



## AGENDA

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

#### *Eleventh Regular Meeting of the Roundtable*

**February 26, 2020  
1:00 – 4:00 PM**

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

- |         |  |                        |
|---------|--|------------------------|
| 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. Election of the Chairperson and Vice Chairperson – <i>Steve Alverson, Roundtable Facilitator</i><br><br>Possible actions could include the election of a Chairperson and Vice Chairperson to a one-year term if suggested/approved by members.  | Action                 |
| 1:20 PM | Public Comment   |                        |
| 1:25 PM | 4. FAA Technical Presentation on the SUNNE ONE Conventional Departure and PIRAT TWO STAR in Response to Roundtable Inquiries – <i>Joseph Bert, FAA</i>   | Information            |
| 2:05 PM | Public Comment   |                        |
| 2:15 PM | 5. Review and Discussion of Roundtable FY 2021 Annual Budget – <i>Andi Jordan, Cities Association of Santa Clara</i><br><br>Consideration of approval of the FY 2021 annual balanced operating budget with revenue of \$250,000.00 and expenditures for consultant/facilitation services of \$236,986.70, reimbursable costs of 16,565.74, contingency of \$13,013.30 for a total \$250,000. Per the bylaws, the budget is introduced 60 days prior to the anticipated date of adoption of the annual Roundtable Budget to inform each member of their anticipated increase or decrease in funding amount. | Information/<br>Action |
| 2:35 PM | Public Comment   |                        |

In compliance with the Americans with Disabilities Act and the Brown Act, those requiring accommodation for this meeting should notify the City's ADA Office 24 hours prior to the meeting at (408) 615-3000, TDD (800) 735-2922.

2:45 PM	6. Discussion of Work Plan Priorities – <i>Roundtable Chair</i> Possible actions could include the establishment and approval of Work Plan priorities if suggested/approved by members.	Information/ Action
3:05 PM	Public Comment	
3:15 PM	7. Appointment of Subcommittee Members – <i>Roundtable Chair</i> Possible actions could include the appointment of subcommittee members by the Roundtable Chair.	Information/ Action
3:25 PM	Public Comment	
3:30 PM	8. Consideration of Roundtable Support of a Request by the City of Palo Alto of SFO for a Noise Monitor to be Placed in Palo Alto - <i>Roundtable Chair</i> Possible actions could include the authorization by the Roundtable for the Roundtable Chair to write a letter supporting Palo Alto's request if suggested/approved by members.	Information/ Action
3:35 PM	Public Comment	
3:40 PM	9. 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
3:45 PM	10. Member Discussion - Chair's Report	Information
3:50 PM	Public Comment	
3:55 PM	11. Review of Roundtable Actions Taken – <i>Steve Alverson, Roundtable Facilitator</i>	Information
4:00 PM	12. Adjournment – <i>Roundtable Chair</i>  <b>Materials to be provided at the meeting:</b> - Copies of the agenda packet	

# memorandum

date February 26, 2020

to Roundtable Members and Interested Parties

cc

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

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

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

The FAA publishes IFPs according to a specific publication cycle. The most recent publication date is January 30, 2020. The following information provides details on the IFP development process and IFPs under development or amendment:

## Stages of IFP Development

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

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

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

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

## IFP Development Status Indicators

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

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

## Key Terms

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

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

## IFP Status

The following tables provide status updates on IFP production for procedures serving OAK, SFO, and SJC. Information highlighted in **turquoise** has been updated since the January 22, 2020 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	Under Development	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.
GLS OVERLAY RNAV (GPS) RWY 19R, AMDT 2	GLS IAP	Pending	4/22/2021	No further information available at this time.
GLS OVERLAY RNAV (GPS) Z RWY 28R, AMDT, AMDT 6	GLS IAP	Pending	4/22/2021	No further information available at this time.
GLS OVERLAY RNAV (GPS) RWY 28L, AMDT 6	GLS IAP	Pending	4/22/2021	No further information available at this time.
ILS PRM RWY 28L, AMDT 3A	IAP	Awaiting Cancellation	08/12/2021	No further information available at this time.
LDA PRM RWY 28R, AMDT 2B	IAP	Awaiting Cancellation	08/12/2021	No further information available at this time.
RNAV (GPS) PRM RWY 28L, AMDT 2	IAP	Awaiting Cancellation	08/12/2021	No further information available at this time.
RNAV (GPS) PRM X RWY 28R, AMDT 1B	IAP	Awaiting Cancellation	08/12/2021	No further information available at this time.
POINT REYES THREE	STAR	Pending	12/31/2020	No further information available at this time.
STINS FOUR	STAR	Pending	12/31/2020	No further information available at this time.

Oakland International Airport				
IFP in Production Plan	Type of IFP	Status	Scheduled Publication Date	Additional Notes (If Applicable)
OAKLAND FIVE	SID	Published	1/30/2020	The procedure has been published and is available to the public.
QUAKE ONE	SID	Published	1/30/2020	The procedure has been published and is available to the public.
SUNNE ONE	SID	Published	1/30/2020	The procedure has been published and is available to the public. Of high importance to the Roundtable due to concerns about a possible increase nighttime overflights.
ILS RWY 12 (SA CAT I), AMDT 8B	IAP	Awaiting Publication	3/26/2020	No further information available at this time.
SILENT TWO	SID	Awaiting Publication	5/21/2020	No further information available at this time.
ILS OR LOC RWY 12, AMDT 9	IAP	Pending	12/31/2020	No further information available at this time.
RNAV (GPS) Y RWY 12, AMDT 4	IAP	Pending	12/31/2020	No further information available at this time.
AANET TWO	RNAV STAR	Pending	08/12/2021	No further information available at this time. Scheduled/Actual publication date changed from 12/31/2020.
WNDSR THREE	RNAV STAR	Pending	08/12/2021	No further information available at this time. Scheduled/Actual publication date changed from 12/31/2020.

## Agenda Item # 4 FAA Presentation



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

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

**JAN 21 2020**

Mary-Lynne Bernald  
Chairperson, SCSC Roundtable  
PO Box 3144  
Los Altos, CA 94024

Dear Ms. Bernald:

Thank you for your letter dated December 13, 2019, which provides written follow up questions to the presentation on South Bay Arrivals and Departures made by representatives of the Federal Aviation Administration (FAA) at the Santa Clara/Santa Cruz Airport/Community Roundtable (SCSC Roundtable) meeting held on October 23, 2019.

We are developing a briefing on the following requested topics regarding the SUNNE ONE Standard Instrument Departure (SID) procedure:

- An explanation of the design decisions and operational data for the SUNNE ONE procedure. This will include specifics of the design, an explanation of RNAV versus conventional procedures and the potential shift in ground tracks.
- An explanation of the interaction between the SUNNE ONE procedure and the "SFO 050" procedure.
- A description and explanation of the applicable Federal laws and FAA policies concerning environmental review of the SUNNE ONE procedure.
- A description of the environmental review and anticipated operational impacts.

We look forward to providing a presentation regarding the SUNNE ONE SID at the February 26, 2020, SCSC Roundtable meeting.

Sincerely,

Raquel Girvin  
Regional Administrator



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

Western-Pacific Region  
Office of the Regional Administrator

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

**FEB 21 2020**

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

Dear Ms. Bernald:

Thank you for your letter dated January 17, 2020, in which the Santa Clara/Santa Cruz Counties Airport/Community Roundtable (SCSC Roundtable) requests additional information regarding the PIRAT Standard Terminal Approach Route (STAR).

We look forward to attending the upcoming SCSC Roundtable meeting on February 26, 2020. In addition to the items outlined in my letter dated January 21, 2020, the Federal Aviation Administration (FAA) will provide a briefing on the San Francisco and Oakland oceanic arrivals and a historical review of the PIRAT STAR, including the following:

- summary information for San Francisco (SFO) and Oakland (OAK) airports to include oceanic and total arrivals;
- track information for oceanic arrivals;
- comparison of the use of Pacific 2 Tailored Arrivals (TA), non-Pacific 2 TAs, and the PIRAT STAR; and
- information on the development and benefit of the PIRAT STAR.

We are also providing electronic files containing a number of data spreadsheets for your review and analysis. The contents of the electronic files are found in the attachment to this letter.

As to the remaining requests in your most recent letter, you are essentially asking the FAA to provide additional environmental analysis beyond that which is required under the National Environmental Policy Act of 1969, 42 U.S.C. § 4321 (NEPA). While the FAA remains committed to providing technical information to the SCSC Roundtable, your three requests with their subparts impose substantially greater requirements than applicable Federal law and FAA policy.

Your letter poses questions about the FAA's noise analysis conducted as part of the categorical exclusion of the proposed amendment of the PIRAT STAR. The FAA Air Traffic Organization established a process to help determine the need for detailed noise analysis of air traffic actions. The FAA conducted a noise screening for this action and determined that

potential impacts were not expected, due to the nature of the action and the amount of change; therefore, further noise screening was not required. The screening was conducted in accordance with FAA Order 1050.1F, and is consistent with both NEPA and the Council of Environmental Quality regulations (40 C.F.R. Parts 1500-1508).

The Federal Aviation Act of 1958, 49 U.S.C. § 40101, recognized that the U.S. Government possesses exclusive sovereignty of U.S. airspace. That Act delegated, to the FAA, control over the use of the nation's navigable airspace and regulation of domestic civilian and military aircraft operations to ensure operations are safe and efficient. Using this authority, the FAA publishes air traffic control procedures for use by aircraft operating at airports in the U.S.

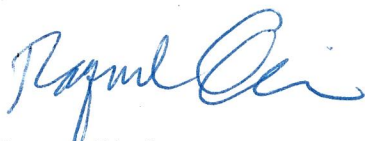
Given that the PIRAT STAR is an airspace procedure within U.S. airspace, the FAA appropriately used the Day-Night Average Sound Level (DNL) noise metric when it analyzed potential noise impacts from aircraft. The standards in *Airport Noise Compatibility Planning*, 14 C.F.R. Part 150, define the levels of noise increase requiring further action under NEPA, using DNL to establish the relevant thresholds. The FAA, therefore, reviewed anticipated noise impacts using the DNL metric through the application of its noise screening tables. You have not identified any error in the methodology used to establish DNL as a metric, nor provided any alternative analysis (besides the Community Noise Equivalent Level [CNEL] noise metric, as discussed below) to establish that the use of DNL somehow understates or misses noise impacts of this project.

You also ask that the FAA conduct noise modeling by applying CNEL. CNEL is required by the State of California for many projects undergoing environmental review under the California Environmental Quality Act (CEQA), the State's analogue to NEPA. Because many airport development projects require approval under both NEPA and CEQA, the FAA may allow the use of CNEL for those airport development projects in California. However, the use of CNEL is never required by the FAA, though the FAA accepts CNEL when the State of California requires that metric to assess noise effects, as stated in FAA Order 5050.4B. With regard to PIRAT STAR, this project took place completely within U.S. airspace and is not an airport development project. Consequently, the FAA did not use CNEL or conduct additional noise analyses for the existing PIRAT STAR.

Your letter also asks the FAA to validate assumptions made in its categorical exclusion of the proposed procedure amendment to ensure the noise analysis conducted matches reality. However, your letter does not identify any FAA assumptions that were unreasonable. The FAA followed the NEPA process, which requires Federal agencies to assess the environmental effects of a proposed action before deciding to proceed. In assessing potential environmental effects, a Federal agency is allowed to make reasonable predictions. This response does not constitute a final agency action or an "order issued by the Secretary of Transportation" under Title 49, United States Code, § 46110.

We remain committed to addressing community concerns and working collaboratively with all stakeholders to improve the safety and efficiency of the National Airspace System. We look forward to the upcoming February 26, 2020, SCSC Roundtable meeting and providing a briefing regarding the PIRAT STAR and the SUNNE ONE Standard Instrument Departure procedures.

Sincerely,



Raquel Girvin  
Regional Administrator

Attachment:  
List of Items Provided Via Electronic Transfer

## **Items Provided to SCSC Chairperson via Electronic Transfer**

**Oakland (OAK) and San Francisco (SFO) Traffic count for years 2013 -2019**  
**Oakland (OAK) and San Francisco (SFO) Traffic count for May-August 2013 -2019**  
**OAK Oceanic arrivals for May-August 2013-2019**  
**SFO Oceanic arrivals for May-August 2013-2019**  
**List of OAK and SFO aircraft that pass with 1 Mile and 3 miles of Woodside VOR (OSI)  
for dates requested**  
**List of OAK and SFO aircraft that pass with 1 Mile and 3 miles of ARGGG waypoint for  
dates requested**  
**List of aircraft that pass within 1, 3, and 5 miles of MENLO and SIDBY waypoint**  
**Weight Class of Oceanic arrivals into OAK and SFO**  
**Flight Tracks from ARGGG waypoint to ILS at OAK and SFO for the years of 2013,  
2018, 2019 spectrumized by altitude**

# Santa Clara/Santa Cruz Counties Airport/Community Roundtable Briefing

By: Federal Aviation Administration

Date: February 26, 2020



Federal Aviation  
Administration



Federal Aviation  
Administration

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# Agenda

- **SUNNE ONE**
  - Procedure Description and Design
  - Environmental Review
  - Operational Data
  - Graphics
- **LOUPE FIVE**
  - Description
  - Changes
  - Graphics
- **PIRAT STAR**
  - Background
  - Changes
  - Oceanic arrivals



# SUNNE ONE Procedure Description

- **For Oakland departures off runways 28L, 28R and 30**
- **Considered a Conventional Departure Procedure**
  - Utilizes radar vectoring for each aircraft
- **For select southbound, nighttime departures (From approximately 10:00pm to 7:00am)**
- **Published on January 30, 2020**



# Oakland 120° Departure

- **Intended to keep aircraft over the bay and not over populated areas during the initial climb phase of flight**
- **Departing aircraft will:**
  - Climb in a left hand turn to 120 degree heading
  - Climb to altitude assigned by Air Traffic Control (ATC)
  - Continue via instructions from ATC specific to the flight



# SUNNE ONE Procedure Design

- **Intended to reduce flights over populated areas while simplifying Pilot/Controller communication**
- **Design based on where current aircraft are Flying today**
- **Departing aircraft will:**
  - Climb in a left hand turn to 120 degree heading to SUNNE waypoint
  - Climb to 5,000 feet mean sea level
  - Continue via instructions from ATC specific to the flight



# SUNNE ONE Environmental Review

- **Noise Impacts:**

- To comply with the National Environmental Policy Act (NEPA) requirements, the Federal Aviation Administration (FAA) has issued guidance on assessing aircraft noise in FAA Order 1050.1F. This guidance requires that aircraft noise analysis use the yearly Day-Night Average Sound Level (DNL) metric.
  - DNL is the FAA's primary metric used to establish a yearly day/night average of cumulative noise energy exposure of individuals to noise resulting from aviation activities.
- The FAA's noise guidelines for compliance with NEPA define a significant impact as an increase of 1.5 dB in areas exposed to aircraft noise of DNL 65 and higher.
- The FAA Guidance for Noise Screening of Air Traffic Actions (December 2012) was used to complete the analysis of potential effects due to the change in aircraft noise exposure level, as a result, of implementing the proposed action.
- Using the above criteria, the noise analysis indicate the proposed actions would not exceed the significance threshold of 1.5 dB or higher increase in noise sensitive areas exposed to DNL 65 dB or higher. It also would not result in any reportable noise increases (i.e., DNL increases of 3 dB or more in areas exposed to aircraft noise between DNL 60 dB and 65 dB or DNL increases of 5 dB or greater in areas exposed to aircraft noise between DNL 45 dB and 60 dB).



# SUNNE ONE Environmental Review

- **Noise Impact Calculation (How it was Calculated):**
  - The TRAFFIC (TRAF) Test is used to determine if the number of operations on a particular route or procedure is high enough to generate noise levels that exceed noise screening thresholds.
  - The TRAF Test was used to evaluate the new procedures and amended procedure.
  - The TRAF Test collects the following data for the analysis:
    - The altitudes flown on the procedure or route. Must be the lowest altitude where the procedure changes. Typically, altitude is shown above ground level (AGL) and not mean sea level [MSL], and is flown by each of the piston engine, small jets, turboprops, large jets and heavy jets categories.
    - Operations between 10:00 p.m. and 07:00 a.m. are multiplied by 10 to account for low ambient noise levels.
    - Presence of noise sensitive receptors near the changed portion of the route is not a requirement of the TRAF test, however, provides additional flexibility to pass the test. For example, the TRAF Test may not be necessary if the changed portion of the route is over water and there are no sensitive receptors in the vicinity.
  - Using the above criteria, the noise analysis results indicate the proposed actions would not exceed the significance threshold of 1.5 dB or higher increase in sensitive areas exposed to DNL 65 dB or higher.



# SUNNE ONE Environmental Review

- **Cumulative Impacts:**

- Defined as an impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of which agency undertakes such other actions.
  - Consideration of cumulative impacts applies to the impacts resulting from the proposed implementation of the SUNNE ONE and QUAKE ONE departure procedures combined with the amendment of OAKLAND FIVE procedure.
- In the area of the proposed QUAKE ONE and SUNNE ONE departure procedures and the amendment to the OAKLAND FIVE departure procedure, there are no indications of conflicts with existing procedures.
- Cumulative impacts, such as noise increases to noise-sensitive environments are not expected.

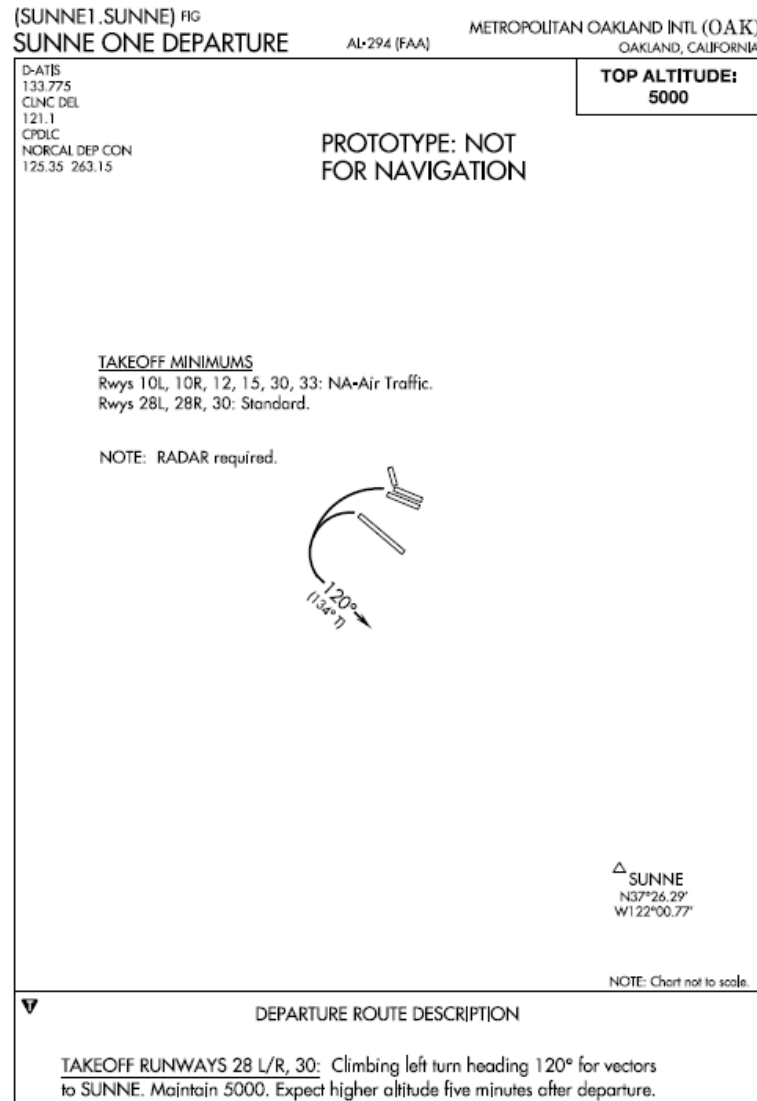


# **SUNNE ONE Operational Data**

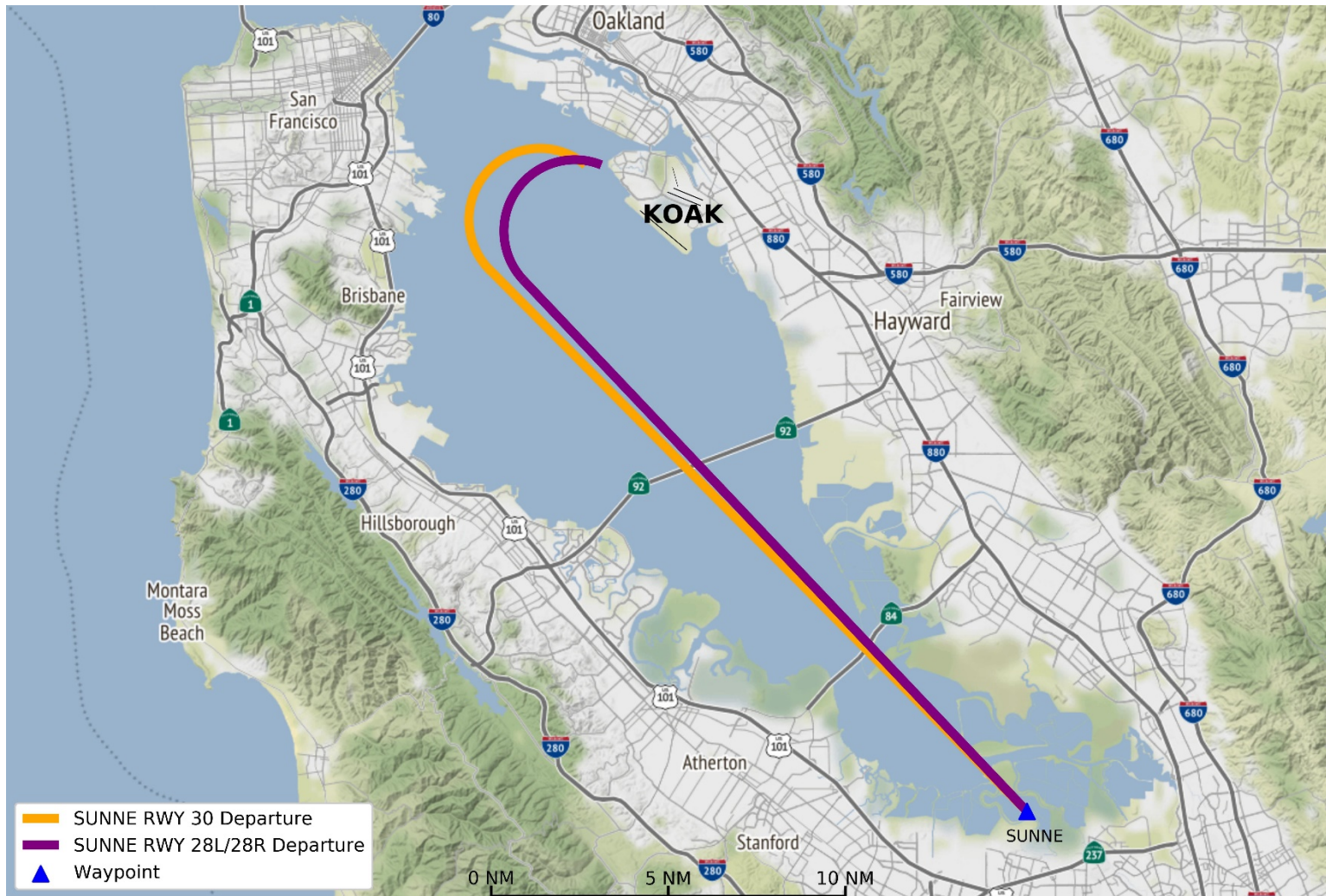
- **Primarily for non Area Navigation (RNAV) equipped aircraft**
- **No increase in operations is anticipated**
- **Aircraft are anticipated to fly just as they are today**
- **Procedure altitude is 5,000 feet Mean Sea Level until instructed to climb higher by Air Traffic Control**



# SUNNE Standard Instrument Departure (SID) chart



# SUNNE Standard Instrument Departure (SID)

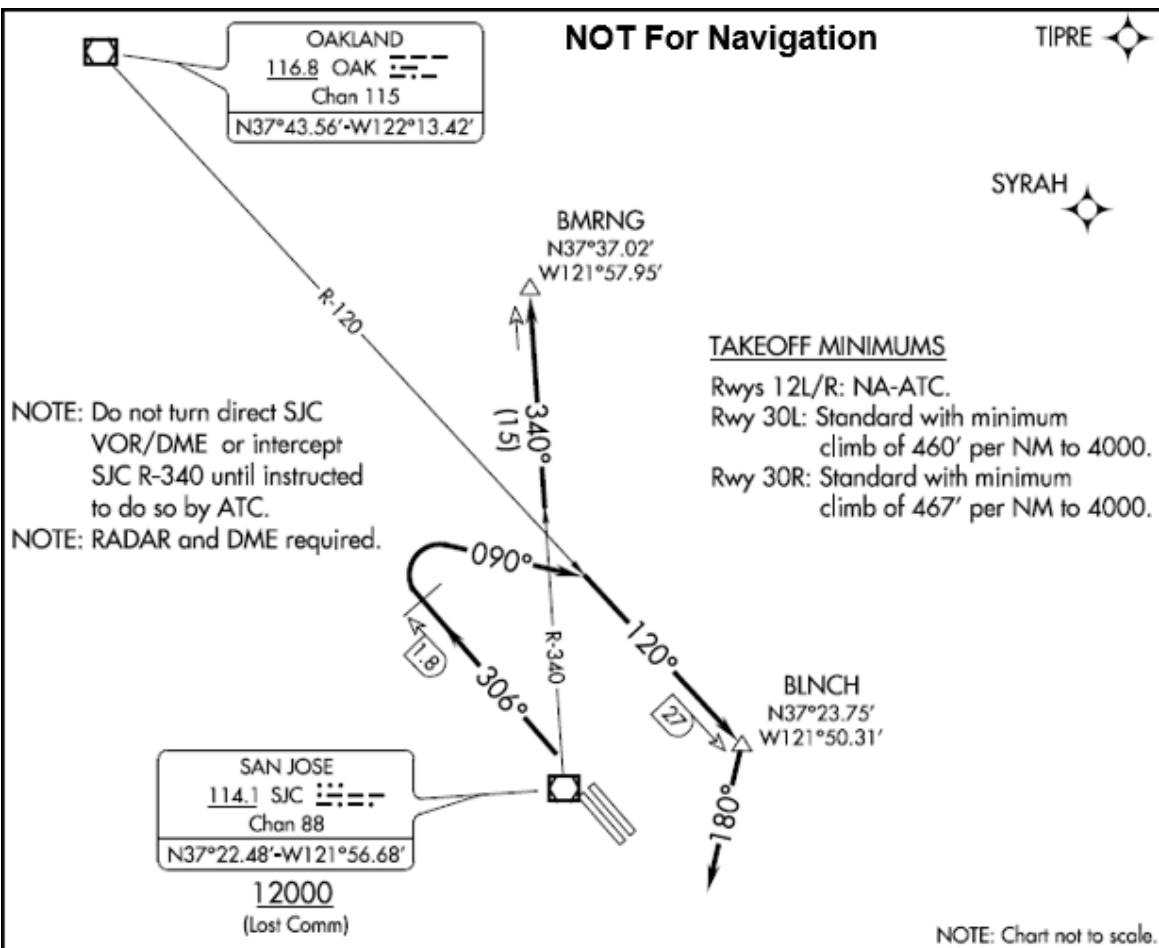


# **LOUPE FIVE**

## **Standard Instrument Departure (SID)**



# LOUPE FIVE SID Description



- **Runway 30 Left (L), 30 Right (R) Departure:**
  - Climb heading 306°, at SJC VOR/DME 1.8 DME northwest turn right heading 090° to intercept OAK R-120 to BLNCH, then turn right heading 180° for RADAR vectors to SJC VOR/DME, then on SJC R-340 to BMRNG INT. Maintain 5,000 expect filed altitude 10 minutes after departure



# LOUPE FIVE SID Changes

- Aircraft will turn right heading 090° instead of turning right to a heading 123°
- Aircraft will intercept the OAK 120° radial to BLNCH, then right turn heading 180° for Radar Vectors (RV) to SJC VOR instead of a 123° heading until receiving radar vector to SJC VOR
- There will be a minor decrease in climb gradient of 3 feet per Nautical Mile (NM) on runway 30R and 10 feet per NM on runway 30L
- Chart Note:
  - Do not turn direct SJC or intercept SJC R-340 until instructed to do so by ATC



# PIRAT

## Standard Terminal Arrival Route (STAR)



# PIRAT STAR Background

- **The PIRAT STAR is in response to Recommendation 2.3, included in the Report of the Select Committee on South Bay Arrivals (dated November 2016)**
- **Developed to meet the noise abatement procedures implemented in July 1998 (Traffic permitting cross over Woodside VOR (Now ARGGG) at 8,000 feet mean sea level)**

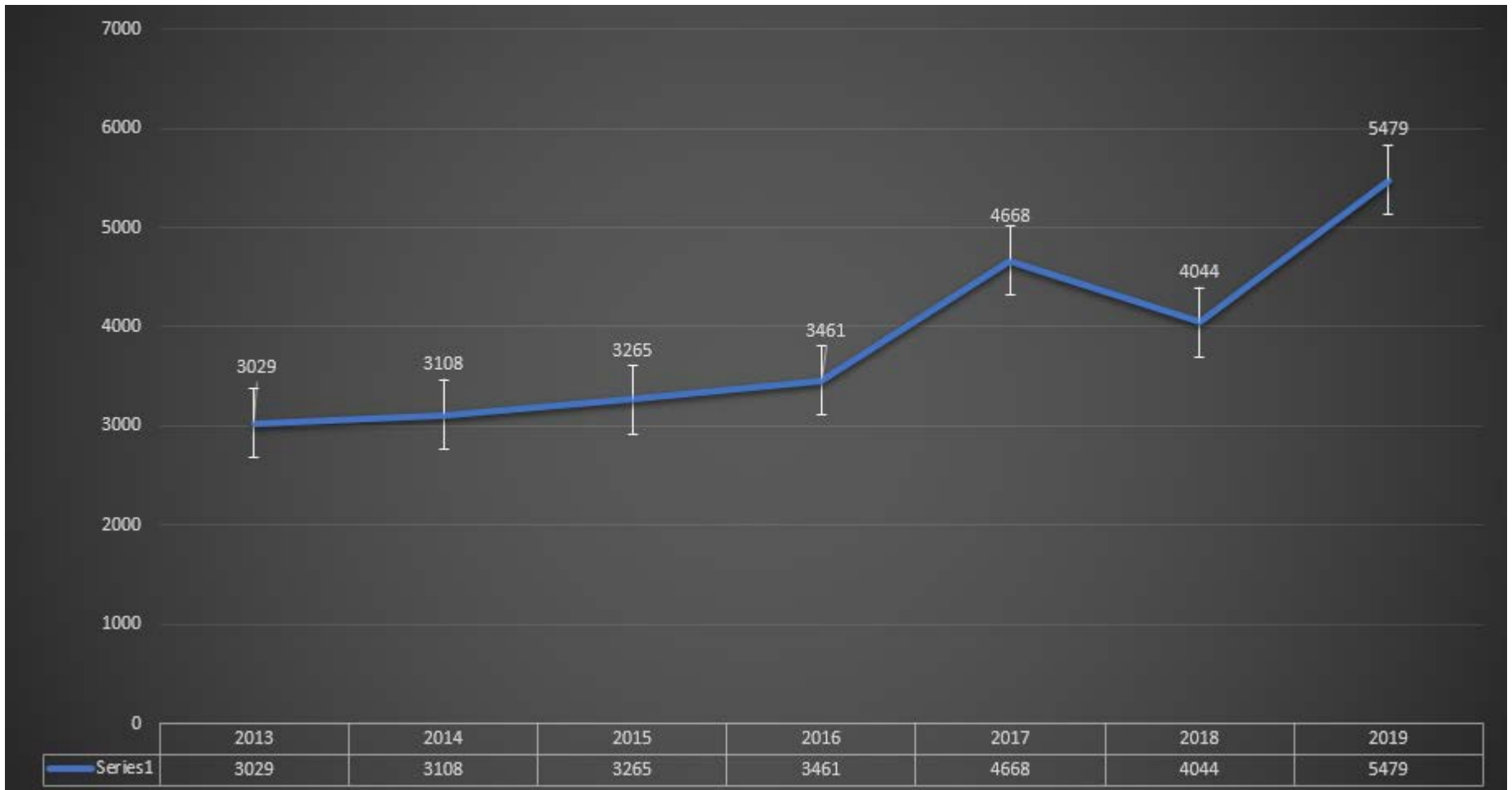


# PIRAT STAR Changes

- **The change from PIRAT ONE to PIRAT TWO:**
  - Added an at or below altitude of 15,000 feet Mean Sea Level at the PIRAT waypoint
  - This change was requested by air traffic control
  - No other changes were made
- **An IFP Gateway request has been entered to amend the PIRAT STAR**
  - Submitted by air traffic control to simplify Pilot/Controller communication and increase safety



# Oceanic arrivals May-August



# **Additional Items provided to SC/SC Chair**

- **Oakland (OAK) and San Francisco (SFO) Traffic count for years 2013 -2019**
- **Oakland (OAK) and San Francisco (SFO) Traffic count for May-August 2013 -2019**
- **OAK Oceanic arrivals for May-August 2013-2019**
- **SFO Oceanic arrivals for May-August 2013-2019**
- **List of OAK and SFO aircraft that pass with 1 Mile and 3 miles of Woodside VOR (OSI) for dates requested**



# **Additional Items provided to SC/SC Chair**

- **List of OAK and SFO aircraft that pass with 1 Mile and 3 miles of ARGGG waypoint for dates requested**
- **List of aircraft that pass within 1, 3, and 5 miles of MENLO and SIDBY waypoint**
- **Weight Class of Oceanic arrivals into OAK and SFO**
- **Flight Tracks from ARGGG waypoint to ILS at OAK and SFO for the years of 2013, 2018, 2019**



# Questions?

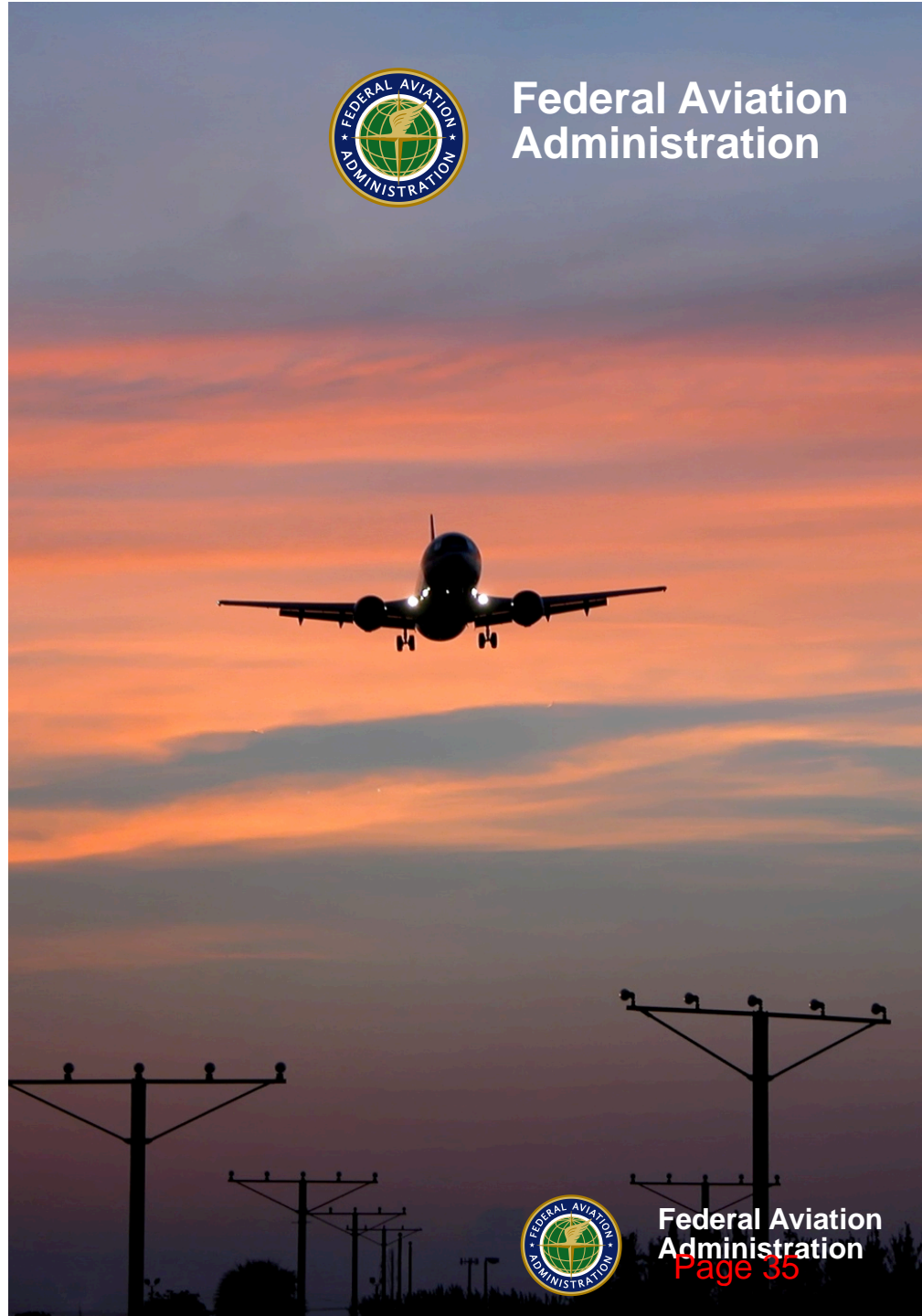




# Flight Tracks from ARGGG to ILS



Federal Aviation  
Administration

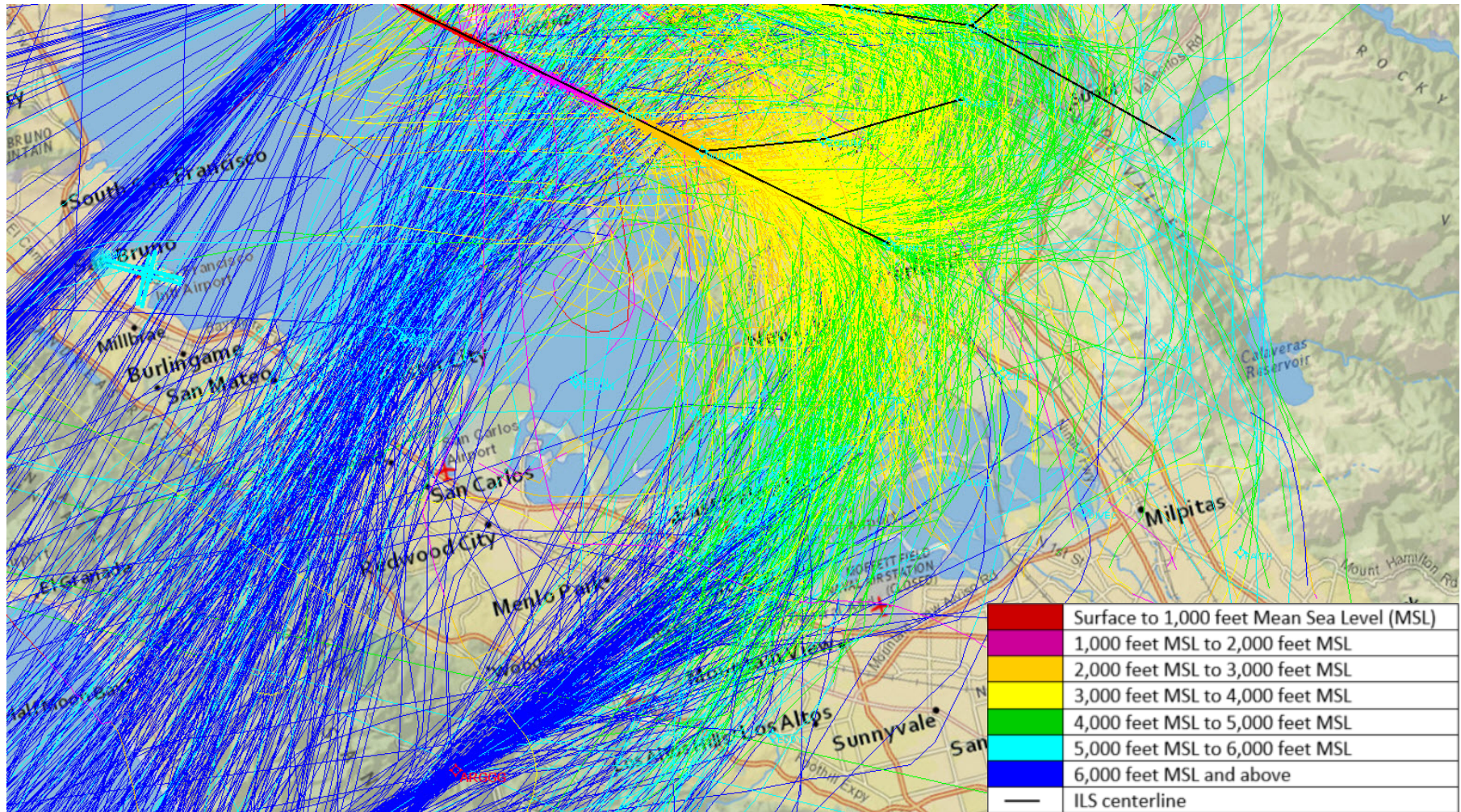


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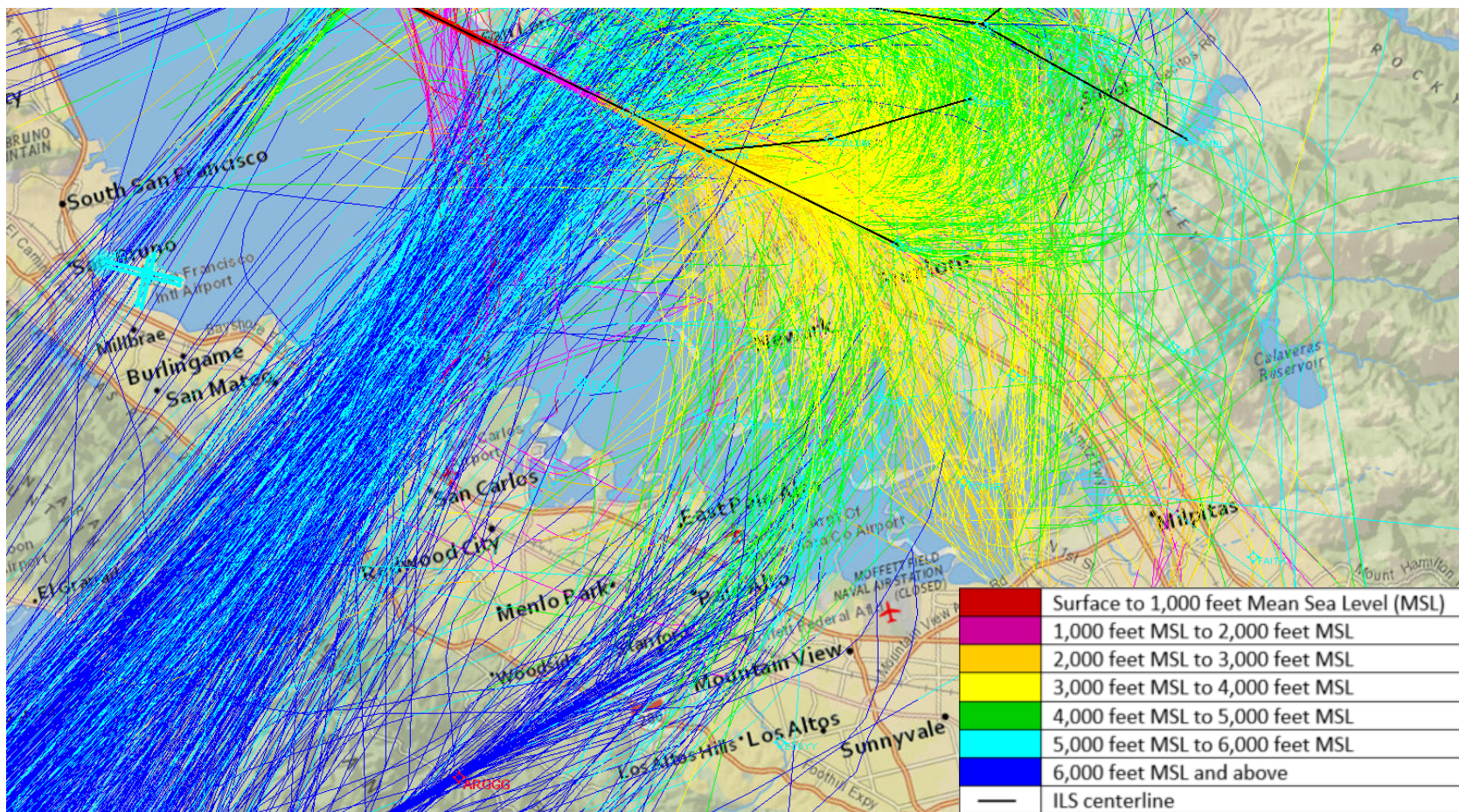
# Oakland ILS



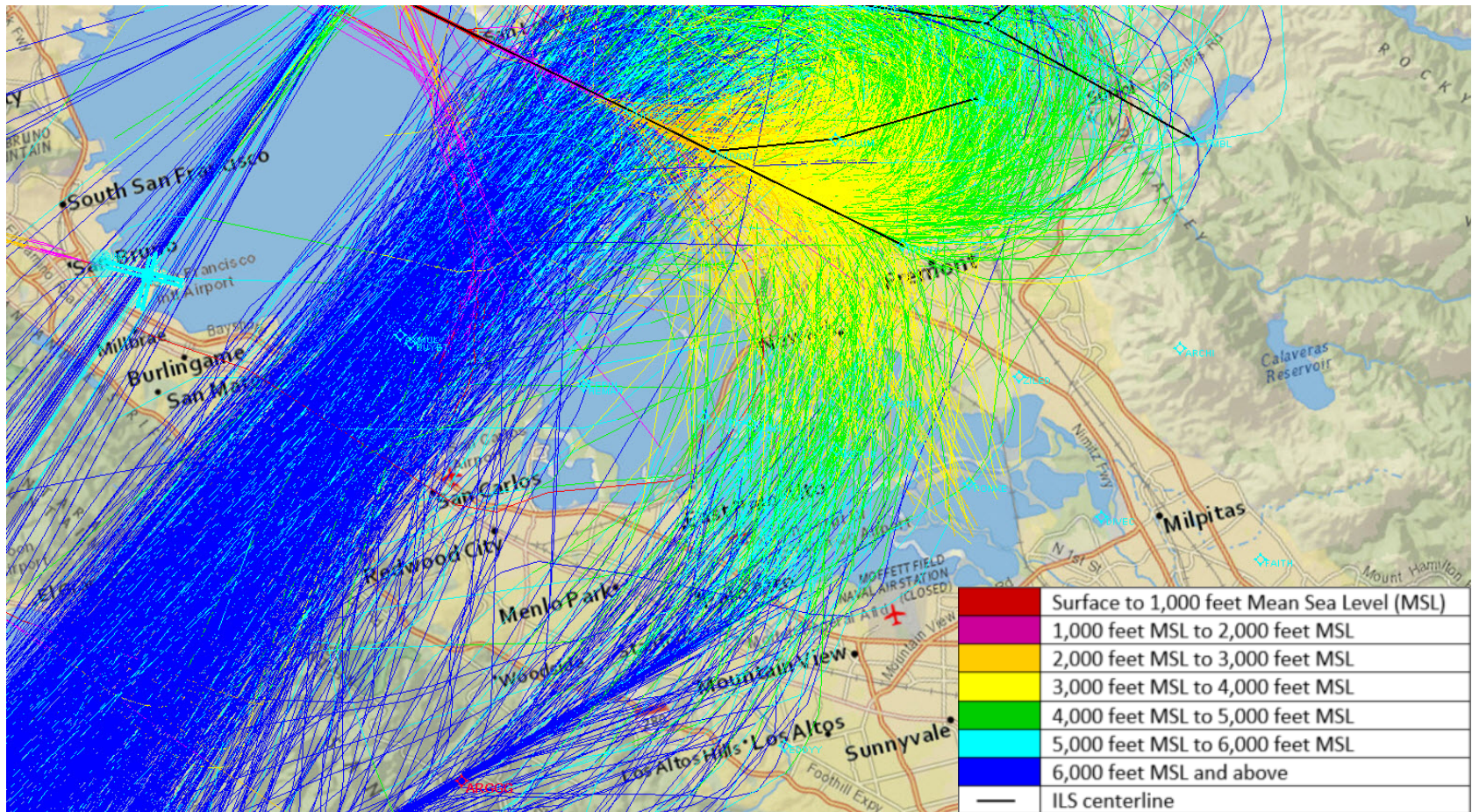
# Oakland 2013 flight tracks



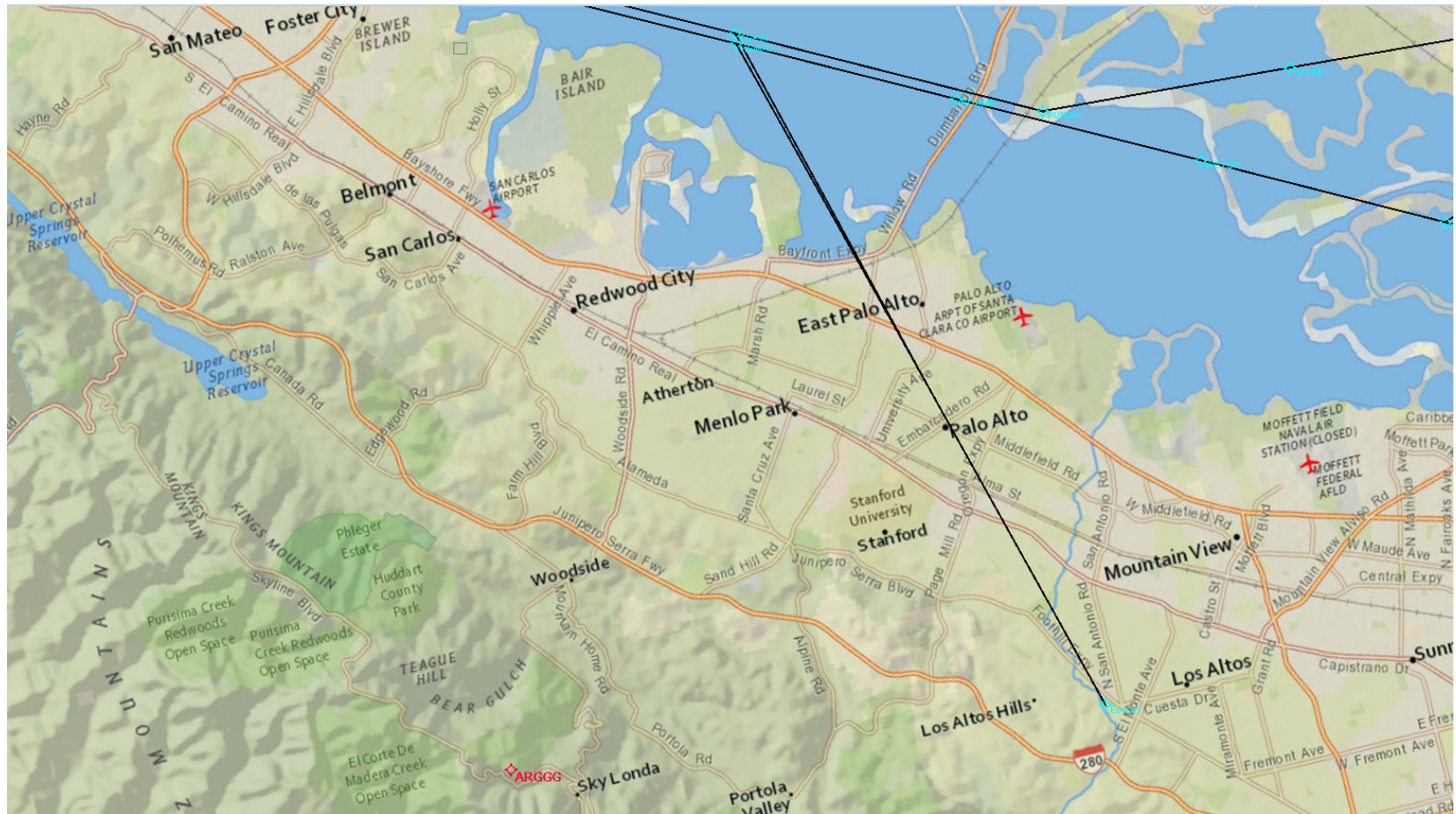
# Oakland 2018 Flight Tracks



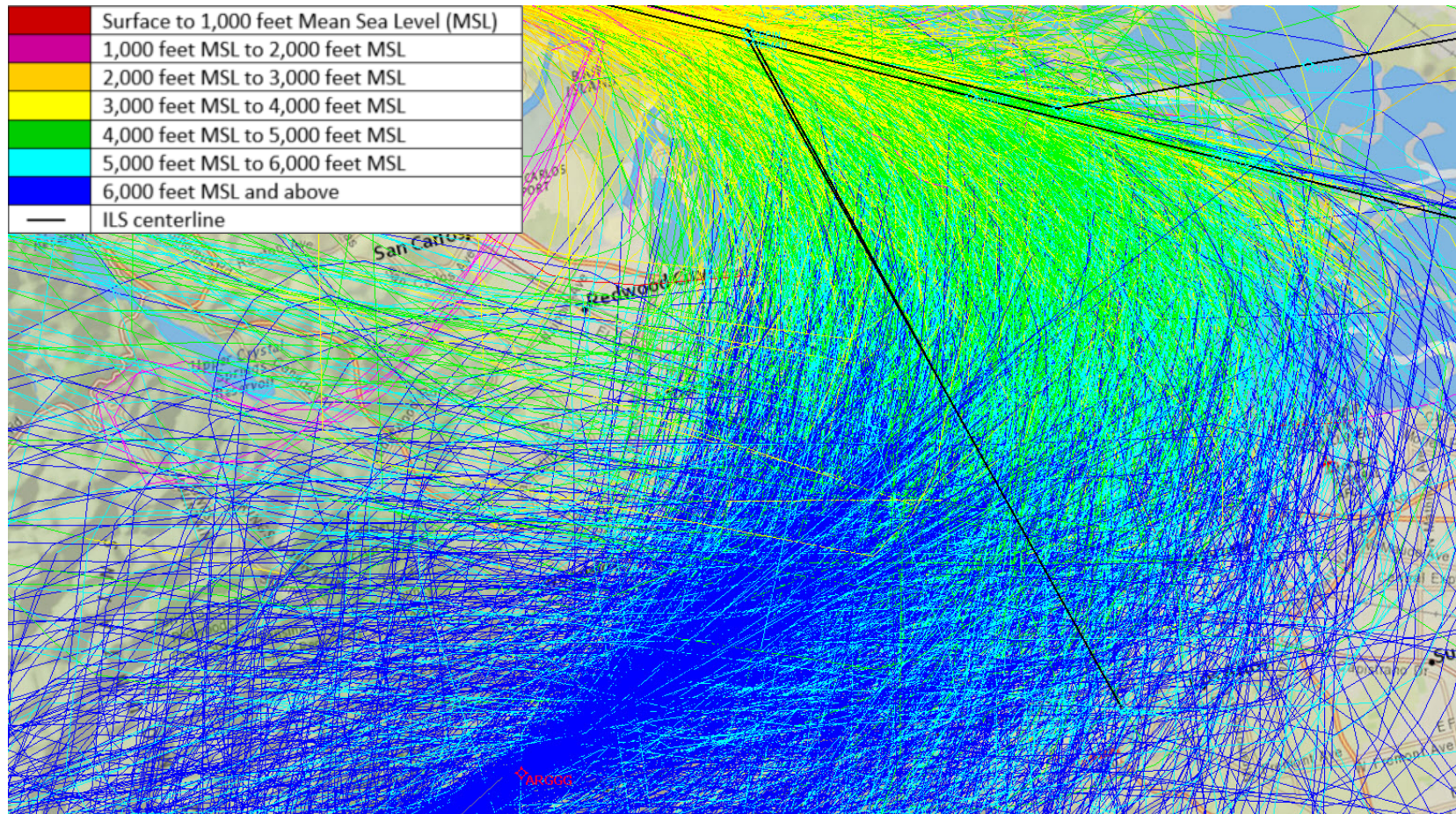
# Oakland 2019 Flight Tracks



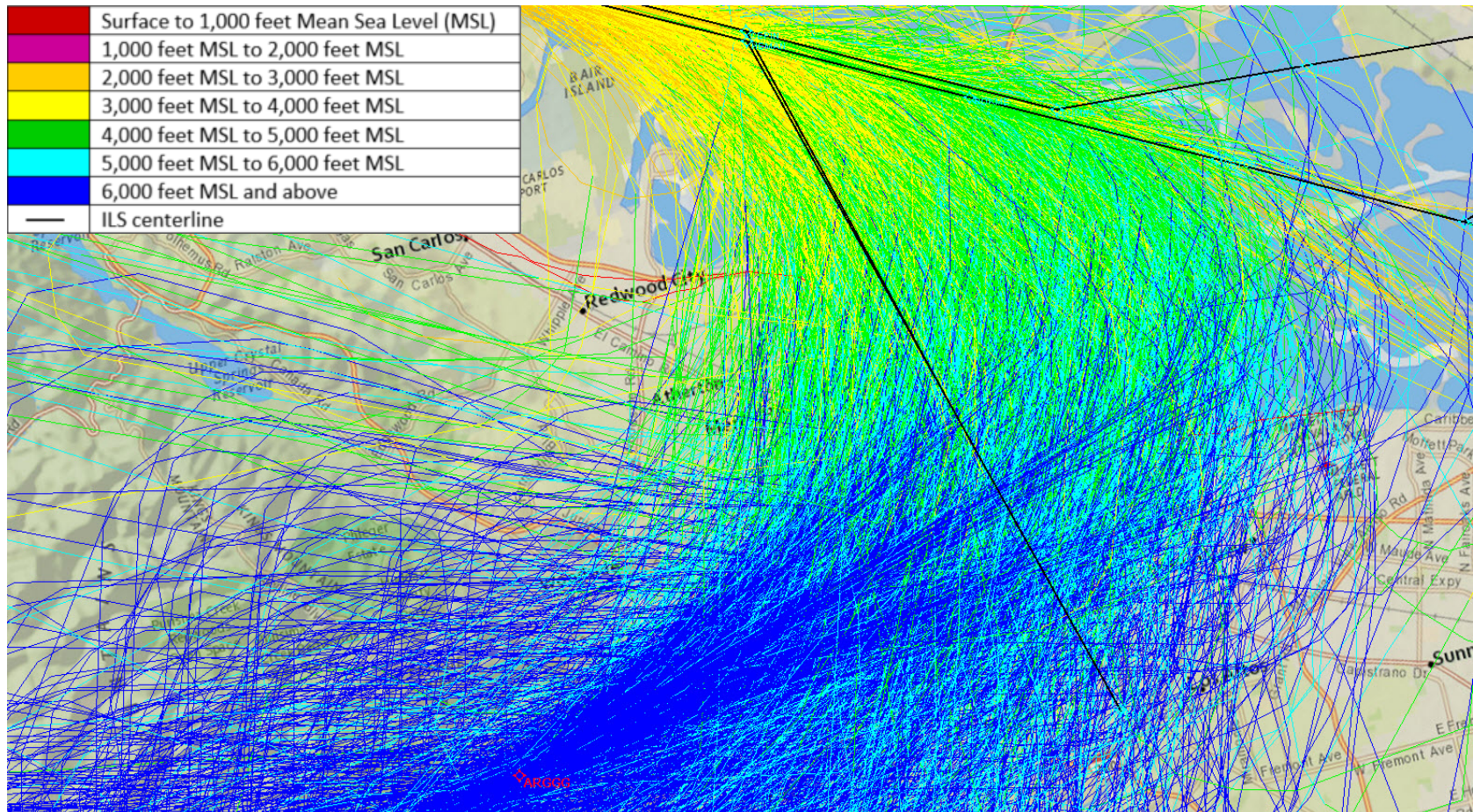
# San Francisco ILS



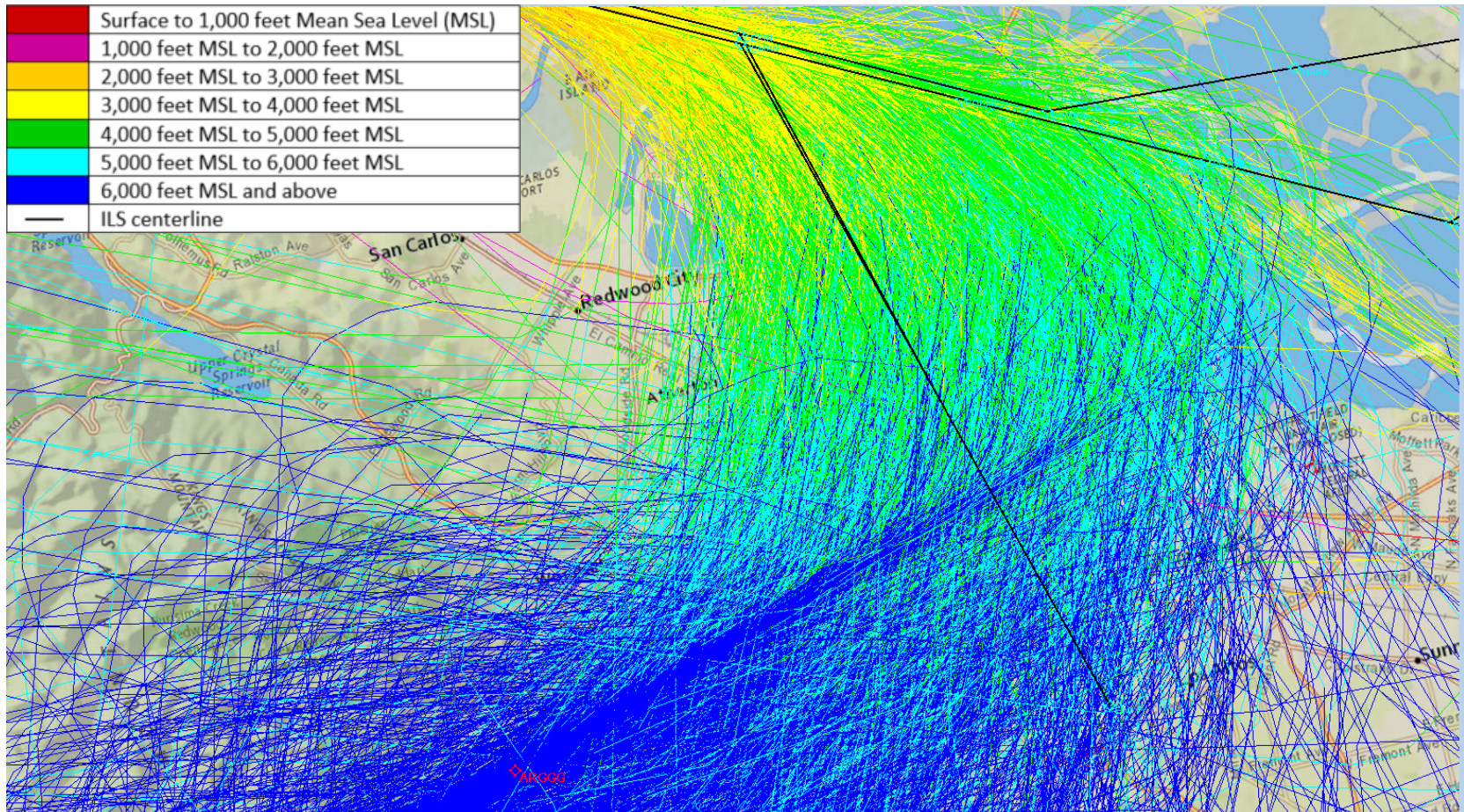
# San Francisco 2013 flight tracks



# San Francisco 2018 flight tracks



# San Francisco 2019 flight tracks



Agenda Item # 5  
SCSC Roundtable Budget

**SCSC ROUNDTABLE AGENDA REPORT****Department:** Cities Association of Santa Clara County**Prepared by:** Andi Jordan  
Executive Director**TOPIC:** 2021 FY Budget**SUBJECT:** RECEIVE 2021 FY BUDGET PROPOSAL**EXECUTIVE SUMMARY:**

Per the bylaws, the SCSC Roundtable must approve an annual fiscal year budget for the FY 2021 (July 1, 2020-June 20, 2021). Members receive the proposed budget 60 days prior to budget adoption to allow ample notification to each jurisdiction and the public.

**RECOMMENDATION:**

Receive budget recommendation of FY 2021 budget based on current SCSC Roundtable funding. At the April 2020 SCSC Roundtable Meeting, adopt the FY 2021 Budget Proposal.

**BACKGROUND:**

The initial SCSC Roundtable budget was based on the approximate San Francisco Airport Roundtable's (SFO RT) budget. Initial budget funding from member jurisdiction dues on a per capita basis totaled \$250,000. Contract for the Facilitator/Consultant was awarded for the 2019 calendar year at \$236,986.70. This initial budget was approved by the Cities Association of Santa Clara County. Each member jurisdiction voted to join based on the Bylaws and MOU. In August 2019, SCSC Roundtable members approved a budget amendment of 6 months, with member dues totaling \$125,000. Currently the Cities Association of Santa Clara county (CASCC) is not charging the SCSC Roundtable for being the fiscal agent.

The Scope of work for the Facilitator/Consultant services include:

*Task 1: Facilitate Regular Roundtable Meetings*

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

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

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

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

*Task 6: Develop an FAA Advocacy Plan*

*Task 7: Prepare and Maintain the SCSC Roundtable Public Website*

Environmental Science Associates is currently under contract through June 30, 2020 with an option to extend up to an additional two and a half years (or 30 months).

**FIRST YEAR (CALENDAR YEAR 2019) EXPENDITURE REVIEW:**

- ESA was \$14,521 under budget for the year (Note: only 11 months under last year's authorization. So, close to target.)
- SCSC Roundtable moved to every other month schedule starting in late summer, which helped reduce the costs related to the monthly meetings.
- Budget included 17 meetings, ESA supported 9.
- ESA budgeted about \$6,958 per meeting and spent about \$21,408 per meeting.
  - This is a brand new Roundtable and it takes time for it to get up to speed. For example, weekly check-in meetings were held initially.
  - Part of the high per meeting cost is attributable to the fact that the community now has a platform to voice their concerns and the volume of email and, as a result, the monthly agenda packets are quite large.
  - It is important to note that we have not had any subcommittee meetings yet, which must be noticed under the Brown Act, which will add to future meeting costs.
  - CASC, ESA and other city staff are discussing options to reduce the per meeting expense such as providing less technical staff and more administrative staff.

**BYLAWS and BUDGET ADOPTION:**

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

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

*1. The Roundtable shall be funded by its voting member agencies. Attached to the bylaws is the initial Funding allocation for each City and County. The Cities Association of Santa Clara County shall establish a Roundtable Fund that contains the funds from the member agencies and shall be the keeper of the Roundtable Fund. All Roundtable expenses shall be paid from the Roundtable Fund.*

*2. The amount of the annual funding for each member shall be based on the approved per capita formula and may be increased or decreased on a percentage basis at a Regular or Special Meeting by a majority vote of those members present at that meeting.*

*3. The Roundtable fiscal year shall be from July 1st to June 30th.*

*4. Roundtable Staff, in consultation with the Roundtable Chairperson, will recommend an annual funding amount for the Roundtable at least 60 days prior to the anticipated date of adoption of the annual Roundtable Budget and inform each member of their anticipated increase or decrease in funding amount.*

*5. The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting to be held between February - April of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.*

*6. The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.*

*7. If a member withdraws from the Roundtable, per the provisions of Article III. Section 9, the remainder of that member's annual Roundtable funding contribution shall be forfeited, since the annual Roundtable Budget and Work Program are based on revenue provided by all Roundtable members.*

**The Memorandum of Understanding also discusses the budget:**

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

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

***Per Capita Fee Structure***

*Large City \$ 0.50*

*Small City \$ 0.50*

*Medium City \$ 0.50*

*XL City \$ 0.10*

*County \$ 0.50*

**INCOME:**

For Calendar Year 2019 through June 30, 2020, all expected funding was received from all jurisdictions. CASC Staff recommends that the current budget be continued for FY 2021.

	<b>SCSC Roundtable Budget Amendment Income Options</b>	
<b>2019 - approved</b>	<b>Jan – June 2020 - approved</b>	<b>FY 2021 - proposed</b>
\$250,000	\$125,000	\$250,000

**PROPOSED ALLOCATIONS AND EXPENDITURES:**

**Staff and consultant Services**

	<b>2019 Calendar Budget</b>	<b>6 month Budget extension (through June 30, 2020)</b>	<b>FY 2021 (July 1, 2020 - June 30, 2021)</b>
Facilitation and Consultant Services	\$220,825.00	\$110,412.50	\$220,825.00
Revised Consultants reimbursable costs – shall not exceed	\$16,161.70	\$8,080.85	\$16,161.70
Contingency	\$13,013.30	\$6,506.65	\$13,013.30
Total:	\$250,000.00	\$125,000.00	\$250,000.00

**OPTIONS:**

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

1. Receive CASC Staff's recommended action and agendaize and adopt at the April 2020 SCSC Roundtable Meeting.
2. Provide specific direction to staff regarding changes to the budget.
3. Take no action.

**RECOMMENDED ACTION:**

Place on agenda for April 22, 2020 for adoption of the SCSC Roundtable FY 2021 Budget.

**ATTACHMENTS:**

- Calculations for the SCSC Roundtable
- SCSC Roundtable Agenda Review Calendar Year 2019



SCSC Roundtable Agenda Review Calendar Year 2019

Agenda Item	02/27/2019	03/27/2019	04/24/2019	05/22/2019	06/26/2019	07/24/2019	08/28/2019	10/23/2019	12/19/2019
Elect Chair	X								
Elect Vice Chair	X								
Bylaws	X	X							
Mtg Schedule & Location	X	X						X	
Member Discussion	X	X	X	X	X	X	X	X	X
FAA & Community Roundtables		X							
Noise 101		X							
LOUPE FIVE		X	X	X			X		
Air Traffic 101			X						
PIRAT TWO			X	X			X		
Website Overview			X						
Work Program			X			X	X	X	X
South Flow				X			X		
SCSBA				X	X				
Resolution to Affirm Roundtable as Successor Body to SCSBA and South Flow					X	X			
FAA Procedure Development Process					X				
IFP Gateway	*	*	*	*	X	X	*	*	*
Strategic Plan						X	X	X	X
Budget							X		
Noise Symposium								X	
SUNNE ONE								X	
Supersonic Flight Regs								X	

Key

FAA	
ESA	

\*IFP Gateway review, as performed by ESA, included in the meeting agenda packet

X agenda item

## Agenda Item # 6

### Work Plan Priorities

Section	Work Plan - Programs / Actions	Work Plan Priority	Trigger / Date
<b>1.0.</b>	<b>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. The Roundtable will not reopen recommendations from the former Select Committee.</b>		
<b>1.1.</b>	<b><i>Advance recommendations by the Select Committee on South Bay Arrivals.</i></b>		
1.1.1.	Select Committee on South Bay Arrivals		
1.1.2.	Transition of SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure.		
1.1.3.	Northern Arrivals (BDEGA) into SFO		
<b>1.2.</b>	<b><i>Advance Recommendations by the Ad Hoc Advisory Committee on South Flow Operations.</i></b>		
1.2.1.	Ad Hoc Advisory Committee on South Flow Operations		
1.2.2.	Concentrated and Shifted Traffic from SJC South Flow Arrival Procedures		
1.2.3.	Modify The Way Planes Fly Near HITIR		
<b>1.3.</b>	<b><i>Review, analyze, and comment on FAA actions regarding procedures, vectoring, and operations other than those contained in previous ommittees' recommendations and reports.</i></b>		
1.3.1.	PIRAT TWO STAR (and all previous PIRAT versions)		
1.3.2.	Track, coordinate, and take possible action on SFO Roundtable and OAK Noise Forum activities.		
1.3.3.	SUNNE ONE (aka OAK 120)		
1.3.4.	LOUPE FIVE		
1.3.5.	Non-conforming departures from SJC		
1.3.6.	SFO and OAK departures to FFOIL waypoint and YYUNG transition		
<b>2.0.</b>	<b>Advocate for legislation and policies to reduce aircraft noise and environmental impacts on Roundtable member communities.</b>		
<b>2.1.</b>	<b><i>Track legislative/regulatory action</i></b>		
<b>2.2.</b>	<b><i>Propose legislative/regulatory actions.</i></b>		
<b>2.3.</b>	<b><i>Understand and recommend changes to FAA's procedure development and environmental review process.</i></b>		
<b>2.4.</b>	<b><i>Evaluate and comment on potential impacts of supersonic aircraft operations.</i></b>		
<b>2.5.</b>	<b><i>Evaluate and comment on potential impacts of drone operations.</i></b>		
<b>2.6.</b>	<b><i>Evaluate and comment on technology to reduce aircraft noise and environmental impacts.</i></b>		
2.6.1.	Time-based flow management and its implications		
2.6.2.	Implementation of GBAS/GLS at SFO		
2.6.3.	Other technologies		

Section	Work Plan - Programs / Actions	Work Plan Priority	Trigger / Date
<b>3.0.</b>	<b>Take actions to increase the effectiveness of the SCSC Roundtable.</b>		
<b>3.1.</b>	<b><i>Invite airport staffs (SFO, SJC) and congressional staffs to actively participate in Roundtable meetings and relevant committee meetings.</i></b>		
<b>3.2.</b>	<b><i>Continue to collaborate with other community roundtables and forums to leverage resources and maximize effectiveness.</i></b>		
<b>3.3.</b>	<b><i>Solicit airline participation on an as-needed basis.</i></b>		
<b>3.4.</b>	<b><i>Form standing and ad hoc committees to increase effective use of roundtable members and staff.</i></b>		
3.4.1.	Technical Working Group as a standing committee		
3.4.2.	Legislative Committee as a standing committee		
3.4.3.	Central Data Repository		
<b>3.5.</b>	<b><i>Collect, compile, review, and use required data.</i></b>		
3.5.1.	Pre-NextGen and post-NextGen noise and flight data		
3.5.2.	Monthly Flight Reports		
<b>3.6.</b>	<b><i>Track and comment on the impacts of airport growth and expansion.</i></b>		
<b>3.7.</b>	<b><i>Understand and publicize the noise complaint process</i></b>		
<b>3.8.</b>	<b><i>Encourage community participation</i></b>		
<b>3.9.</b>	<b><i>Schedule Roundtable member orientation and training.</i></b>		
<b>3.10.</b>	<b><i>Maintain website as principal public information source of Roundtable actions.</i></b>		



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

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**Work Plan**

**ADOPTED JANUARY 22, 2020**



# 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](#) 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. The Roundtable will not reopen recommendations from the former Select Committee. (Strategic Plan Goals A and B)**

### **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.
- 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 on recommended changes during the FAA's procedure development process.
- Assess changes after implementation, identify any 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 Transition of SERFR STAR back to the Big Sur (BSR) ground track and/or replacement procedure.**

The Roundtable will track progress 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 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.
- Within three months of implementation of the BSR Overlay, the FAA shall meet with the Roundtable regarding noise and environmental impacts to communities under the BSR. This includes:
  - 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.
  - The FAA shall work with the Roundtable and the affected communities to adjust the BSR Overlay procedure, if needed, to reduce its noise exposure.

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

**Status:** Active

### **1.1.3 Northern Arrivals (BDEGA) into SFO**

To minimize aircraft noise over the San Francisco Peninsula, the Select Committee forwarded two recommendations to the FAA regarding the use of the BDEGA arrival procedure/flight path: 1) aircraft flying on the BDEGA procedure utilize the East Leg (over the San Francisco Bay) as much as possible and that the FAA assess the potential of formalizing this procedure; and 2) all aircraft flying on the BDEGA procedure during

nighttime hours, when air traffic flows are reduced, use the East Leg, unless safety considerations prohibit such a flight path.

Areas Primarily Affected: Global

Desired Outcomes

- Increase the overall use of the East Leg of the BDEGA procedure to the greatest extent possible.
- All aircraft flying the BDEGA procedure at night use the East Leg, unless safety considerations prohibit such a flight path.
- Confirm that the Northern California TRACON has updated its Standard Operating Procedures to accommodate these recommendations as much as operationally feasible and that FAA will continue to reinforce the use of this procedure to NCT personnel through training and briefings.

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

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, Los Altos, 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 results of the FAA noise analysis, and review the possible impacts 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 Concentrated and Shifted Traffic from SJC South Flow Arrival 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, Los Altos, 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

### 1.2.3 Modify The Way Planes Fly Near HITIR.

The FAA responded to the Measure G/Appendix A recommendation regarding HITIR in May 2019, offering to “review the request, if a member of the SJC Ad Hoc Advisory Committee serves as the proponent...” As the Ad Hoc Committee had already been disbanded and follow-up is now assigned to the Roundtable, the Roundtable may consider submitting a request to FAA as suggested in the May 2019 response.

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

Desired Outcomes

- The Roundtable consider submitting Measure G to the IFP Gateway for FAA’s consideration.
- If Measure G is submitted to the IFP Gateway, the Roundtable would follow up with the FAA on its progress in considering this measure.
- After the FAA reports out on the feasibility of implementing Measure G, the Roundtable may take the required actions to: 1) move the measure forward or 2) abandon the measure and close this Work Plan Item.

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.

### **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.

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:

- 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 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

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

Identify departures that adversely impact communities because they do not follow standard departure procedures. For example, ANA 171 does not follow the SJC LOUPE FIVE takeoff procedure.

*Areas Primarily Affected:* Los Altos, Palo Alto

*Desired Outcomes:*

- Achieve no non-conforming departures.
- Identify, evaluate, and pursue solutions that reduce aircraft noise and environmental impacts 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 SFO and OAK departures to FFOIL waypoint and YYUNG transition**

The Roundtable will investigate the potential benefits and drawbacks of aircraft departing on the following departure routes via the FFOIL waypoint then to the YYUNG Transition to move aircraft noise over the ocean rather than over land:

- WESLA FOUR departure out of SFO via the PORTE waypoint then onto the CISKO and EBAYE transitions, which generates aircraft noise exposure over the Santa Cruz Mountains;

- SSTIK FOUR departure out of SFO via the PORTE waypoint then onto the CISKO and EBAYE transitions, which generates aircraft noise exposure over the Santa Cruz Mountains;
- CNDEL FOUR departure out of OAK via the PORTE waypoint then onto the CISKO and EBAYE transitions, which generates aircraft noise exposure over the Santa Cruz Mountains.

Upon evaluation of the benefits and drawbacks of this potential change in flight track usage, the Roundtable shall determine whether a recommendation to change the flight track usage should be forwarded to the FAA's Regional Administrator for its consideration/evaluation.

Areas Primarily Affected: Global

Desired Outcomes

- The Roundtable and informed community will understand the potential benefits and drawbacks of a change in flight track usage to move aircraft noise exposure over the ocean.
- The Roundtable will make an informed decision regarding whether a recommendation to change the flight track usage should be forwarded to the FAA's Regional Administrator.

Roles and Responsibilities: Airport Staff (SFO & OAK), Roundtable Consultant (ESA), and Technical Working Group

Status: Active

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

### **2.6.2 Implementation of GBAS/GLS at SFO**

Rollout 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

### **2.6.3 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.**

### **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 important 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 Technical Working Group as a standing committee**

At the direction of the Roundtable, and on exception by direction of the Chair, the 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 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 Legislative Committee as a standing committee**

At the direction of the Roundtable, and on exception by direction of the Chair, 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

### **3.4.3 Central Data Repository**

Create a central data repository for use by the Roundtable. The data shall be placed in a secure repository upon approval of the Roundtable.

*Areas Primarily Affected:* Global

*Desired Outcomes*

- A robust database of information relevant to the Roundtable Work Plan.
- Data stored in the central data repository would be available for Roundtable consultant and Technical Working Group use.

*Roles and Responsibilities:* Roundtable Members, Roundtable Consultant

*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), 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 Plan and to 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 accomplish the Work Plan and set 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
  - Updates on Airport Expansion by SFO, SJC, and OAK staff
  - Unmanned Aerial Systems including the consideration of noise in their design/planning
  - Supersonic Transport Aircraft Noise Regulations
  - Or other topics as advised by the Roundtable as is necessary

*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 two committees that can make future work of the Roundtable more efficient: Technical Working Group (standing committee) and Legislative Committee (standing committee). The full Roundtable will set the Technical Working Group priorities according to actions by FAA or from the Work Plan. The full Roundtable will set the Legislative Committee's initial 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, 3.6, 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 provided on an as-needed basis.

## Appendix

Status of actions taken prior to approval of this Work Plan.