



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

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.