will be moved further to the west.
 - (b) JH asked industry for input on where JILNA should be placed.
 - (c) Discussion of the optimal (of three) possible locations for JILNA.
 - (3) JH: just to be clear: Terminus of the star shall be JILNA
 - (a) Kevin M briefed on his TARGETS efforts for JILNA (slightly moved) and the RNP.
 - (b) DW: propose we review JILNA location to achieve clarity and consensus.

FWG consensus on JILNA location 3+ miles w of SERFR segment, which will result in significant operational advantage.

- (4) TO verified that the STAR will not have an altitude a JILNA
 - (a) Industry says the altitude is required.
 - (b) ATC comment: IF that is so, BRXXX STAR must end at BRXXX.
 - (c) Tm suggested that if it doesn't tie in, we issue a letter to
 - (5) DW proposes status quo on BRXXX and submit a letter to eliminate terminal altitude [same as was done with Jackie and Casey WP].
 - (a) JH is should be similar to Jackie [SP] STAR.
 - (b) The VM heading from JILNA was set to 108 yesterday; TO evaluated 105.
 - (c) ATC concurs with heading 105.
- d. DW briefed an overview of the work done so far.
- (1) BRXXX
 - (a) Request your comments and questions



MEETING MINUTES



-
- (2) Q: What is distance between old and new JILNAs?
 - (a) A: 1.27 nm.
 - (3) SERFR
 - (a) Moved the track to the west over WWAYS
 - (4) Industry asked whether we could fully link the RNP if BRXXX was the endpoint.
 - (a) A: ATC advised that aircraft arriving from the NW via BRXXX would not be assigned the RNP arrival, in general.
 - (b) We could link the procedures, but ATC generally would not assign due to operational considerations
 - (c) Extended discussion of pilot and ATC local factors.
 - (d) Southwest and United offered to run simulations the RNP proposal with the new JILNA location. Co-leads agreed to follow up with Industry to coordinate / share details.
 - (5) If there is going to be a route change, goal is pilots and controllers on the same page.
 - (a) JH suggested that sort of system works well in some places, especially where procedures do not use LNAV. In this case, it would not work as well.
 - (b) NCT said we still have to seek improvement, as changes become possible.
 - (c) It would be nice to link, but if in reality you will not be assigned the RNP, it would be misleading to have the procedure promise (or suggest) an altitude or route that would essentially never be assigned.
 - (d) In most cases they would be too high for the RNP
 - (6) What is the likelihood that the community rejects everything?
 - (a) A DH: Unknown. But this FWG is a result of community input.
 - (b) Comment: We are following the recommendations of the vote of the committee.
 - (c) The select committee did quite a bit of outreach and met with communities for six months.
 - (d) FAA will conduct the normal environmental review [OSG].

FWG consensus to adopt the RNP as developed, which will link to the BRXXX STAR and result in significant operational advantage.

9. Meeting adjourned.

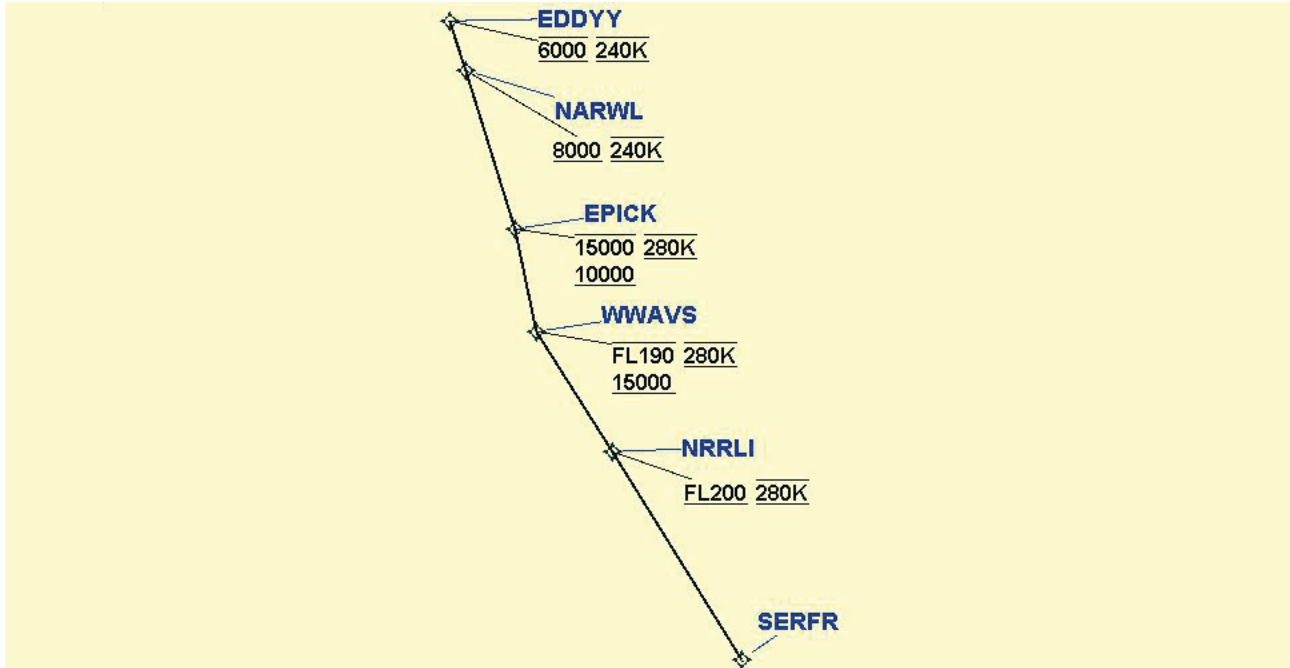


MEETING MINUTES

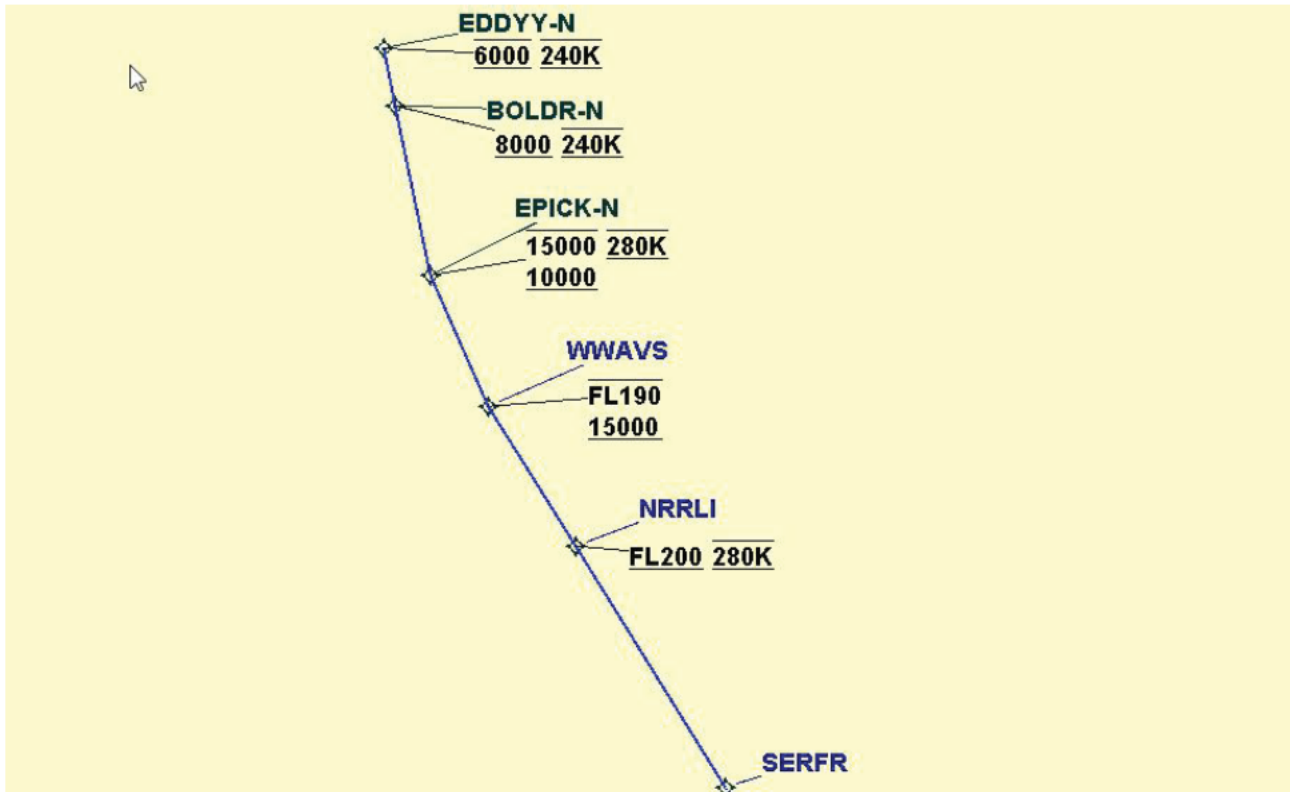


Graphics

SERFR THREE ARRIVAL – BEFORE



SERFR THREE ARRIVAL – AFTER

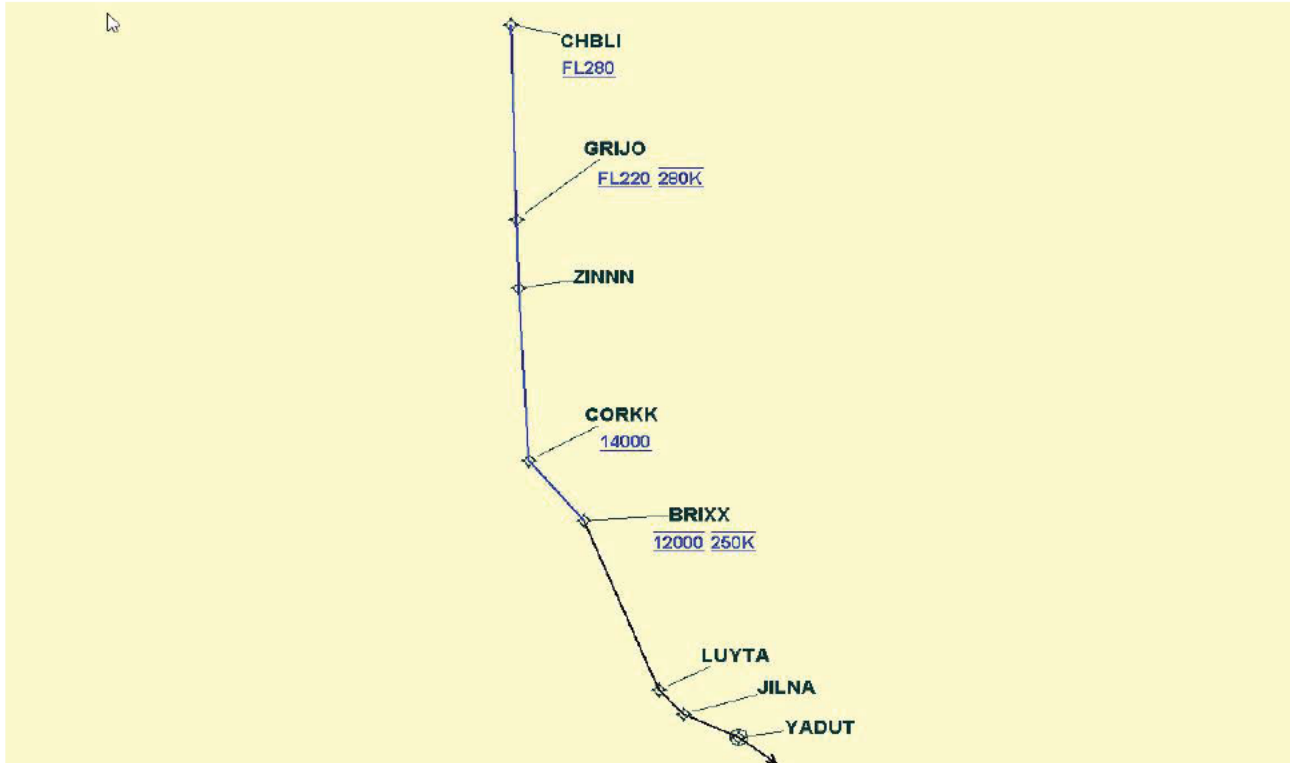




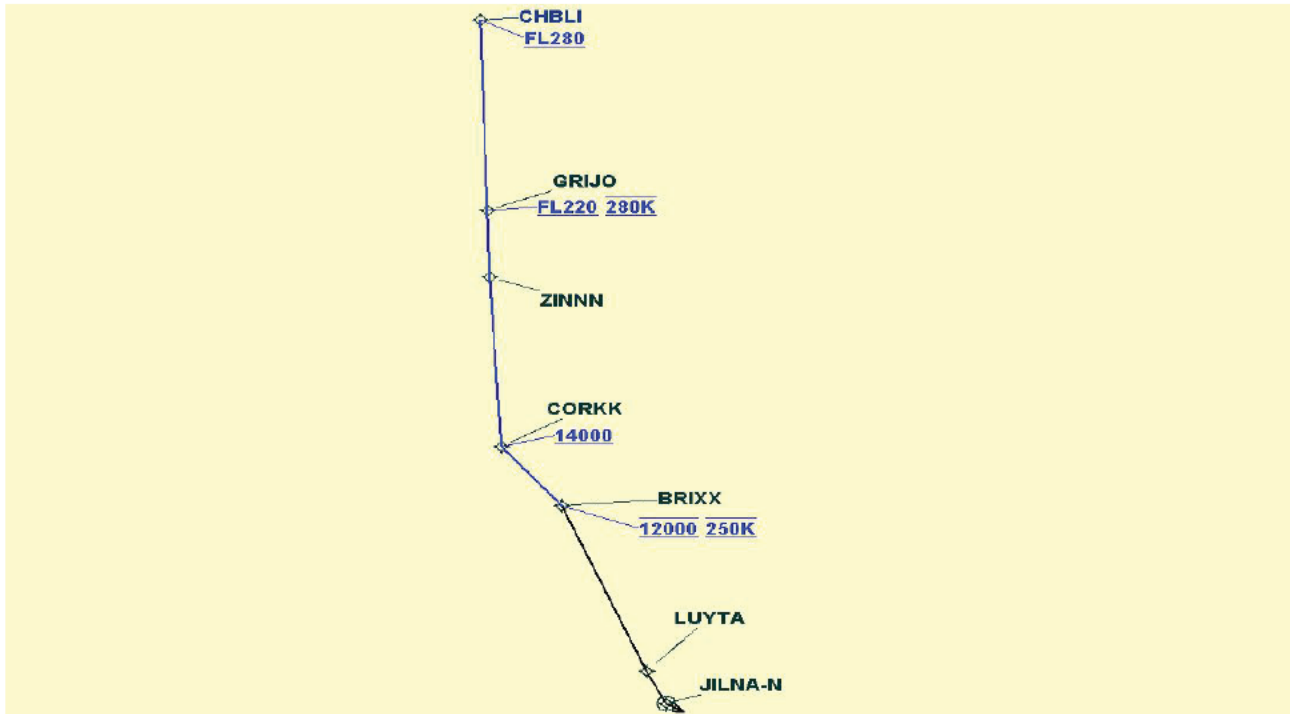
MEETING MINUTES



BRIXX TWO ARRIVAL – BEFORE

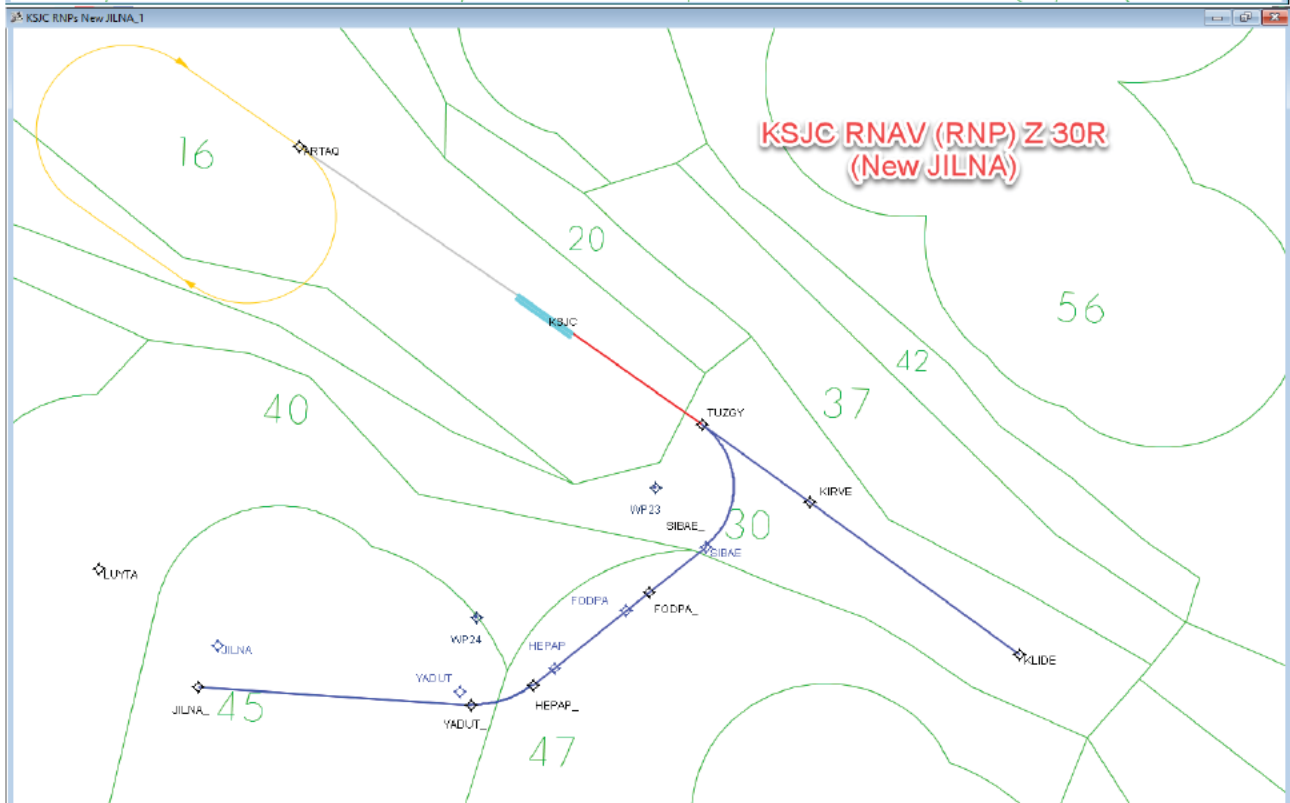
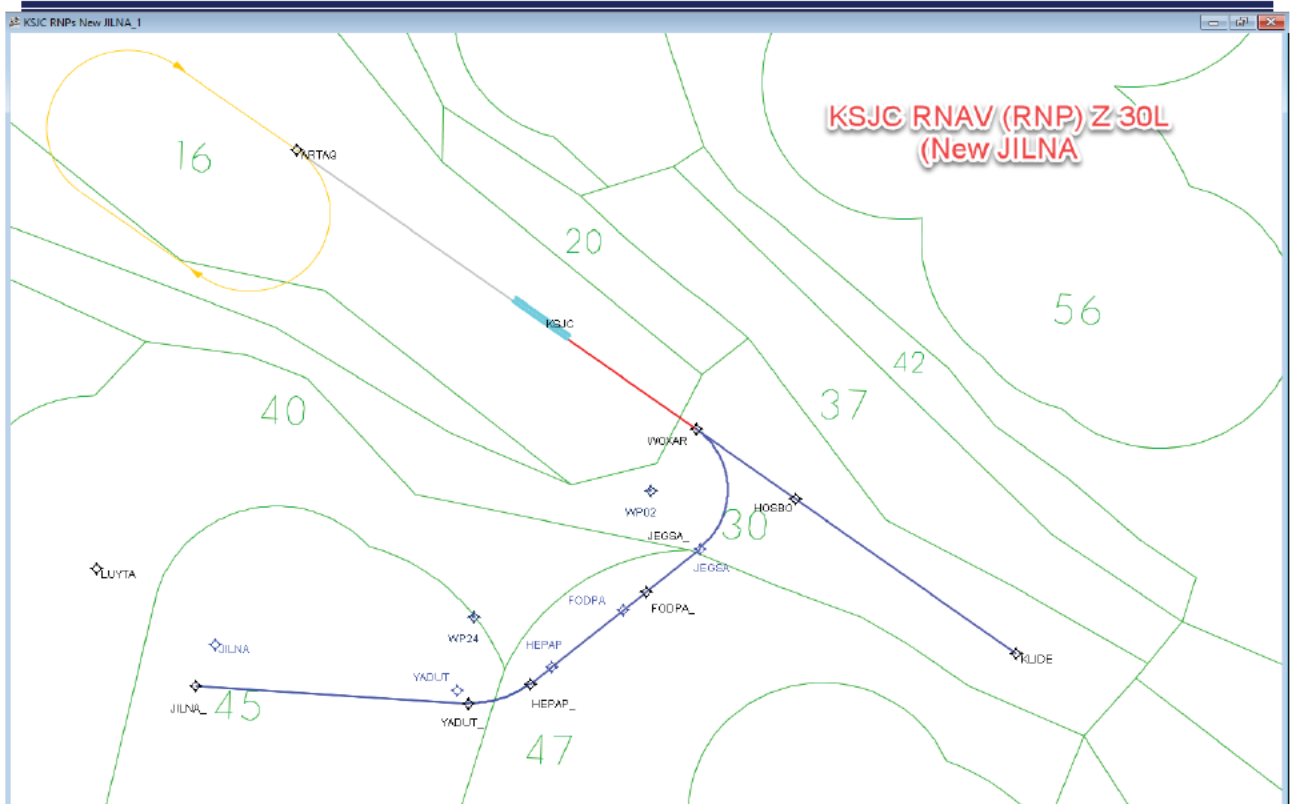


BRIXX TWO ARRIVAL – AFTER





MEETING MINUTES





MEETING MINUTES



LIST OF CHANGES TO KSFO SERFR STAR:

1. Move EDDYY waypoint 0.36 NM west to align closer to Big Sur SID track. The new position of EDDYY will have a straight course from BOLDR to SIDBY via EDDYY. SIDBY is the next waypoint on the RNAV (RNP) Y RWY 28R after EDDYY. Industry and ATC requested a straight course from BOLDR to SIDBY via EDDYY. The movement of EDDYY will require changes to the RNAV (RNP) Y RWY 28R and nine other procedures.
2. Remove NARWL waypoint. NARWL waypoint was removed because it sounds similar to another waypoint on the STAR (NRRLI) and is an ATSAP item (PTT #14316).
3. Add BOLDR waypoint with restrictions matching NARWL of At or Above (AOA) 8000 and AT 240 KIAS. BOLDR waypoint is on the Big Sur SID.
4. Move BOLDR waypoint 6.15 NM north for Descent Gradient (DG) criteria.
5. Move EPICK waypoint 3.67 NM west to align with Big Sur SID track and retain existing speed and altitude restrictions.
6. Change EPICK holding from 333 inbound to 323 inbound to align with new position of EPICK.
7. Delete 280 KIAS speed restriction from WWAVS waypoint because it is unnecessary.

LIST OF CHANGES TO KSJC BRIXX STAR:

1. Remove MEAs from Common Route to conform to criteria.
2. Delete YADUT waypoint to facilitate ATC vectors to final approach course and mitigate separation issues from the movement of SERFR STAR closer to BRIXX STAR.
3. Move JILNA waypoint 1.27 NM southwest to mitigate separation issues from the movement of SERFR STAR closer to BRIXX STAR. This movement provides approximately 3 miles separation from JILNA waypoint to the SERFR STAR course between EPICK and BOLDER.
4. Change JILNA from flyby (FB) to flyover (FO) waypoint to conform to criteria.
5. Add VM leg to JILNA heading 105 to facilitate ATC vectors to final approach course.

LIST OF CHANGES TO KSFO RNAV (RNP) Y RWY 28R:

1. As a minimum, EDDYY will need to move to align with EDDYY waypoint on SERFR STAR. There may be other changes when the RNP specialists draws the new approach.

LIST OF CHANGES TO KSJC RNAV (RNP) Z RWY 30L:

1. Move JILNA 1.27 NM southwest to align with BRIXX STAR.
2. Move YADUT 0.47 NM southeast for course adjustment reference JILNA. Change from AOA 4800 max 210 to AOA 5300 max 210.
3. Move HEPAP 0.74 NM west for criteria. Change from AOA 4000 to AOA 4700.
4. Move FODPA 0.78 NM west for criteria. Change from AOA 3600 to AOA 3400.
5. Move JEGSA slightly for criteria. Delete max speed 180 KIAS.

LIST OF CHANGES TO KSJC RNAV (RNP) Z RWY 30R:

1. Move JILNA 1.27 NM southwest to align with BRIXX STAR.
2. Move YADUT 0.47 NM southeast for course adjustment reference JILNA. Change from AOA 4800 max 210 to AOA 5300 max 210.
3. Move HEPAP 0.74 NM west for criteria. Change from AOA 4000 to AOA 4700.
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MEETING MINUTES



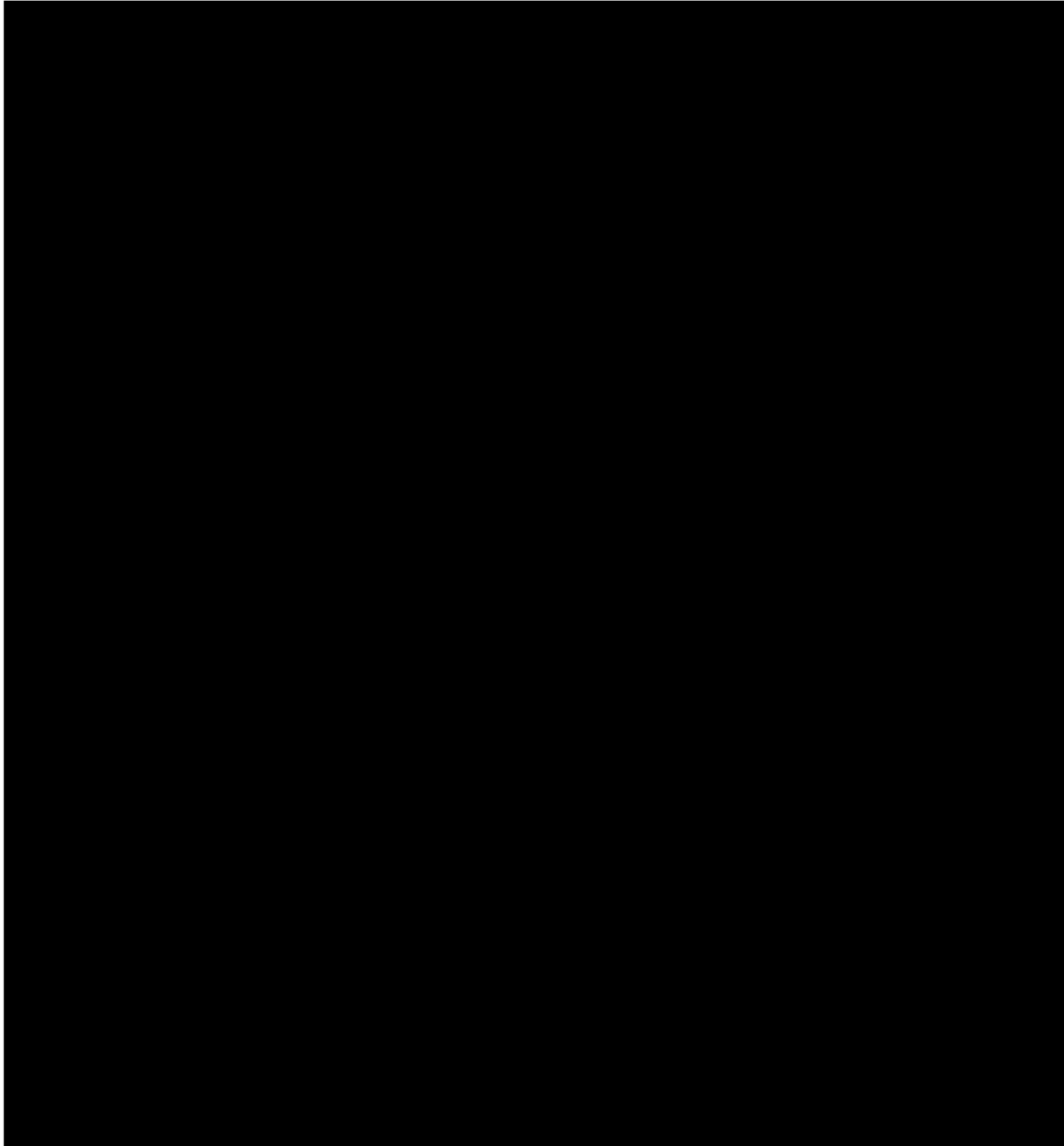
Approval Letters needed:

SERFR STAR: from EPICK to BOLDR deceleration (RSO0179). FAAO 8260.3D, para 2-2-10.

BRXXX STAR: mandatory altitude restriction at JILNA when the procedure does not connect to an approach (RSO184). FAAO 8260.3D, para 2-2-7 F. (2).

RNAV (RNP) RWY 30R/L: Exceeds Maximum Bank Angle (SAO1.3.21).

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FOIA Exemption 5
5 U.S.C. Section 552(b)(5)





MEETING MINUTES



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PBN Co-Lead (OSG)

Digitally signed by JOSHUA R
HAVILAND
 Date: 2019.07.22 08:18:00
 -07'00'

PBN Co-Lead (Article 114)

Digitally signed by
**Mark Allan
 Tellier**
 Date: 2019.07.26
 11:29:08 -07'00'

Sr. ATC Specialist
 NAVTAC Contract Support

December 9, 2019

Name

Lisa Natusch

Message

New submission from Contact us

Can you tell me the regular meeting schedule/time and confirm that the meeting location rotates? Thank you!

December 10, 2019

Name

Darlene Yaplee

Message

Request - "Priorities" and moving forward with committees

SCSC RT,

I wanted to recognize the excellent content developed by the Ad Hoc Committee with the "Priorities" page of the October 23, 2019 meeting packet (see below).

Requests

1. I ask that the SCSC RT follow these priorities, especially the RT responding to FAA proposals or actions as a top priority. This should be the **highest priority** whether or not a strategic plan or work plan is finalized. **Do these need to be captured in the strategic plan and/or work plan as priorities? or elsewhere?**

2. Additionally, I hope that the strategic plan and work plan are approved at the December SCSC RT meeting. If there are further edits that are required and they are not approved at meeting, then I request that the RT **move forward to approve the formation of the working committees** (Technical Working Group and Legislative Committee) without the final plans being finalized. As we know the FAA continues to take actions that may create negative noise impacts to our communities. We need to have efficient committees to address such actions sooner versus later.

Regards,

Darlene Yaplee

Priorities

https://storage.googleapis.com/proudcity/scscroundtable/uploads/2019/04/1_Final_SCSC_Roundtable_Agenda-Packet_10-23-19_Meeting_v3_20191021_file-reduced.pdf

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

Priority 1: Respond to FAA proposals or actions

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

Priority 2: Establish working committees

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

Priority 3: Collaborate with others

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

Priority 4: Take other administrative actions

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

December 12, 2019

Name

Jennifer Tasseff

Message

RE: Confirm that SUNNE ONE flight procedure is agendized for the Dec 19, 2019 SCSC Roundtable meeting

Dec 12, 2019

Hello Madam Chair and Mr. Alverson:

Can you please confirm that the newly proposed Oakland SUNNE ONE departure procedure is agendized at the next SCSC roundtable meeting on Dec 19, 2019? Per the IFP gateway, the SUNNE ONE flight procedure is scheduled for FAA publication on Jan 30, 2020, so this subject is time critical and community sensitive.

Background:

As you know, based on the RT meeting on October 23, there was concern that the proposed SUNNE ONE departure procedure out of Oakland Airport could shift airplane noise to new communities in the South Bay during night hours. Based on that meeting, SCSC RT was directed to write to the FAA with a set of questions regarding this new proposed procedure.

Reference: RT video For SCSC RT Meeting Oct 23, 2019:

Link: <https://scscroundtable.org/meetings/sc-sc-roundtable-october-23-2019/#/tab-video>

Minute: 23:40 (Beginning of presentation)

Specific SUNNE ONE concerns: At Minute 57:00 (comments from Jennifer); and 59:30 (comments from Robert)

Basic Concerns:

1. The **FAA historical flight tracks do not seem to match the newly proposed flight path**. This could imply a shifting of noise between communities.
2. The **SUNNE waypoint designation does not correspond to the historical flight tracks** as designated by the FAA in their presentation. We would suggest that an alternate procedure waypoint is designated- One that corresponds more closely with the historical flight tracks as seen in the FAA presentation.

Per the departure description for SUNNE ONE in the IFP gateway:
"DP ROUTE DESCRIPTION: TAKEOFF RWY 28L, 28R, 30: CLIMBING LEFT TURN ON HEADING 120.00 FOR **VECTORS TO SUNNE**. MAINTAIN 5000. EXPECT HIGHER ALTITUDE FIVE MINUTES AFTER DEPARTURE." However, SUNNE waypoint does not correspond to the historical flight tracks.

3. **FAA policy is to not shift noise between communities**. We wish to confirm that this flight path does not inadvertently shift noise between communities, and that this new path is not a precursor for future noise shifting plans.
4. **SUNNE ONE is a night procedure**, so additional care should be taken to confirm no shifting of airplane noise between communities. Per the IFP gateway, "The SUNNE

ONE DEPARTURE is intended for southbound nighttime departures out of KOAK from RWY 28L/R and RWY 30.”

5. Public comments regarding SUNNE ONE concerns during Oct 23 RT meeting:
At minute At Minute 57:00 (comments from Jennifer) and 59:30 (comments from Robert)
Link: <https://scscroundtable.org/meetings/sc-sc-roundtable-october-23-2019/#/tab-video>

Thank you for your consideration, and your dedicated service to the SCSC Roundtable and the communities it serves.

Sincerely,

Jennifer Tasseff

Sunnyvale Resident

On behalf of the Sunnyvale/Cupertino Airplane Noise Group

“Save Our Sunny Skies”

ATTACHED LETTER WITH SAME CONTENTS AS ABOVE

Attachment Summary

20191212_J_Tasseff_Agenda Item_SUNNE ONE flight procedure

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Sincerely,

Jennifer Tasseff

Sunnyvale Resident

On behalf of the Sunnyvale/Cupertino Airplane Noise Group

“Save Our Sunny Skies”

December 13, 2019

Name

Robert Holbrook

Message

FW: Los Angeles Files FAA Lawsuit

I believe this information will be of interest to Roundtable members. Predecessor Committees to the SCSC Roundtable have also asked the FAA to return to previous flight patterns.

-----Original Message-----

From: info@ngsc.org <info@ngsc.org>

Sent: Friday, December 13, 2019 7:22 AM

Subject: Los Angeles Files FAA Lawsuit

Dear Colleagues for Quiet Skies:

As the FAA continues to ignore the public outcry against their onerous NextGen flight paths, communities across the country are turning to the courts for relief. In Los Angeles, the city attorney has just filed suit against the FAA in response to Burbank Airport's new flight path, which sends departing planes "in a singular, repetitive departure track" at extremely low altitudes over new communities. The city is also suing the FAA under the Freedom of Information Act to ascertain the reasons behind the flight path change.

L.A. City Attorney Michael Feuer released this statement: "FAA has allowed this change in departure flight tracks with no public notice, public comment or proper environmental review. The southerly shift has caused a significant increase in airplane noise and traffic, and the lawsuit seeks judicial action to require FAA to order its air traffic controllers to direct aircraft to depart the airport using historic departure tracks." Feuer goes on to say, "Today we're urging the Court to order the FAA to return to previous flight patterns, and divulge information about Burbank Airport airplane traffic which the public has long been entitled to see."

You can view the LA lawsuit here: <https://ngsc.org/downloads/LALAWSUIT.pdf>

Thanks to UproarLA and Studio City for Quiet Skies

December 13, 2019

Name

Robert Holbrook

Message

Items to consider when setting the agenda

Chair Bernald,

I would like to suggest that the following items be considered when setting the agenda for the upcoming Roundtable meeting:

1. Please ensure that the agenda allows time for the public to speak for more than one minute. 90 seconds should be considered an absolute minimum, but two minutes, or even three, should be preferred. The intent of the Brown Act is to allow the public to provide input to the Roundtable and 60 seconds precludes the public from presenting more than simple thoughts. The Roundtable is wrestling with complex and subtle matters that require more than a minute for the public to adequately address.
2. Please consider agendaizing for action an item to empanel and empower a Technical Working Group and a Legislative Working Group (or, to choose a different name for the same function, a Policy Implementation Advisory Working Group). I hope that these bodies will provide the Roundtable with additional resources to work on matters before it. Hopefully, these groups can offload scarce resources, such as use of ESA with its attendant budget impacts. The efficient use of ESA resources in these bodies should be carefully considered.
3. Now that the Roundtable is meeting every other month, please consider holding a discussion on how the Roundtable can alert the public in a timely way between meetings to FAA actions and the opportunity to comment on them. (This would require periodic monitoring of changes at the IFP gateway and notices of public rulemaking.) It would be unfortunate to learn of a proposed action by the FAA at a Roundtable meeting after the deadline for comment has passed. A case in point is the SERFR FOUR procedure, which was last updated at the IFP gateway after the October meeting, but for which comments closed before the December meeting. (I missed that one.) Looking forward, the FAA Reauthorization Bill of 2018 directed the FAA to issue a notice of public rule-making (NPRM) for sonic boom over the United States by March 31, 2020. We don't want to miss the chance to comment on that one.

Regards,

Robert Holbrook

P.S. Members of the Roundtable and the public who are interested in supersonic passenger flights over land should consider reading the excellent 14-page digest on the subject produced by the Congressional Research Service last year. It can be found at <https://fas.org/sgp/crs/misc/R45404.pdf>.

December 15, 2019

Name

Jennifer Tasseff

Message

RE: Request to reconsider the motion to invite airports to join the Roundtable as voting members. Motion violated Brown Act & is in conflict with Roundtable governing rules. (August 28 Roundtable meeting)

Honorable Chair Bernald and Roundtable Members:

During the Roundtable meeting on October 23, two members of the public submitted formal public comments outlining specific concerns regarding the Roundtable vote in August to invite the airports as voting members. Below is a summary and transcripts of those public comments.

Sincerely,
Jennifer

Sunnyvale-Cupertino Airplane Noise Group

FOR THE PUBLIC RECORD

OVERVIEW:

During the August 28, 2019 RT meeting, a vote was conducted to invite the San Jose and San Francisco airports as voting members into the Roundtable.

ISSUES:

- **Not properly agendized under the Brown Act** – Violation of prior notification and description rules under California Government code §54954.2. Legal precedent. **
- **Key facts presented were incorrect and inaccurate** during the discussion with the Roundtable membership.
- **The Roundtable Bylaws and MOU are in conflict with the decision** – Addition of the airports as voting members would be a major governing change in the Roundtable organizational structure, and facts like this were misrepresented.
- **The public was not aware of a pending vote regarding this matter**, because the issue was not properly agendized. Therefore, the public was not prepared to counter the inaccurate narrative presented for vote.

- There are major ramifications to allowing the airports as voting members.
- Changes in the MOU require prior approval by the various city councils of the member cities.
- At minimum, the August vote should be nullified, and a new vote conducted, if either San Jose Airport or San Francisco Airport choose to join the roundtable as voting members.
 - A vote, such as this, that alters the basic organizational structure of this Roundtable needs to be properly agendized with clear advanced public notice, robust public discussion with residents prior to any vote, and separate from a simple “Budget Discussion”.

Transcripts of the verbal public comments (Oct 23 meeting):

Below are written transcripts of the public verbal comments made during the Oct 23 Roundtable meeting. Please note, due to meeting time constraints, these public comments were limited to only 1 minute per speaker (rather than the typical 2-minutes).

Video recording link:

<https://scscroundtable.org/meetings/sc-sc-roundtable-october-23-2019/#/tab-video>

Public comments regarding this issue started at minute 2:58:30.

Public comment from Jennifer (Sunnyvale/Cupertino Airplane Noise group) - Minute 3:01:13 to 3:02:19 of video

“At the last [Roundtable] meeting [in August] there was a vote to invite the airports as voting members. On the agenda, this important vote was buried under the agenda item that simply stated “Budget Discussion”.

Here’s the problem – Not only was the vote NOT properly agendized, but it is a major change to the Roundtable governing rules. Both the MOU and bylaws of the Roundtable CLEARLY state that the airports will be NON-voting members. This vote is a major governing change, YET this important vote was not properly agendized or noticed as required under the Brown Act.

The only way to truly rectify this error is to nullify that vote, have a new vote at a future RT meeting, along with proper advanced public notification as required under the Brown Act.

Because this item was not properly agendized or noticed, the public (including myself) was unable to provide appropriate comments regarding this important issue. There are clear ramifications in allowing the airports in as voting members. To rectify, a new vote is necessary. Non-Voting Members!” [Under the current bylaws the airports are NON-voting members.]

Public comment from Robert Holbrook - Minute 2:58:30 to 2:59:40 of video

NOTE: At the time of public comment (Oct 23), Robert Holbrook hands a document to each Roundtable voting member. This document further details the concerns regarding the August 28 Roundtable vote to invite airports as voting members. Contents of the document are contained below in the section titled “Supplemental Document from Robert Holbrook”

Transcript (Robert Holbrook public comment):

“I spent 2 days pulling together a two-minute comment, and I can’t do this in one minute. So I’d ask you all to read what I just sent you. It’s substantive. The bottom line is I request that the motion passed at the last meeting to invite airports to join the Roundtable be formally reconsidered. Formally reconsidered, because the decision may have been based on inaccurate information.

First, our bylaws and MOU provide for airports as NON-VOTING members. Due to the editing error I mentioned, the clause that makes that explicit was removed from the Roundtable bylaws in March [2019]. I believe the MOU must also change if airports are to be seated. I have 2 other reasons which you can read.

Second, I ask you to nullify the vote because the topic did not receive sufficient notice under the Brown Act. The agenda item was simply “Roundtable Budget Discussion”, and even the executive summary in the packet did not mention membership. Yet adding voting members is a big deal, especially if it is contrary to the bylaws and the MOU. Thank you.”

END OF PUBLIC TRANSCRIPTS

Supplemental Document from Robert Holbrook

Hand delivered to all Roundtable voting members during the Oct 23, 2019 meeting:

Airports as Voting Members

Robert Holbrook

I request that the motion passed at the last meeting to invite airports to join the Roundtable be reconsidered because the decision may have been based on inaccurate information. My research shows:

- First, that our Bylaws and MOU provide for airports as non-voting members. Due to an editing error, the clause that makes that explicit was removed from the Bylaws in March. I believe the Bylaws and MOU must both change if airports are to be seated as voting members.

- Second: technically, the airport is not a voting member of the San Francisco Roundtable. Per the Roundtable website, the Airport Commission – a wholly different body – funds the Roundtable and they have chosen the Airport Director as their *designee*. In light of this, you might want to reconsider who to invite.

- And finally, while San Francisco City, County and Airport Commission are all voting members, only two of the three may vote at once. Do you want to consider a similar restriction?

Further, I'd like to ask that you nullify the vote because the topic did not receive sufficient notice under the Brown Act.

- The agenda item was simply “Roundtable Budget Discussion” and even the Executive Summary in the packet didn't mention membership – and the packet was 291 pages long. Yet adding voting members is a very big deal, especially when contrary to the Bylaws. It's a bit like a City Council, during a Budget Discussion, voting to invite a developer from out of town to buy a seat on the Council with fees based on how many buildings they're constructing. Surely, this required better notice.

- Finally, the recommendation in the packet was not what was proposed at the meeting. The oral proposal for SJC's fee was 75% lower – just \$24,000, *about what Mountain View pays*.

The bottom line is that the public would like to provide comments considered in advance. Thank you for your consideration.

Background and Notes

My understanding is that the motion passed would extend invitations to SFO and SJC to join the Roundtable as voting members. SFO would pay \$80,524 and SJC would pay \$23,648.

- The Roundtable was told “Our Bylaws and MOU allow for other membership. There is a membership opportunity for the airports.” While that is true, the membership opportunity for airports is as non-voting members, as I read the MOU and Bylaws.

- Article III of the MOU specifies Roundtable membership. Its sections speak to founding members, non-voting membership and additional voting membership. **Non-voting** memberships include “*Relevant subject matter experts from airlines operating at SFO and SJC, FAA staff and other representatives as deemed necessary.*” The MOU allows for additional **voting** memberships for incorporated towns and Cities within Santa Clara and Santa Cruz counties. The airports do not qualify as such.

- Article III of the Bylaws addresses voting rights more specifically. It should state, “*The following agencies may also have a non-*

voting representative and an alternate to the roundtable who shall not be an elected official: Minéta San Jose International Airport, San Francisco International Airport, Other organizations as determined.” The Bylaws do not state that because of an editing error made during the last change to the Bylaws that requires correction.

- Of course, the MOU and Bylaws could be changed to allow the airports as voting members if desired.
- The Roundtable was told that “we’re the only Roundtable that doesn’t have an airport as a member”. The SFO Roundtable does not provide a vote to the airport, rather it provides a vote to the Airport Commission, a five-member panel appointed by the Mayor’s office. The Commission is prohibited by charter from involving itself in the day-to-day operation of the airport. While the San Jose Airport Commission primarily deals with issues pertaining to SJC, its scope is broader, comprising Reid-Hillview and San Martin airports.
- Article IX, section 6 of the SFORT Bylaws state that between the three members from the Board of Supervisors, the Mayor’s Office and the Airport Commission, a maximum of two are permitted to vote on any action item on the meeting agenda.
- The packet recommended that a new income type of ‘membership dues for airports’ be created with the dues of a very large city (p21). The dues for San Jose and San Francisco were published in the packet as \$94,594 and \$80,524, respectively.
- In her oral presentation, the presenter made a different proposal from what was suggested in the packet: she suggested a further 80% discount to the fees for SJC. This was because SJC serves roughly 20% of the passengers of SFO. In her written invitation to SFO, the discount was adjusted to 75%, for a fee of \$23,648. For reference, the dues paid by Sunnyvale are \$43,072 and \$22,774 for Mountain View.

END OF SUPPLEMENTAL DOCUMENT FROM ROBERT HOLBROOK

Footnote:

** Legal precedent violated under Brown Act & sample case law:

(Moreno v. City of King (2005) 127 Cal App 4th 17, 25 Cal Rptr 3d 29.)

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https://www.cacities.org/Resources-Documents/Member-Engagement/Professional-Departments/City-Attorneys/Library/2016/Annual-2016/10-2016-Annual_Koczanowicz_Have-You-Noticed_Notici.aspx

Document attached contains same material as email above.

Attachment Summary

**20191215_J_Tassef_Comments regarding airports as voting members_To be posted in packet
Dec 19 meeting**

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December 15, 2019

Name

Jennifer Tasseff

Message

Opposition to Airports as voting members - Potential unintended consequences

Hello SCSC Roundtable Members:

Recently Robert Holbrook shared a letter that he had forwarded to the SCSC Roundtable. This letter clearly outlines the reasons to oppose the airports as voting members, and the ramifications of such a decision.

I strongly support all of the points made by Robert in his attached letter (below). Robert's analysis is accurate, well researched, and points out potential unintended consequences regarding airport voting membership. In addition, I am certain that the Sunnyvale/Cupertino Airplane Noise Group members would support Mr. Holbrook's position as well.

I fully encourage the airports to join & participate with the SCSC Roundtable as NON-Voting members. But, like Robert, I am firmly opposed to the airports participating as voting members. I am forwarding this information to you, as SCSC Roundtable representatives from various cities, in order to illustrate that impacted residents from multiple cities strongly oppose airport "voting" memberships.

Thank you - Jennifer - Sunnyvale resident & member of the Sunnyvale/Cupertino Airplane Noise Group

Letter from Robert Holbrook to the SCSC Roundtable regarding opposition to airports as voting members in the Roundtable: I believe the airports can help the Roundtable to be more effective, but I am strongly averse to trading airport participation for votes on the Roundtable. Because airports pursue growth and profit, I am wary of the possibility that the airports would vote to support the efficiency goals of NextGen on critical matters affecting residents. NextGen efficiency has come at the cost of millions of complaints in the Bay Area.

As a principle, I believe that the voting members of the Roundtable should represent the people. Airports can have very different goals. The strategic plan for SJC calls for "ambitious but achievable goals related to growth, innovation, financial strength and organizational efficiency" link, with no acknowledgement of the impacts on residents. Adding an organization with such a strong focus on growth and profit as a voting member could be akin to selling a developer a voting seat on a city council. I'll add that the SFO Roundtable does not permit their airport to vote if the elected representatives from the City and County of San Francisco vote – only two of the three bodies may vote on any issue – so the SFO Roundtable has not strayed far from the principle that the voting members of the Roundtable represent the people.

If SFO, SJC and the City of San Jose (who owns SJC) were all to join our Roundtable, airport operators would hold three of 16 votes. If a 2/3rds majority is required to pass a recommendation to the FAA, this bloc could easily determine major outcomes. Please note that if the airports had been able to vote on the Select Committee, they would have decided the focal question of whether to revert SERFR to the Big Sur ground track, possibly overturning the broad community consensus that noise should return to where it came from.

I recognize that our Roundtable faces budget issues – this was surfaced in the August meeting. But rather than consider creating a new class of airport voting members as a last resort, it was presented as one of the first, best options to be considered. I would hope that more creative solutions to the Roundtable's budget challenges could be considered before taking a step as drastic as this. In the unfortunate event that such a drastic step were to be proposed, a broad range of issues should be considered including the terms under which the new airport members would vote (such as stipulated by the SFO Roundtable), the terms for passing key recommendations to the FAA (such as ensuring there is no supermajority requirement for the special case of reverting noise to where it came from) and, certainly, the price at which these voting memberships are to be 'sold' (SFO's \$220,000 annual contribution toward the SFO Roundtable represents 84% of the funds being contributed in FY 2018-2019 – whereas the fee proposed for SJC to join our Roundtable was less than 10% of our \$250,000 budget.) None of these discussions occurred in the August meeting. I think that was because the topic of creating a new class of voting members was not agendized – the public, at least, was caught off-guard. Moreover, Roundtable members were misinformed during the discussion preceding the vote touching on airport membership. I hope that in a future meeting the budget options can be addressed with more deliberation and without recourse to selling voting memberships to the airports.

Regards - Robert Holbrook

December 16, 2019

Name

Jennifer Landesmann

Message

Please relay this to all SCSC members

Dear SCSC Roundtable members,

I would like to share with you the recent Sky Posse Palo Alto [UPDATE](#).

Important questions are posed about what criteria the SCSC roundtable will adopt to make recommendations. The fallacious "no noise shifting" issue that you also heard about from various public speakers at your last meeting will have repercussions to how roundtables are perceived locally and nationally.

I urge that instead of being a "no this, no that" body - effectively privatizing our skies for the exclusive benefit of economic gains or to create special noise shields to arbitrarily protect say San Jose who has told you of their "policy" that they will not accept any noise unless it benefits them, that you instead **adopt the Select Committee's [UNDERLYING PRINCIPLES](#) (page 3 of the SC's final report)**. A "can do" approach could do more to help address the problems that brought about the body you represent.

Last but not least, as I have shared before, a **first** step to informed community discussions must be to demand noise maps and AEDT analysis before FAA concludes on "community asks" or to trounce forward with piecemeal actions that are not understood as regards impacts on the ground. Namely, by FAA themselves who do not know the effect of Air Traffic Organization actions on people on the ground. **The drunken like pattern of publishing procedures without any noise analysis needs** to end and I hope you can help with that as well.

Thank you for your work on this issue.

Jennifer Landesmann
Palo Alto, CA

SCSC Roundtable Staff Email Responses¹

October 18 – December 16, 2019

¹ All incoming emails receive the following response, “Thank you for contacting the SCSC Roundtable. Please be assured that your communication will be reviewed by the appropriate person. Citizen/resident communications will be distributed to SCSC Roundtable Members.” The responses on the following pages reflect the more detailed responses that have been provided when appropriate.

SCSC Roundtable Staff Email Responses – October 18 – December 16, 2019

October 20, 2019

Name

Mike McClintock

Message

OAK Forum Response to FAA July 15 2019 Letter

Mike,

Thanks for sending this email to Chair Bernald. In the future, please also copy the SCSC Roundtable's email address at SCSCRoundtable@gmail.com as we use it to capture and log email correspondence to and from the

Roundtable. Thanks!

Regards,

Steve

October 21, 2019

Name

Ivar Satero

Message

Invitation to join SCSC Roundtable

Mr. Satero:

On behalf of the SCSC Roundtable, please see the attached letter inviting SFO to join the SCSC Roundtable as a voting member.

We appreciate your consideration and look forward to continued collaboration.

I may be reached at the number below for questions.

My best,

~Andi

Andi Jordan
Executive Director
Cities Association of Santa Clara County

Attachment

Ivar Satero_2019-10-09 SFO letter and attachments.



October 9, 2019

Ivar C. Satero
Airport Director
San Francisco International Airport
P.O. Box 8097
San Francisco, CA 94128

Dear Mr. Satero:

On behalf of the newly formed Santa Clara Santa Cruz Roundtable, I am writing to invite the San Francisco Airport to join the SCSC Roundtable as a voting member.

At the August 2019 meeting, the Roundtable Membership approved a new membership for airports as voting members. In keeping with the agreements and principles establishing the SCSC Roundtable, each airport fee will be based on the airport’s population of the home jurisdiction and then will consider the total number of passengers of each airport. For example, SFO Airport’s population would be the population of San Francisco population at the most recent census. SJC’s population would be the 2010 census of San José, but as the airport has approximately a quarter of the passengers, their total would be divided by 4.

	Population: Census 2010	2018 Passengers	Total
San Jose	945,942 x .10 = \$94,594	14,700,000	\$23,648.50
San Francisco	805,235 x .10 = \$80,524	57,793,313	\$80,524.00

We would appreciate the opportunity to work with SFO.

I am available if you have any questions or comments.

My best,

Andi Jordan
Executive Director
Cities Association of Santa Clara County

Attachments:

- MOU
- By-laws
- Chair Mary-Lynne Bernalds on the SCSC Roundtable’s Accomplishments



Remarks to Cities Association of Santa Clara County from Mary-Lynne Bernald,
Chair, SCSC Roundtable

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

In June 2017, Congressional Representatives Eshoo, Panetta, and Khanna asked Cities to form a permanent Roundtable.

In October 2018, Directors of the Cities Association voted to initiate the formation of the Roundtable. The Roundtable commenced work in February 2019.

The RT's mission is twofold:

1. To provide a forum for addressing community noise and environmental issues, and
2. To make recommendations to the regional commercial service airports and the FAA on aircraft-related noise and environmental issues.
- 3.

Currently, the Roundtable includes representatives from Santa Clara and Santa Cruz Counties, the Cities of Capitola, Cupertino, Los Altos, Los Altos Hills, Monte Sereno, Mountain View, Palo Alto, Santa Clara, Santa Cruz, Saratoga, and Sunnyvale, as well as participants from SFO and the FAA.

By laws were amended to allow staff members from the two County offices to become voting members of the RT. All other members are elected City Council officials.

To date, we have held 7 meetings: three in the Santa Clara County Supervisors' Chambers; three in the City of Santa Clara Council Chambers, and one in Santa Cruz County Supervisors' Chambers.

From the beginning, it became apparent that the lack of a venue for Select Committee and South Flow Ad Hoc Committee updates, for community input, for technical expertise, and for interaction with the FAA has proven frustrating.

That is why passing the Resolution affirming the SC/SC Roundtable as the appropriate organization to follow up the reports of the Select Committee and the South Flow Ad Hoc and to address ongoing community concerns related to aircraft noise and environmental issues can be hailed as a major accomplishment.

Other accomplishments include:

- Providing that venue throughout our region for community input and FAA reports and updates.
- Becoming the centralized communication venue.
- Setting up a website.
- Responding to community emails requesting technical clarification on flight track questions by Steve Alverson and ESA
- Receiving needed trainings and/or briefings from ESA on

Noise 101

Proposed LOUPE Five Departure Procedure at SJC

Proposed PIRAT Two STAR Standard Terminal Arrival Route into SFO

And, Review of the FAA Instrument Flight Procedures Information Gateway (IFP)

- Receiving reports from the FAA on

FAA and Community Roundtable Process

FAA's Procedure Development Process

FAA's responses to Questions on PIRAT TWO STAR procedure and LOUPE FIVE Departure Procedure

FAA's response to recommendations from the SJC Ad Hoc Advisory Committee on South Flow Arrivals, and

FAA's review of the Select Committee on South Bay Arrival Recommendations

- Receiving a detailed presentation of the Select Committee Process from Kris Zanardi out of Supervisor Joe Simitian's office
- Receiving a presentation on the South Flow Ad Hoc from Glenn Hendricks
- Arranging a very beneficial tour of the SFO tower and runways.
- Initiating discussions with SFORT and OAK Noise Forum requesting a formal process for regional collaboration among the three.

Information garnered over six meetings by our consultant ESA has been the catalyst for developing our Strategic Plan and our Work Program. Those items were presented to the RT in draft form at July's meeting. With input from all participating members, a subcommittee will work to finalize the draft documents which will lay the foundation for the RT and prioritize, through regional consensus, our goals for the upcoming year.

As Chair, I am tremendously aware of how valuable this venue is.

As a start-up organization we cannot lose sight of how much we have actually accomplished in just seven meetings while there have been so many diverse demands on this organization during this short time.

I am also aware of how much there is left to do!



SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE PURPOSE & BYLAWS

ESTABLISHED & APPROVED (March 27, 2019)

To address community noise concerns and make recommendations to the Regional
Airports and FAA on noise related issues.

CITIES ASSOCIATION OF SANTA CLARA COUNTY
WWW.CITIESASSOCIATION.ORG

Table of Contents

MISSION 2

PURPOSE 2

BYLAWS 2

ARTICLE I. ORGANIZATION NAME..... 2

ARTICLE II. CURRENT ROUNDTABLE MEMORANDUM OF UNDERSTANDING (MOU)..... 2

ARTICLE III. MEMBERSHIP/REPRESENTATION 3

ARTICLE IV. OFFICERS/ELECTIONS 4

ARTICLE V. STAFF SUPPORT 5

ARTICLE VI. MEETINGS 5

ARTICLE VII. SUBCOMMITTEES 6

ARTICLE VIII. FUNDING/BUDGET 7

ARTICLE IX. CONDUCT OF BUSINESS/VOTING..... 8

ARTICLE X. AMENDMENTS/EFFECTIVE DATE 8

Santa Clara/Santa Cruz Counties Airport/Community Roundtable Purpose & Bylaws

MISSION

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

PURPOSE

The Santa Clara/Santa Cruz Counties Airport/Community Roundtable was established in 2018 to address community concerns related to noise from aircraft operating to and from, and not limited to San Francisco International Airport (SFO) and San Jose International Airport. This voluntary committee of local elected and appointed officials provides a forum for public officials, airport management, FAA staff, and airline representatives to address issues regarding aircraft noise, with public input. The Roundtable monitors a performance-based aircraft noise mitigation program, as implemented by airport staff, considers community concerns regarding relevant aircraft noise issues, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, airport management, and local elected officials.

BYLAWS

Article I. Organization Name

The name of the independent public body established by a 2018 Memorandum of Understanding (MOU), (as amended) to carry out the purpose stated above, is the “Santa Clara/Santa Cruz Counties /Community Roundtable” and may be commonly referred to as the “Roundtable.”

Article II. Current Roundtable Memorandum of Understanding (MOU)

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

Article III. Membership/Representation

1. Any City/County in Santa Clara or Santa Cruz County is eligible to be a member of the Roundtable. The following Cities and Counties are founding members of Roundtable:

City of Capitola
City of Cupertino
City of Los Altos
City of Los Altos Hills
City of Monte Sereno
City of Mountain View
City of Palo Alto
City of Santa Clara
City of Santa Cruz
City of Saratoga
City of Sunnyvale
County of Santa Clara
County of Santa Cruz

2. Roundtable Representatives and their Alternates are voting members who serve on the Roundtable and are designated by each of the members listed in Article III. above.
3. The City representative shall be elected officials. The County representatives may be elected officials or the County Chief Executive Officer or designee. Each City shall also have one alternate which is also an elected official. Each County shall have one alternate which may be an elected official or a chief executive officer or designee.
 - Minéta San Jose International Airport
 - San Francisco International Airport
 - Other organizations as determined
4. Roundtable Advisory Members are non-voting members that provide technical expertise and information to the Roundtable and may consist of representatives from the following:
 - Knowledgeable airline representatives operating at San Francisco International Airport & Minéta San Jose International Airport,
 - Federal Aviation Administration (FAA) Staff
 - Other organizations as determined by the Roundtable
5. All Representatives and Alternates who serve on the Roundtable shall serve at the pleasure of their parent bodies and are elected officials or staff. Residents are not permitted to represent cities or counties.

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

Article IV. Officers/Elections

1. The officers of the Roundtable shall consist of a Chairperson and a Vice-Chairperson.
2. The Chairperson and Vice-Chairperson shall be elected by a majority of the members present at the February Meeting or the first Regular Meeting held thereafter. The term of the Chairperson and Vice-Chairperson shall not exceed twelve (12) months from the date of the election.
3. Nominations for officers of the Roundtable shall be made from the floor.
4. The Chairperson shall preside at all Regular and Special Roundtable Meetings and may call Special Meetings when necessary.

5. The Vice-Chairperson shall perform the duties of the Chairperson in the absence of the Chairperson.
6. A special election shall be called if the Chairperson and/or Vice-Chairperson are unable to serve a full term of office.
7. The Chairperson or Vice-Chairperson may be removed from office at any time by a majority vote of the members.

Article V. Staff Support

1. Roundtable staff support shall be directed by the Cities Association of Santa Clara County may include staff and consultants.
2. The duties of the Roundtable Staff and consultants provided by the Cities Association of Santa Clara County shall be specified and approved as part of the Roundtable's annual budget process.

Article VI. Meetings

1. The Roundtable membership shall establish, by adopted resolution, the date, time and place for regular Roundtable meetings. Such resolution shall be adopted at the first regular meeting.
2. A majority of all voting members of the Roundtable must be present to constitute a quorum for holding a Regular or Special Roundtable Meeting.
3. If a quorum is not present at a Regular or Special Roundtable Meeting as determined by the roll call, the Chairperson may decide to:
 - a. terminate the proceedings by declaring a quorum has not been achieved and therefore an official meeting cannot be convened, or
 - b. delay the start of the official meeting as a means to achieve a quorum, if possible, and
 - c. if the Chairperson chooses to delay the meeting, the Chair may ask for a consensus from the Representatives/Alternates present to hear the informational items only as noted on the meeting agenda.

4. All agendas and meeting notices for each Regular Meeting, Special Meeting, and certain Subcommittee Meetings, as defined in Article VII, shall be posted, as prescribed by law (Brown Act, California Government Code Section 5490 et seq.).
5. Each Roundtable Meeting Agenda packet shall be posted on the Roundtable Web site as soon as possible before a meeting.

Article VII. Subcommittees

1. Subcommittees shall either be a Standing Subcommittee or an Ad Hoc Subcommittee which may be created, as needed, to address specific issues. The number of members appointed to a subcommittee of the Roundtable shall consist of less than a quorum of its total membership (see Article VI. Section 2, re: quorum).
2. Creation of a Standing Subcommittee or an Ad Hoc Subcommittee may be created by a majority vote of the Representative/Alternates present at a Regular Meeting. Any Member may propose the formation of a subcommittee.
3. Standing Subcommittee or Ad Hoc Subcommittee membership and number of meetings shall be based on the following:
 - a. The Chairperson, at his or her discretion, may appoint any Roundtable Representative or Alternate to serve on a Standing Subcommittee or on an Ad Hoc Subcommittee.
 - b. The Roundtable Chairperson and Vice-Chairperson may serve on a Subcommittee or appoint a current member of the Roundtable to serve as the Subcommittee Chairperson. The Roundtable Chairperson shall serve or appoint a Chair of the Subcommittee, and the Subcommittee shall elect the Vice-Chair. When the Chair of the Subcommittee cannot attend a Subcommittee meeting, the Subcommittee Vice-Chair may serve as the Chair for that meeting.
 - c. Each Subcommittee shall meet as many times as necessary to study the issues identified by the Roundtable as a whole and develop and submit final recommendations regarding such issues to the full Roundtable for review/action.
 - d. After the date on which the Roundtable has heard and taken action on an Ad Hoc Subcommittee's final recommendation(s), the Ad Hoc Subcommittee shall cease to exist, unless the Roundtable determines that the Subcommittee must reconvene for the purposes described in this paragraph.

In its action on the Ad Hoc Subcommittee recommendation(s), the Roundtable may direct the Subcommittee to reconvene, as necessary to review, refine, and/or revise all or a portion of its recommendation(s). If such action occurs, the

Ad Hoc Subcommittee shall be charged with preparing and submitting a subsequent recommendation(s) to the full Roundtable for review/action. After the date on which the Roundtable has received the subsequent Ad Hoc Subcommittee recommendation(s), the Subcommittee shall cease to exist.

4. The duties of a chairperson of a Roundtable Subcommittee may include, but are not limited to, presiding over Subcommittee meetings and submitting recommendations to the full Roundtable, regarding the topics/issues addressed by the Subcommittee.

Article VIII. Funding/Budget

1. The Roundtable shall be funded by its voting member agencies. Attached to the bylaws is the initial Funding allocation for each City and County. The Cities Association of Santa Clara County shall establish a Roundtable Fund that contains the funds from the member agencies and shall be the keeper of the Roundtable Fund. All Roundtable expenses shall be paid from the Roundtable Fund.
2. The amount of the annual funding for each member shall be based on the approved per capita formula and may be increased or decreased on a percentage basis at a Regular or Special Meeting by a majority vote of those members present at that meeting.
3. The Roundtable fiscal year shall be from July 1st to June 30th.
4. Roundtable Staff, in consultation with the Roundtable Chairperson, will recommend an annual funding amount for the Roundtable at least 60 days prior to the anticipated date of adoption of the annual Roundtable Budget and inform each member of their anticipated increase or decrease in funding amount.
5. The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting to be held between February - April of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.
6. The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.
7. If a member withdraws from the Roundtable, per the provisions of Article III. Section 9, the remainder of that member's annual Roundtable funding contribution shall be forfeited, since the annual Roundtable Budget and Work Program are based on revenue provided by all Roundtable members.

Article IX. Conduct of Business/Voting

1. All Roundtable Regular Meetings and Special Meetings shall be conducted per the relevant provisions in the Brown Act, California Government Code Section 54950 et seq.
2. All Roundtable Standing Subcommittees, as identified in Article VII., are considered legislative bodies, per Government Code Section 54952 (b) (Brown Act) and therefore, the conduct of Standing Subcommittee meetings shall be guided by the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
3. Ad Hoc Subcommittees are not legislative bodies, as defined by law, and therefore the conduct of those Subcommittee meetings are not subject to the relevant provisions of the Brown Act, Government Code Section 54950 et seq.
4. All action items listed on the Meeting Agenda shall be acted on by a motion and a second, followed by discussion/comments from Roundtable Representatives and the public, in accordance with Robert's Rules of Order. Approval of an action item shall require a majority of the membership.
5. Each City and County represented on the Roundtable shall have one vote on all voting matters that come before the Roundtable.
6. To ensure efficient communications and the appropriate use of Roundtable Staff and Airport Noise Abatement Office Staff resources outside of noticed Roundtable meetings, other than those requests deemed to be minor by the Chairperson, Roundtable Members shall submit all requests for assistance/information/analysis to the Chairperson. The Chairperson will determine the appropriate course of action to respond to the request and shall, if necessary, forward the request to Roundtable and/or Airport staff for action. The Chairperson shall inform the Roundtable Member of the disposition of the request in a timely manner. For requests that are outside of the Roundtable's purview or approved Work Program, the Chairperson shall notify the Member that the request cannot be fulfilled at that time. The Vice Chairperson shall have similar authority in the Chairperson's absence.

Article X. Amendments/Effective Date

1. The Bylaws shall be adopted at a Regular or Special Roundtable Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.
2. The adopted Bylaws may be amended at any Roundtable Regular or Special Meeting by a majority of the Roundtable Representatives/Alternates present at that meeting.

3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

Roundtable Chairperson Mary-Lynne Bernald
City of Saratoga

Date

Roundtable Vice-Chairperson Lisa Matichak
City of Mountain View

Date

3. The effective date of these Bylaws and any future amended Bylaws shall be the first day after the Roundtable action to (1) adopt these Bylaws and (2) adopt all subsequent amendments to the Bylaws.

Mary Lynne Bernald
Roundtable Chairperson Mary-Lynne Bernald
City of Saratoga

Mar 4/27/2019
Date

Lisa Matichak
Roundtable Vice-Chairperson Lisa Matichak
City of Mountain View

Mar 27, 2019
Date



MEMORANDUM OF UNDERSTANDING

PROVIDING FOR THE CONTINUING OPERATION OF THE SANTA
CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Cities Association of Santa Clara County
www.citiesassociation.org

MEMORANDUM OF UNDERSTANDING (MOU)

PROVIDING FOR THE CONTINUING OPERATION OF THE SANTA CLARA/SANTA CRUZ COUNTIES AIRPORT/COMMUNITY ROUNDTABLE

Preamble

A critical need exists in Santa Clara and Santa Cruz Counties for a permanent venue to address aircraft noise concerns and it is essential to include all unrepresented cities in these counties.

In July 2017, the Cities Association of Santa Clara County received a Congressional request by Representatives Eshoo, Khanna, Panetta to take a leadership role in developing an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), and San Francisco International Airport (SFO) that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the South Bay and Santa Cruz County

Between May and November 2016, the Select Committee on South Bay Arrivals, a temporary committee of 12 local elected officials (Select Committee) appointed by Congresswoman Anna G. Eshoo, Congressman Sam Farr, and Congresswoman Jackie Speier, convened meetings to receive public input and develop regional consensus on recommendations to reduce aircraft noise caused by SFO flights and airspace, and procedural changes related to the Federal Aviation Administration's Next Generation Air Transportation System.

Among the many recommendations that received unanimous approval by the Select Committee was the need for a permanent venue to represent currently disenfranchised communities in addressing aircraft noise concerns including, but not limited to SFO. This recommendation stems from the fact that our mutual constituents in Santa Clara and Santa Cruz Counties, do not currently belong to a permanent aircraft noise mitigation entity such as the SFO Airport/Community Roundtable.

On October 3, 2017, the San José City Council authorized the Ad Hoc Advisory Committee on South Flow Arrivals to explore possible solutions to address the noise impacts on residents when weather conditions over the airfield require the Airport to operate in a “south flow” configuration (when aircraft land from the north of the Airport instead of the usual landing from the south).

Both the Select Committee and the South Flow Ad Hoc Roundtable have disbanded, the Santa Clara/Santa Cruz Roundtable envisioned by the Cities Association would likely be viewed as an appropriate surrogate for this function in partnership with the SFO Roundtable, SFO and San Jose Minéta Airports.

A significant demand exists for an aircraft noise mitigation entity to represent constituents in the South Bay, it is imperative that any potential body not be confined to SJC or SFO related issues and also include representation of all affected and currently unrepresented communities in Santa Clara and Santa Cruz Counties. While participation by elected officials

in each affected city is essential, it is critical that the establishment of such a body should not be unilaterally implemented by one city, but instead be led collectively by the entire affected region.

The [FAA's November 2017 Phase Two Report](#), the FAA reiterates it will not support solutions that result in shifting the problem of noise from one community to another. It also repeatedly identifies increased flying distance as an unacceptable outcome of many community-proposed solutions that conflict with the economic, environmental, and operational efficiency benefits gained from shorter flying distances.

The FAA repeatedly points to the anticipated inevitability of increases in congestion as airports increase their number of flight operations. The report explicitly states it will not move forward on certain feasible recommendations "until issues of congestion, noise shifting and flying distance have been addressed with the airline stakeholders and the affected communities by the Select Committee and/or SFO Roundtable."

Each jurisdiction is just one of over 100 municipalities in the Bay Area. The ability of any single community, whether 30,000 or 60,000, to influence the complex operations of a federal agency serving a region of 8 million people is limited.

The impacts of airplane noise must be considered amid the competing interests of the flying public, airline industry priorities, airport operational requirements, broader economic and environmental impacts and, above all else, safety. The successful navigation of these public interest challenges requires effective collaboration.

To ensure equitable regional representation, each city and county should have the opportunity to appoint one Member and one Alternate who are local elected officials to serve on the body, elect their own leadership, and participate in helping to fund the effort just as the SFO Airport/Community Roundtable does. Once it is conceived, the newly formed South Bay Airport Roundtable could also work with the SFO Airport/Community Roundtable to establish a joint subcommittee to address complex overlapping issues.

The Cities Association of Santa Clara County is seeking each jurisdiction of Santa Clara County and Santa Cruz County to collaborate with neighboring jurisdictions through the formation of a community roundtable to most effectively address the community impacts of aircraft operations and work with the Federal Aviation Association (FAA).

The Board of Directors of the Cities Association of Santa Clara County supports and will initiate formation of an intergovernmental partnership between the cities and counties of Santa Clara and Santa Cruz Counties, Norman Y. Minéta San Jose International Airport (SJC), San Francisco International Airport (SFO), and the FAA, that will serve as a permanent aircraft noise mitigation entity representing all affected communities in the Santa Clara and Santa Cruz Counties, and invite the jurisdictions, cities and counties within Santa Clara County and Santa Cruz County, to partner in the formation of the Santa Clara/Santa Cruz Roundtable.

ARTICLE I: Statement of Purpose and Objectives

Purpose

The overall purpose of the Santa Clara/Santa Cruz Counties Community Roundtable (Roundtable) is to continue to foster and enhance this cooperative relationship to develop, evaluate, and implement reasonable and feasible policies, procedures, and mitigation actions that will further reduce the impacts of aircraft noise in neighborhoods and communities in Santa Clara and Santa Cruz Counties.

Objectives

Objective 1: Continue to organize, administer, and operate the Roundtable as a public forum for discussion, study, analysis, and evaluation of policies, procedures and mitigation actions that will minimize aircraft noise impacts to help improve the quality of life of residents in Santa Clara and Santa Cruz Counties.

Objective 2: Provide a framework of understanding as to the history and operation of the Roundtable.

Objective 3: Maintain the Roundtable as a focal point of information and discussion between local, state, and federal legislators and policy makers, as it applies to noise impacts from airport/aircraft operations in local communities.

Objective 4: Develop and implement an annual Roundtable Work Program to analyze and evaluate the impacts of aircraft noise in affected communities and to make recommendations to appropriate agencies, regarding implementation of effective noise mitigation actions.

Objective 5: Maintain communication and cooperation between Airport management and local governments, regarding: (1) local agency land use and zoning decisions within noise-sensitive and/or overflight areas, while recognizing local government autonomy to make those decisions and (2) decisions/actions that affect current and future on-airport development, while recognizing the Airport's autonomy to make those decisions.

ARTICLE II: Agreement

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

Accept the operation of the Roundtable as described in the "Statement of Purpose and Objectives," as stated in Article I.

Work cooperatively to reduce noise and environmental impacts, from aircraft operations at, but not limited to, SFO and SJC, in affected neighborhoods and communities.

Provide the necessary means (i.e., funding, staff support, supplies, etc.) to enable the Roundtable to achieve a reduction and mitigation of aircraft noise impacts, as addressed in this agreement.

Represent and inform the respective constituencies of the Roundtable members of the Roundtable’s activities and actions to reduce aircraft impacts, as addressed in this agreement. Initial funding will be shared by jurisdictions, and thereafter it is expected the airport will contribute.

The Roundtable shall establish a budget for each fiscal year. Each Roundtable voting member jurisdiction shall contribute to the budget based on a per capita formula: the population of each jurisdiction (most recent available census numbers) times the following per capita fee structure. This formula is the maximum contribution a jurisdiction will make:

Per Capita Fee Structure		
Large City	\$	0.50
Small City	\$	0.50
Medium City	\$	0.50
XL City	\$	0.10
County	\$	0.50

ARTICLE III: Roundtable Membership

Voting membership – The Roundtable voting membership consists of one designated Representative and one designated Alternate. The founding jurisdictions include:

- City of Capitola
- City of Cupertino
- City of Los Altos
- Town of Los Altos Hills
- City of Monte Sereno
- City of Mountain View
- City of Palo Alto
- City of Santa Clara
- City of Santa Cruz
- City of Saratoga
- City of Sunnyvale
- County of Santa Clara
- County of Santa Cruz

ARTICLE III: Roundtable Membership - continued

Non-Voting Membership - Roundtable non-voting membership shall consist of Advisory Members who represent the following:

- Relevant subject matter experts from airlines operating at SFO or SJC
- Federal Aviation Administration (FAA) staff
- Other representatives as deemed necessary

Additional Voting Membership - Other incorporated towns and/or cities located within Santa Clara or Santa Cruz Counties may request voting membership on the Roundtable by adopting a resolution:

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

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

ARTICLE IV: Roundtable Operations and Support

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

Initial Roundtable staff support shall be provided by the Cities Association of Santa Clara County. The Roundtable is expected to hire additional technical staff support as needed.

ARTICLE V: Amending This Memorandum of Understanding (MOU)

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

Step 1: Roundtable consideration of a proposed MOU amendment

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

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

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

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

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

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

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

This Memorandum of Understanding (MOU) shall be deemed adopted and effective upon adoption by at least two thirds of the jurisdictions listed in Article III.

The effective date of this Memorandum of Understanding (MOU) shall be the date of approval by at least two-thirds of the member agencies/bodies.

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

This MOU shall remain in effect so long as all of the voting following membership conditions are met:

This Memorandum of Understanding (MOU) and any subsequent amendments to this document shall remain in effect indefinitely,

1. as long as the membership conditions of Item No. 3 of this Article are met,
2. until it is replaced or superseded by another Memorandum of Understanding (MOU), or
3. until the Roundtable is disbanded.

City/County Representative Jurisdiction Date

President, Cities Association of Santa Clara County Date

October 21, 2019

Name

Ivar Satero

Message

Invitation to join SCSC Roundtable

Ivar,
We look forward to hearing from you.

Andi

October 21, 2019

Name

Jennifer Landesmann

Message

SCSC Roundtable Agenda Packet Posted

Hi Jennifer,

Thank you for following up. Unfortunately this is not something we are able to directly edit at this time for the agenda packet. As you mentioned, if Sandra is able to update on her slides prior to the meeting, that would be the best opportunity to make the correction.

In addition, for future email communication, and correspondence tracking purposes, please remember to always include the email address for the SCSC Roundtable (scscroundtable@gmail.com), and also include whomever from the Roundtable/Roundtable staff you would like to directly address. This is much appreciated as it allows for a more direct and efficient way of tracking communications.

Thank you for your understanding,

SCSC Roundtable Staff

October 21, 2019

Name

Robert Holbrook

Message

SCSC Roundtable Agenda Packet Posted

Robert,

The short period for "Comments from the Public. . ." near the end of the meeting was an inadvertent result of moving items around on the agenda. We've put that item back to 10 minutes and reduced the comment period for the UC Davis item to five minutes, so that we can still end by 4 pm. The revised agenda is on the SCSC Roundtable website. Thanks for bringing this to our attention. See you Wednesday.

Regards,

Steve

October 22, 2019

Name

Cheryl Poland

Message

Community concern - SCSCRT agenda item

Dear Ms. Poland,

Thank you for your email. The Roundtable has taken the position that we are not seeking in any way to change or modify the recommendations of the Select Committee. This is also my position. The item you reference in our Work Plan is for the Roundtable to monitor how the recommendations of the Select Committee are being planned and implemented by the FAA which is an appropriate role for the Roundtable. I hope this addresses your concerns.

Carlos

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

October 28, 2019

Name

Jennifer Tasseff

Message

RE: Supersonic flights - Attached Sunnyvale/Cupertino Airplane Noise Group Letter previously forwarded to the FAA

Dear Jennifer,

Thank you for sending us this information from the Sunnyvale/Cupertino Airplane Noise Group letter. How thoughtful!

Best!

Mary-Lynne

November 10, 2019

Name

Robert Holbrook

Message

Invitations to the Airports to Join the Roundtable

A couple of questions for you, Robert: do you want the SFO and SJC airports to be members of and engage in the SCSC Roundtable, or not? Why? Further, have you experienced anything with SFO's participation with the SFO RT that causes you to question their value in that organization?

Thank you for your input.

Mary-Lynne

November 15, 2019

Name

Congressional Representatives

Message

OAK Forum Response to FAA July 15 2019 Letter

Dear Karen, Kathleen, and Tom,

At the direction of the Santa Clara/Santa Cruz Airport/Community Roundtable (SCSC Roundtable) Chairperson, Mary-Lynne Bernald, I am forwarding to you the Roundtable's request for the collective support of Representatives Eshoo, Khanna, and Panetta on behalf of the Roundtable members and their constituents to oversee the FAA's supersonic aircraft noise regulation development/promulgation process to ensure that there will be no backsliding on aircraft noise and emissions levels to accommodate the introduction new business and commercial supersonic aircraft into United States airspace. Chairperson Bernald's letter to Regional Administrator Girvin sharing the Roundtable's recommendations for the FAA on the same topic is included as an attachment to the letter to Representatives Eshoo, Khanna, and Panetta.

On behalf of the SCSC Roundtable, thank you for considering this request for your support on overseeing the FAA's development and promulgation of new supersonic business and commercial aircraft noise regulations.

Please feel free to contact me or Chairperson Bernald should you any questions. Thank you.

Regards,

Steve

Attachment Summary

Final_SCSC_Roundtable_to_Congress_SST_Noise_Regs_20191111



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

PO Box 3144
Los Altos, CA 94024

November 11, 2019

Office of Honorable Anna Eshoo
698 Emerson Street
Palo Alto, California 94301

Office of Honorable Ro Khanna
3150 De La Cruz Blvd
Suite 240
Santa Clara, CA 95054

Office of Honorable Jimmy Panetta
100 W. Alisal Street
Salinas, CA 93901

Subject: Recommendations Regarding the Development and Promulgation of New Supersonic Business and Commercial Aircraft Noise Regulations

Honorable Anna Eshoo, Honorable Ro Khanna, and Honorable Jimmy Panetta:

At its October 23, 2019 regular meeting, the Santa Clara/Santa Cruz Airport/Community Roundtable authorized me to send you this letter regarding the need for Congress' support during the FAA's process of developing and promulgating new aircraft noise regulations for the next generation of business and commercial supersonic aircraft, which was initiated at the direction of Congress.¹ At the October 23rd meeting, Roundtable members and members of the public expressed concern regarding the noise and air pollution impacts of future business and commercial supersonic aircraft on the residents of Santa Clara and Santa Cruz Counties and residents throughout the nation.

To that end, I forwarded a series of recommendations (see the attached letter) to the Federal Aviation Administration's (FAA) Western-Pacific Regional Administrator, Rachel Girvin, designed to take proactive steps to reducing future aircraft noise and air pollution impacts, rather than allowing them to remain the same or worsen. In this letter, I am soliciting your collective support on behalf of the Roundtable members and the constituents we represent to oversee the FAA's noise regulation development/promulgation process to ensure that there will be no backsliding on aircraft noise and emissions regulations to accommodate the introduction new business and commercial supersonic aircraft into United States airspace.

¹ Federal Aviation Administration Reauthorization Act of 2018, Section 181, FAA Leadership on Civil Supersonic Aircraft.

We respectfully request that Congress:

- Direct that FAA establish certified aircraft noise levels of newly manufactured business and commercial supersonic aircraft that are less than the current Stage 5 and ICAO Chapter 14 noise standards as measured at the 14 CFR Part 36 takeoff, sideline, and approach noise measurement locations. Similarly, we ask that Congress direct the FAA to establish air pollutant emissions that are less than current air pollution standards for similar sized aircraft.

As evidenced by the existence and need for the SCSC Roundtable and many other aircraft noise roundtables throughout the country, the significant number of aircraft noise complaints lodged about aircraft noise throughout Santa Clara and Santa Cruz Counties, and the national ground swell regarding aircraft noise, the current Stage 5/Chapter 14 noise standards do not adequately protect the public health and welfare or provide for a viable national aviation transportation system. Development of the current Stage 5/Chapter 14 noise standards began several years ago and their adoption was a result of compromise with the aircraft engine and airframe manufacturers. Utilizing the Stage 5/Chapter 14 noise standards to certify new business and commercial supersonic aircraft will lock the communities into the current aircraft noise exposure for decades. FAA must adopt lower noise and air pollutant emissions standards for the new business and commercial supersonic aircraft to ensure that noise and air emissions levels are reduced with this new generation of aircraft, which has been FAA's approach for several decades.

- Direct the FAA to ensure that during supersonic flight over land, there must be no audible sound as heard by people outdoors on the ground. Current research suggests that sonic booms may be reduced to sonic "thumps," which would expose entirely new groups of people to a new and unfamiliar source of aircraft noise; a proven recipe for disaster.

FAA's implementation of the Metroplex Process and other satellite-based navigation systems has exposed millions of people to new "less than significant" aircraft noise levels resulting in widespread public outcry, ongoing lawsuits, and formation of new airport/community roundtables in areas that had previously not experienced widespread noise concerns. The SCSC Roundtable urges the FAA not to make the same mistake again when implementing new noise regulations for business and commercial supersonic aircraft.

- Direct the FAA to develop new aircraft noise metric and threshold of significance to replace the antiquated and ineffective Day-Night Average Sound Level (DNL) and DNL 65 threshold that FAA has used for decades to assess land use compatibility with aircraft noise exposure that can be applied to both subsonic and supersonic aircraft operations over the United States.

Although the DNL metric and DNL 65 land use compatibility guideline may have been appropriate when Stage 2 aircraft such as the 727-200, 737-200, and DC-9 that dominated airline fleets and aircraft noise exposure at our nation's busiest airports, those aircraft have been gone from the commercial fleet for nearly 20 years. Today, instead of requiring just a few Stage 2 aircraft operations to generate a DNL 65 noise exposure, it may be achieved (or not) by hundreds of aircraft operations. DNL masks the obvious problem, a lack of respite from aircraft noise without exceeding FAA's own significance threshold. Using DNL to evaluate, under the National Environmental Policy Act, the introduction of supersonic aircraft into the business and commercial aircraft fleet will only exacerbate the existing

aircraft noise problem that FAA is struggling to deal with today. Therefore, prior to the operation of civil supersonic aircraft, the SCSC Roundtable urges Congress to direct the FAA to adopt a new noise metric and a new significance threshold that more accurately reflects human annoyance and is more responsive to the introduction of new aircraft noise over new people, so that past mistakes are not repeated.

On behalf of the SCSC Roundtable, thank you for considering our request for your support on the above matters.

Sincerely,

A handwritten signature in cursive script that reads "Mary-Lynne Bernald". The signature is written in black ink and is positioned above the typed name.

Mary-Lynne Bernald
Chairperson, SCSC Roundtable

November 15, 2019

Name

FAA - Raquel Girvin

Message

Recommendations Regarding the Development and Promulgation of New Supersonic Business and Commercial Aircraft Noise Regulations

Dear Regional Administrator Girvin,

At the direction of the Santa Clara/Santa Cruz Airport/Community Roundtable (SCSC Roundtable) Chairperson, Mary-Lynne Bernald, I am forwarding to you the Roundtable's recommendations regarding the FAA's development and promulgation of new supersonic business and commercial aircraft noise regulations. As the SCSC Roundtable's conduit into the FAA, Chairperson Bernald would appreciate you forwarding this letter to the appropriate leadership/departments within the FAA for their review/action/response. The Roundtable looks forward to receiving a response from the FAA through you in the near future.

Please let me know if you have any questions.

Regards,

Steve

Attachment Summary

Final_SCSC_Roundtable_to_FAA_SST_Noise_Regs_20191111



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

PO Box 3144
Los Altos, CA 94024

November 11, 2019

Ms. Raquel Girvin
Regional Administrator, AWP-1
FAA Western-Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Subject: Recommendations Regarding the Development and Promulgation of New Supersonic Business and Commercial Aircraft Noise Regulations

Dear Regional Administrator Girvin:

At its October 23, 2019 regular meeting, the Santa Clara/Santa Cruz Airport/Community Roundtable authorized me to send you this letter regarding the Roundtable's input into the FAA's process of developing and promulgating new aircraft noise regulations for the next generation of business and commercial supersonic aircraft. As the Roundtable's conduit into the FAA, I would appreciate you forwarding this letter to the appropriate leadership/departments within the FAA for their review/action/response.

The SCSC Roundtable understands that at the direction of Congress, the FAA will be developing new aircraft noise regulations for business and commercial supersonic aircraft.¹ The SCSC Roundtable requests that as a part of this process, the FAA consider the following recommendations:

- The certified aircraft noise levels of newly manufactured business and commercial supersonic aircraft must be less than the current Stage 5 and ICAO Chapter 14 noise standards as measured at the 14 CFR Part 36 takeoff, sideline, and approach noise measurement locations. Similarly, the air pollutant emissions must be less than current air pollution standards for similar sized aircraft.

As evidenced by the existence and need for the SCSC Roundtable and many other aircraft noise roundtables throughout the country, the significant number of aircraft noise complaints lodged about aircraft noise throughout Santa Clara and Santa Cruz Counties, and the national ground swell regarding aircraft noise, the current Stage 5/Chapter 14 noise standards do not adequately protect the public health and welfare or provide for a viable national aviation transportation system. Development of the current Stage 5/Chapter 14 noise standards began several years ago and their adoption was a result of compromise with the aircraft engine and airframe manufacturers. Utilizing the Stage 5/Chapter 14 noise standards to certify new business and commercial supersonic aircraft

¹ Federal Aviation Administration Reauthorization Act of 2018, Section 181, FAA Leadership on Civil Supersonic Aircraft.

will lock the communities into the current aircraft noise exposure for decades. FAA must adopt lower noise and air pollutant emissions standards for the new business and commercial supersonic aircraft to ensure that noise levels are reduced with this new generation of aircraft, which has been FAA's approach for several decades.

- During supersonic flight over land, there must be no audible sound as heard by people outdoors on the ground. Current research suggests that sonic booms may be reduced to sonic "thumps," which would expose entirely new groups of people to a new and unfamiliar source of aircraft noise; a proven recipe for disaster.

FAA's implementation of the Metroplex Process and other satellite-based navigation systems has exposed millions of people to new "less than significant" aircraft noise levels resulting in widespread public outcry, ongoing lawsuits, and formation of new airport/community roundtables in areas that had previously not experienced widespread noise concerns. The SCSC Roundtable urges the FAA not to make the same mistake again when implementing new noise regulations for business and commercial supersonic aircraft.

- Develop a new aircraft noise metric and threshold of significance to replace the antiquated and ineffective Day-Night Average Sound Level (DNL) and DNL 65 threshold that FAA has used for decades to assess land use compatibility with aircraft noise exposure that can be applied to both subsonic and supersonic aircraft operations over the United States.

Although the DNL metric and DNL 65 land use compatibility guideline may have been appropriate when Stage 2 aircraft such as the 727-200, 737-200, and DC-9 that dominated airline fleets and aircraft noise exposure at our nation's busiest airports, those aircraft have been gone from the commercial fleet for nearly 20 years. Today, instead of requiring just a few Stage 2 aircraft operations to generate a DNL 65 noise exposure, it may be achieved (or not) by hundreds of aircraft operations. DNL masks the obvious problem, a lack of respite from aircraft noise without exceeding FAA's own significance threshold. Using DNL to evaluate, under the National Environmental Policy Act, the introduction of supersonic aircraft into the business and commercial aircraft fleet will only exacerbate the existing aircraft noise problem that FAA is struggling to deal with today. Therefore, prior to the operation of civil supersonic aircraft, the SCSC Roundtable urges the FAA to adopt a new noise metric and a new significance threshold that more accurately reflects human annoyance and is more responsive to the introduction of new aircraft noise over new people, so that past mistakes are not repeated.

On behalf of the SCSC Roundtable, thank you for considering these recommendations. We look forward to receiving FAA's response and sharing it with the Roundtable members and public.

Sincerely,



Mary-Lynne Bernald
Chairperson, SCSC Roundtable

December 6, 2019

Name

Robert Holbrook

Message

RE: Next meeting

Robert,

That is correct. Be sure to use the SCSCRoundtable@gmail.com when reaching out to me or other staff on Roundtable matters.

Regards,

Steve

December 8, 2019

Name

Marie-Jo Fremont

Message

BSR Overlay Proposal by FAA - Requested Action

Dear Ms. Fremont,

Thank you for the alert and relevant questions to the FAA. I appreciate that you included my email in addition to the SCSC roundtable email. I do not see the emails written to the scscroundtable@gmail.com until the roundtable packet is produced.

Kindest regards,

Lydia Kou - Council Member

December 10, 2019

Name

Ivar Satero

Message

Invitation to join SCSC Roundtable

Hi Ivar –

I just wanted to follow up on our invitation for SFO to join the SC|SC Roundtable.

We appreciate your consideration.

~Andi

December 13, 2019

Name

Lisa Natusch

Message

New submission from Contact us

Thank you for reaching out Lisa,

The regular meeting schedule is the fourth Wednesday of the month, and occurs every other month.

However, due to schedule conflicts and meeting space availability, the next meeting will be held on Thursday, December 19th, 2019 in the City of Saratoga, at the Joan Pisani Community Center's Multi-Purpose Room (19655 Allendale Ave, Saratoga 95070). The meeting will be held from 1:00 PM until 4:00 PM.

While we do rotate locations, typically the meetings have been held at either the meeting spaces for the City of Santa Clara, or County of Santa Clara. We have also held a meeting in Santa Cruz County.

Thank you and we hope this information is helpful.

SCSC Roundtable Staff

December 13, 2019

Name

Jennifer Tasseff

Message

Confirm that SUNNE ONE flight procedure is agendized for the Dec 19, 2019 SCSC Roundtable meeting

Thank you for contacting me, Jennifer regarding your wish to have SUNNE ONE placed on the Dec 19th agenda.

Today our consultant sent off questions to the FAA for them to answer at our February meeting.

The SUNNE ONE process is too far along for us to make a difference even if we were to agendize it for this month. At least we can get clarity from the FAA on the procedure in February. Once implemented, the RT will then be able to address the topic of any unintended consequences should they occur.

The Strategic Plan and Work Program are the only items on the upcoming agenda. Reviewing and passing them as a Roundtable will finally lay the necessary foundation for our organization. It is essential that our body as a whole reaches regional consensus on these items and sets the Roundtable members' priorities so that our organization can move forward with validation.

Our focus MUST be on accomplishing this task! Having reviewed both documents, I know, and our advisors agree, that this will take the full time allotted to our meeting on the 19th.

Look forward to seeing you there!

Mary-Lynne

December 15, 2019

Name

Jennifer Tasseff

Message

Opposition to Airports as voting members - Potential unintended consequences

Dear Jennifer and Robert,

Thank you for your thoughts and input on this matter. I am certain the Roundtable will consider all positions on this matter when it takes this issue up in the future.

Sincerely,

Mary-Lynne

November 16, 2019

Name

FAA - Raquel Girvin

Message

Follow-up Questions on the SUNNE ONE Conventional Departure Procedure at OAK

Dear Regional Administrator Girvin,

At the direction of the Santa Clara/Santa Cruz Airport/Community Roundtable (SCSC Roundtable) Chairperson, Mary-Lynne Bernald, I am forwarding to you the Roundtable's follow-up questions regarding the FAA's the SUNNE ONE conventional departure procedure. As the SCSC Roundtable's conduit into the FAA, Chairperson Bernald would appreciate you forwarding this letter to the appropriate leadership/departments within the FAA for their review/action/response. The Roundtable looks forward to receiving a response from the FAA through you in the near future.

Please let me know if you have any questions.

Regards,

Steve

Attachment Summary

Final_SCSC_Roundtable_to_FAA_SUNNE follow up Questions_20191213



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

PO Box 3144
Los Altos, CA 94024

December 13, 2019

Ms. Rachel Girvin
Regional Administrator, AWP-1
FAA Western-Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Subject: FAA Assistance with the SCSC Roundtable Questions Regarding the SUNNE Flight Procedure

Dear Regional Administrator Girvin:

At the October 23, 2019 regular meeting, the Santa Clara/Santa Cruz Airport/Community Roundtable (SCSC Roundtable) received a presentation regarding the FAA's SUNNE ONE Standard Instrument Departure (SID) procedure development process, and the night departures from SFO and OAK that fly south over the Bay. While questions were raised at the meeting regarding the procedure, it was requested that written questions be provided to the FAA for review and response at a future SCSC Roundtable meeting. Specifically, the questions relate to the FAA's development of the OAK 120/SUNNE ONE departure procedure, and seek to obtain additional information from the FAA. These questions are provided below.

1. Explain the design decisions and operations data for the SUNNE ONE procedure. The FAA's response should address the apparent shift in ground tracks, why a conventional vs. RNAV procedure, altitudes and speeds, waypoints, and operations. See Attachment A for a detailed description of the requested information.
2. Explain why the changes made to the SUNNE ONE procedure will not be applied to SFO 050 departures and explain the possibly missing OAK departure data from the FAA's September 26, 2019 analysis. See Attachment B for a detailed description of the requested information.
3. Describe the expected noise, environmental, and operational impacts of the proposed SUNNE ONE procedure. See Attachment C for a detailed description of the requested information.

On behalf of the SCSC Roundtable, thank you for review of these questions. We look forward to receiving FAA's response and sharing it with the Roundtable members and public.

Sincerely,

Mary-Lynne Bernald
Chairperson, SCSC Roundtable

Appendix A - Flight paths (current and proposed) and design decisions for SUNNE procedure

Flight paths for SFO 050, OAK 120 departures, and proposed SUNNE procedure

Source: FAA presentation at the SFO Roundtable Technical Working Group 09/26/2019 (one week of data: Aug 1 - Aug 7, 2019)



Design decisions on SUNNE procedure:

Ground tracks: If the goal is to reduce controller workload by creating a procedure, then why not design a procedure that follows the historical flight tracks as shown above? Why shift the ground tracks to new residential areas, which for many of them are already under noisy flight paths? The FAA acknowledged in the past that they should not have shifted the ground tracks of the BIG SUR without consulting with communities beforehand. Why do that again?

Conventional vs. RNAV: When the FAA decided to change Oceanic arrivals, they told us that it had to be an RNAV procedure because new procedures or updated procedures must now be RNAV procedures because of NextGen. Why does not the same argument apply to the OAK 120 departures? Furthermore, please clarify why the SUNNE procedure must be a conventional procedure. Is it correct that the aircraft that will use the future SUNNE procedure can only fly conventional procedures? In other words, will non-RNAV-equipped aircraft always be assigned the SUNNE procedure or can carriers/pilots request the SUNNE procedure even if their aircraft is RNAV-equipped?

Altitudes and speeds: What are the proposed altitudes and speeds of the proposed SUNNE procedure at various radial distances from OAK (2 miles, 5 miles, 10 miles, 15 miles, 20 miles, 25 miles, 30 miles, 40 miles, 50 miles). How do these altitudes and speeds compare to the actual altitudes and speeds of the current radar-vectored flights at the same distances from OAK? Please provide a side-to-side comparison table of altitude and speed data for actual traffic and future traffic at the various radii from OAK. In addition, please specify expected horizontal distribution and compare it to historical OAK and SFO departures using conventional procedures based on at least 6 months of data.

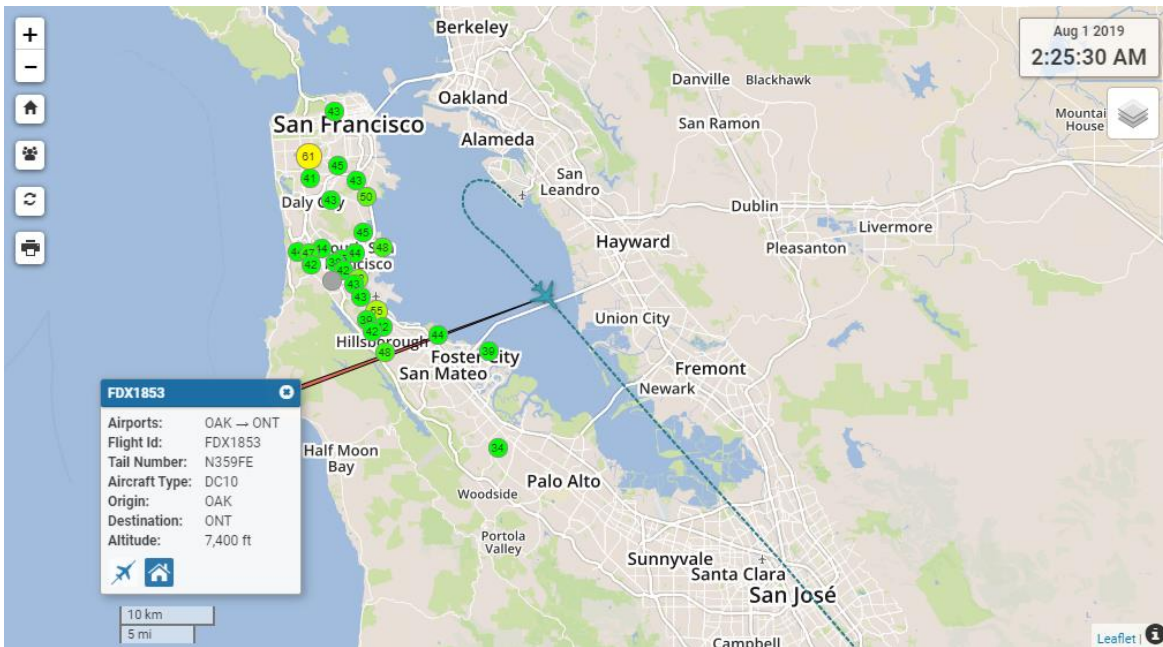
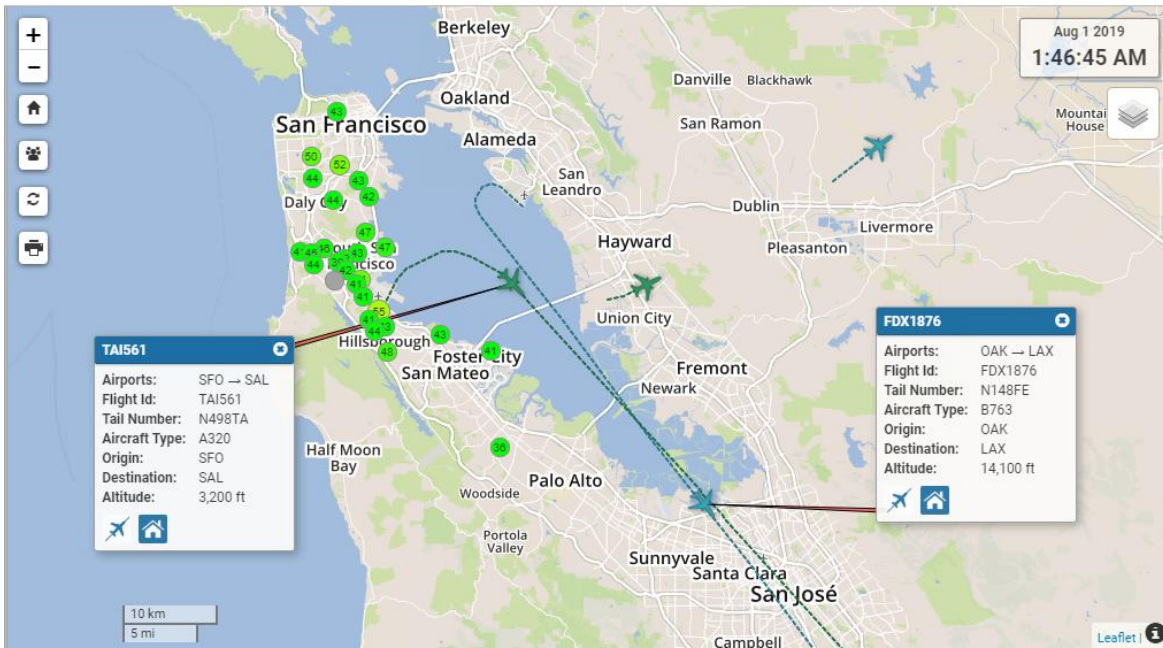
Waypoints: List all waypoints with their altitude and speed requirements of the SUNNE procedure. In addition, describe what happens after waypoint SUNNE (what other waypoints come after SUNNE? Do flights on the SUNNE procedure join another procedure later?)

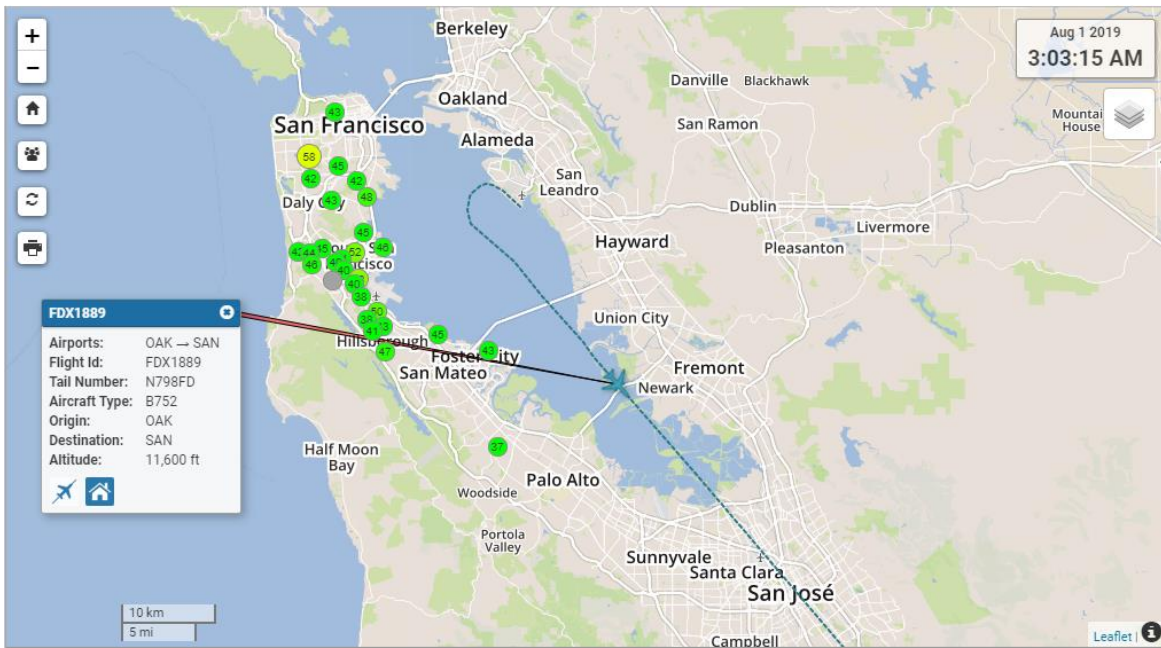
Operations: Please provide flight usage data, including volume of aircraft and flight details (e.g., flight number, departure time, frequency (daily, weekly, etc.), origin airport, destination airport) in Excel format for the following:

- Current departures from OAK or SFO that currently have a ground track similar to the proposed SUNNE procedure (e.g. aircraft fly all the way to the south of the Bay)
- Current OAK 120 departures
- Future OAK and SFO departures that are expected to use the SUNNE proposed procedure.

Appendix B - Some OAK and SFO departures already following SUNNE proposed ground tracks

- There are nightly OAK and SFO departures that have ground tracks similar to the ones of the SUNNE procedure (see below screenshots for August 1 examples; source SFO Webtracker). Will these OAK and SFO departures use the SUNNE procedure? Were these OAK departures (such as the nightly FedEx departures around 2 or 3AM) included in the Sep 26, 2019 FAA presentation to the SFO Roundtable Technical Working Group? If not, why not?
- If the goal is to reduce controller workload, why is the FAA not making the current radar-vector'd SFO 050 departures follow the SUNNE procedure? It seems that the numbers of OAK 120 departures and SFO 050 departures are similar in magnitude and, as mentioned above and shown in appendix A, some SFO 050 departures already follow the proposed SUNNE ground tracks.





Appendix C - Expected impact of the proposed SUNNE procedure

- Describe the weekly number of flights with their scheduled departure times of
 - Current OAK 120 and SFO 050 departures.
 - Current OAK and SFO departures that fly down the Bay, over the Dumbarton Bridge all the way down to the end of the Bay
 - Expected OAK departures that could use the SUNNE procedure.
 - Expected SFO departures that could use the SUNNE procedure.
- Show potential noise impact on our communities, including cumulative impact on communities already affected by other air traffic.
- Explain how noise impact was calculated and provide all data and assumptions used in the calculations.
- Describe how the proposed SUNNE procedure could potentially affect SFO BDEGA-east and DYAMD arrivals as well as future SFO arrival procedures that could potentially fly more over the Bay.
- Describe the conditions and circumstances that would allow carriers to use the SUNNE procedure instead of the HUSSH/NIITE procedure.
- Confirm in writing that
 - HUSSH/NIITE departure procedure will be the assigned departure procedure both OAK and SFO during night times for all RNAV-equipped aircraft.
 - Arrivals will have priority over the proposed SUNNE procedure (in other words, departing planes will be held back to allow arrivals to SFO to use the Bay). It was mentioned that planes using the SUNNE procedure would be held back, but the issue remains that the volume of flights using SUNNE could increase and fly over SCSC communities.
 - The proposed SUNNE procedure will not be an obstacle to evaluating new arrival paths to SFO that could potentially make use of the full length of the Bay.