

**AIRPORT / COMMUNITY ROUNDTABLE
REGULAR MEETING SUMMARY**

Meeting No. 228
Wednesday, October 1, 2003

1. Call to Order, Roll Call

Marland Townsend, Roundtable Chairperson called the Regular Meeting of the Airport/Community Roundtable to order, at approximately 7:10p.m. in the Assembly Room, at the Millbrae Community Center in Millbrae, California. Dave Carbone, Roundtable Coordinator, called the roll. A quorum (at least 12 Regular Members) was present, as follows:

Regular Members Present

John Martin, Airport Director, City and County of San Francisco Airport Commission
Maria Ayerdi, City and County of San Francisco Mayor's Office Representative
Mark Church, County of San Mateo Board of Supervisors Representative
Richard Newman, C/CAG Airport Land Use Committee
William Conwell, Town of Atherton
Clara Johnson, City of Brisbane
Carol Klatt, City of Daly City
Marland Townsend, City of Foster City
Linda Larson, City of Millbrae
Sue Digre (alternate), City of Pacifica
Christo Pallas, City of San Bruno
Matt Grocott, City of San Carlos
John Lee, City of San Mateo
Ray Green, City of South San Francisco

Regular Members Absent

City and County of San Francisco Board of Supervisors
City of Belmont
City of Burlingame
City of Half Moon Bay
Town of Hillsborough
City of Menlo Park
Town of Portola Valley
City of Redwood City
Town of Woodside

Advisory/Members Present

Airlines/Flight Operations – None
FAA Airports District Office – Joe Rodriguez
FAA SFO Air Traffic Control Tower – Greg Kingery

Roundtable Staff/Consultants

David F. Carbone, Roundtable Coordinator
Heather R. Hoshii, Roundtable Assistant Coordinator
Don Shoecraft, Roundtable Media Consultant
Walter Gillfillan, Roundtable Project Manager, Consultant

San Francisco International Airport Staff

Mike McCarron, Director, Bureau of Community Affairs
Bert Ganoung, Senior Noise Abatement Specialist
David Ong, Noise Abatement Specialist

Others Present

See attached Audience Attendance List.

2. Public Comment of Items not on the Agenda

Mark Stuberger, Hillsborough resident, indicated he has been complaining about the noise from SFO for about twenty (20) years. He also stated that he feels his concerns have been falling on deaf ears and that the noise has gotten progressively worse. (This is Mr. Stuberger's first Roundtable meeting, but he plans to attend many more).

Chairperson Townsend, responded to Mr. Stuberger by indicating the need for staff to collect more information from him, in particular his exact address and location. He explained information is needed to compare the perceived noise level Mr. Stuberger is experiencing to the current noise contour as well as the closest noise monitor readings.

Mr. Stuberger indicated he lives three quarters of the way up the hill, in the foothills in Hillsborough and his main concern is when the aircraft take off to the east after 5:00 p.m. He feels that when the aircraft are allowed to take off to the east, noise is aimed up the hills causing it to echo off the hills and as a result increases the noise level around his home. Mr. Stuberger inquired about why aircraft are not forced to take off in the opposite direction, and direct the noise out over the Bay where it disturbs fewer people.

Chairman Townsend, commented on both John Martin's and SFO's commitment to addressing Airport noise issues in affected communities. Chairperson Townsend went on to

say that the Roundtable, as well as the Airport is aware of the back-blast noise that affects the Hillsborough area. He also explained that the layout of the runways at SFO make it difficult to accommodate both take-offs and landings into the wind.

Mr. Stuberg inquired further about the Roundtable and asked who appoints the members of the Roundtable and where was the representative from Hillsborough. Chairperson Townsend indicated that the representatives are appointed by each individual city's mayor and all questions or concerns regarding each city's representative should be directed to that particular mayor. He noted that unfortunately, Catherine Mully, the Town of Hillsborough representative on the Roundtable, was unable to attend this meeting. Mr. Stuberg went on to ask about having a noise monitor placed in his yard. He indicated he had plenty of space and would be willing to have noise monitoring equipment installed in his yard. Chairperson Townsend explained that the waiting list for portable monitoring equipment was very long, but an Airport representative would be happy to discuss the issue with him. At the request of Chairperson Townsend, Bert Ganoung volunteered to help Mr. Stuberg after the meeting.

Lillian Fenech, San Bruno resident, indicated she was at the previous Roundtable meeting (September 3, 2003) and she had sent a letter to Mr. Townsend c/o the Airport/Community Roundtable Office. Ms. Fenech proceeded to read the letter. She showed a photo of an aircraft over her home as she explained that one Friday morning fifteen (15) planes one right after another went over her building. She went on to say that it was very unfair that she had not received new windows nor had she received the decibel readings of the noise levels in her apartment she had previously requested. Chairperson Townsend verified that mail sent to his attention at the Roundtable offices did get to him. He also indicated that he had just received her letter and would read it and get back to her accordingly.

Out of consideration for Mrs. Jon C. Long, the Roundtable agreed to take action item number 6 out of order.

6. Consideration/Adoption of a resolution naming the Fly Quiet Program in honor of the late Jon C. Long, former San Francisco International Airport Noise Abatement Officer

Chairperson Townsend read Roundtable Resolution 03-01

Action: John Martin, Airport Director MOVED to approve Resolution No. 03-01. The motion was SECONDED by Mark Church, Supervisor, County of San Mateo Board of Supervisors. The MOTION CARRIED, UNANIMOUSLY.

Mrs. Jon C. Long commented on how much her late husband enjoyed working with everyone on the Roundtable and at SFO. She went on to thank the Roundtable for the wonderful tribute to her late husband.

Consent Agenda:

3. Consent Agenda Items

- a. Review/Approval of the Roundtable Meeting Summary for September 3, 2003
(This Item Continued to November 2003)
- b. Review of Correspondence/Information items

Action: William Conwell, Town of Atherton MOVED to approve the Consent Agenda. The motion was SECONDED by Matt Grocott, City of San Carlos. The MOTION CARRIED, UNANIMOUSLY.

Regular Agenda:

4. Introduction of Heather Hoshii, Assistant Roundtable Coordinator

Dave Carbone, Roundtable Coordinator introduced Heather Hoshii as the new Roundtable Assistant Roundtable Coordinator. He explained Heather was previously part of the SFO Noise Abatement Office staff and therefore brings with her a wealth of knowledge including, an understanding of the Aircraft Noise Abatement Office, the Staff, and the Systems at the Airport. He noted she was instrumental in working with Jon Long on the Fly Quiet Program. He also noted she will be an excellent addition to the Roundtable.

Chairperson Townsend extended a welcome to Heather on behalf of the Roundtable.

Action: No action, this was an informational item.

5. Monthly Airport Director's Report

a. Comments from John Martin, Airport Director

John Martin, Airport Director commented on the Airport's dedication to working on achieving gains and reducing noise impacts from aircraft. He indicated that in the eight years he has been Airport Director, he feels that tremendous progress has been made. He went on to say that progress comes slowly in the area of noise. He noted it is difficult to achieve, but the achievements made are because of the commitment between the Airport and the communities work together. He noted the Fly Quiet Program is a prime example of using positive encouragement to facilitate progress. He emphasized that with programs like this, along with a great staff, our organization will continue to work toward reducing the noise impact.

Mr. Martin went on to comment on the recent traffic trends at SFO. He noted air traffic in the month of August continued to see a month over month improvement. May was an improvement over April, June was an improvement over May, July

was an improvement over June and August was an improvement over July. Air traffic, however, is still down about 5 % from August 2002. Mr. Martin also mentioned that it is anticipated that an improvement in passenger traffic will be seen in November, when the low cost carriers begin their new service to New York, Boston, and Atlanta.

Mr. Martin stated that the Airport is continuing to receive a lot of inquiries from the low cost airlines. He noted the addition of more flights from these low cost carriers is beneficial to the Airport because these carriers are flying very new aircraft which have quieter engines than the older aircraft.

b. Review of noise data for August 2003

Bert Ganoung, Sr. Noise Abatement Specialist, reported that the number of exceedances for the month of August were up slightly over the previous month. Complaints as well as the number of callers, decreased slightly over the month of August. Mr. Ganoung went on to report that Runups for the month were higher than usual, with five (5) aircraft performing forty-one (41) runups. The late night runway 28 departures were at 58% down 10% from the month previous. On another good note, the all runway 28 departures were down at 31%.

Clara Johnson, City of Brisbane, requested a map that showed the number of exceedances registered each month at each Remote Monitoring Site (RMS). Mr. Ganoung explained that the reason the current map was used for reporting purposes was because previously the Roundtable was interested in seeing the "Who" not the "Where" of the exceedances. Mr. Ganoung stated he would look into Clara Johnson's request and get back to her at the next meeting.

Mark Stuberg, Hillsborough resident, requested clarification on what an exceedance is. Mr. Ganoung explained how the Noise Office set each individual exceedance value at each of the Remote Monitoring Sites and offered to give Mr. Stuberg a more detailed explanation after the meeting.

c. Fly Quiet Program Report Second Quarter 2003

Bert Ganoung, Sr. Noise Specialist, began his report by stating that numbers for the second quarter 2003 had slid a bit. He attributed the decline of high scores to the fact that the closure of runway 1 L and 1R had begun in April and shifted much of the traffic to runway 28L and 28R.

The overall benchmark score for the Fly Quiet Program slid about a point. The expected airlines were at the top of the list, while the freighters rounded out the bottom of the list. Fleet Quality ratings also slid a little, due to the addition and increase in freighter activity. Overall exceeances were down, but the nighttime runway use was off by 1.5 points. Mr. Ganoung indicated that due to the westerly

winds during the reporting period, these results were to be expected. Disappointingly, the Shoreline Departures and the Gap Departures were also down for the second quarter.

d. Briefing on Noise Monitoring System Upgrade

Bert Ganoung, Sr. Noise Specialist, gave an update on the new Airport Noise Monitoring System (ANMS). Mr. Ganoung began by indicating that the need for the new equipment was because the current system was over 20 years old and it did not have the ability to integrate all the latest and greatest software and equipment.

The new system has been in the works for over three years and originally the project was budgeted at 3.8 million. With the current state of the economy, the FAA indicated that the project would not be funded, unless it was downsized. As a result, the Airport took out some of the extras and reduced the project budget to 1.9 million.

The system upgrade will include all the systems current capabilities and a few more. Portable monitors will be easier to use and integrate into the permanent system. The field units called, Environmental Monitoring Units (EMU) will record via smart microphone, which will digitally process the information prior to getting to the computers. There will be the added ability to record the actual digital audio. The system will also take note of the current weather conditions, wind direction and speed, pressure and humidity at each site. Noise events will now be coordinated with actual three-dimensional flight tracks and an additional bonus will be the ability to listen to the on going radio calls from the pilots to Northern California TRACON as well as the SFO FAA Air Traffic Control Tower. The system's reports will be auto generating, freeing up a great deal of staff time allowing the Noise Office to focus on analyzing the problems, not hand collecting data. The upgrade will give the Airport the opportunity, in the future, to go wireless and possibly use solar technology to run parts of the system.

SFO noise staff played the promotional I-View video. The video illustrated some of the features of the new system.

Linda Larson, City of Millbrae, inquired about the ability to use the handheld devices to download the information from the monitoring sites. Mr. Ganoung indicated that the handheld devices would not have enough memory to adequately download the data at each site. The data would come via the phone line. He did say that there was the ability to possibly download the information at the site to a portable laptop.

Matt Grocott, City of San Carlos, asked for clarification on the ability to download cockpit activity and radio communications and to use that information to

understand why certain aircraft are flying abnormal traffic patterns. Mr. Ganoung indicated that, yes this would be another part of the Noise Office data arsenal. The audio will be in the form of MP3 files or Wave files.

Clara Johnson, City of Brisbane, asked when the new system will be up and operational. Mr. Ganoung stated they hoped to start construction in December 2003. Eight months after that they anticipate to fully accept the system and be running under their maintenance contract. He went on to say that they plan to get the office up and running as soon as possible, allowing for I-view and some of the other aspects of the new system to be used right away.

Matt Grocott, City of San Carlos, asked if the group granting the money for this new system knew what the money was going to be used for. Mr. Ganoung indicated that yes, the FAA knew what the money would be used for when they approved the grant.

Chairperson Townsend, asked if the system will separate frequencies and act as a frequency monitor. Mr. Ganoung replied yes, the system will allow spectral analysis and frequency analysis.

Walt Gillfillan, Roundtable Consultant, gave a historical perspective on the new system. He reflected on the original monitoring system at the Airport, which consisted of a person and a pair of binoculars. He noted this new system allows for the integration of the three key pieces: flight operations, noise data and noise complaints.

Matt Grocott, City of San Carlos, requested a thank you letter be sent to the group responsible for issuing the grant.

Joe Rodriguez, FAA Airport District Office explained that he wished that the grant could have been awarded two (2) years earlier, but the Airport was in competition with many other airports.

Action: No action, this was an informational item.

7. Presentation of the 2002 Fly Quiet Program Award to Philippine Airlines, for being the Most Improved Airline

Philippine Airlines was not present to receive their award. Roundtable staff will mail the award to Philippine Airlines Station Manager at SFO.

8. Update on the status of FAA funding to mitigate airport noise impacts in modular classroom buildings

Joe Rodriguez, FAA Airport District Office, thanked the Roundtable for its letter that started the dialog between the FAA Washington D.C. office, the Los Angeles office, and the Burlingame office. He explained it was in coordination with the Roundtable letter and Assembly Bill 296 (Mullin) that caused a review of AIP or Airport Improvement Program funding criteria.

Mr. Rodriguez indicated he was there to report that modular classrooms are eligible for AIP funding. There are however, some conditions associated with the eligibility of the modular classrooms. These conditions are outlined in the letter addressed to Marland Townsend and distributed to the Roundtable members. Mr. Rodriguez requested the help of the Roundtable in contacting the local school boards to inform them they may be eligible for this funding. Currently the FAA does not have an inventory of the schools and buildings that are eligible.

Linda Larson, City of Millbrae asked Mr. Rodriguez what format he would like the inventory in. Mr. Rodriguez requested the inventory consist of the location of the schools, the schools administrator, and the number of modular buildings.

Chairperson Townsend, suggested a letter go out to the school boards from the Roundtable.

John Lee, City of San Mateo requested clarification of a few of the eligibility criteria. The school had to be in the 65dB contour and the modular buildings must be in place for twenty years or the useful life of the buildings. Mr. Rodriguez indicated Mr. Lee was correct and that those conditions are very important. They are in place to keep schools from building structures simply to take advantage of possible funding.

Bill Conwell, Town of Atherton, inquired about the fact that most of the modular buildings are set up to be temporary structures. Mr. Rodriguez commented that with the reality of the economic conditions of schools and the way the buildings are constructed, temporary could be 20 years or more.

Linda Larson, City of Millbrae, asked if there was any money or funds being used to investigate the use of an active noise attenuation program as apposed physical insulation of the buildings. Mr. Rodriguez indicated that because that type of program is considered research it would not qualify because AIP funds are intended for capital improvements only.

Walt Gillfillan, Roundtable Consultant, asked about the percentage breakdown of the funds that will be provided by the FAA. Mr. Rodriguez stated that the funds would be distributed at the normal 80% participation rate. In other words, the FAA would pay 80% and the school board would have to come up with the 20% matching funds.

Walt Gillfillan, asked the Airport if it would be providing the matching 20% or if the school boards would be required to pay on their own behalf. Mike McCarron, Director, Bureau of Community Affairs, indicated that in the past the Airport has provided the matching funds, but he would have to check with the finance department to inquire about the availability of such funds. Dave Carbone, Roundtable Coordinator, confirmed that the Airport has, in the past, provided the 20% match for the schools eligible for insulation.

Chairperson Townsend, indicated that the budget must be investigated in order to pursue the funding issue. He continued to say that before we involve the school districts, we need to solve the funding issue. It would be unfortunate to get everyone's hopes up only to find out that neither we nor the schools had the money to match the FAA funds.

Chris Pallas, City of San Bruno, asked if the school districts receive the insulation, will they have to sign an avigation easement like the homeowners and give up their right to sue. Mr. Rodriguez commented that the issue of avigation easements would be up to the Airport. The Federal Government does not have such a requirement. Mr. Carbone mentioned that the schools that will be eligible for this program will have most likely already received insulation for their permanent structures and therefore, avigation easement would have already been granted.

Chairperson Townsend, requested that Heather Hoshii gather information on the issue, create an inventory and send out letters to the appropriate people before the next meeting. Rich Newman, C/CAG Airport Land Use Committee, offered a letter of support from the Airport Land Use Committee to accompany the Roundtable letters to the school boards. Chairman Townsend thanked Mr. Newman for his offer and indicated that the foundation for the insulation of modular classrooms has been set and many great things could come of this.

John Lee, City of San Mateo, stated he felt that creating an inventory wasn't going to be any easy task. There would be a lot of technical questions that would need to be answered. Mr. McCarron indicated that an inventory of schools inside the 65dB CNEL had been started a while back. From his recollection, the number of schools inside the 65 dB contour had been small.

Mr. Gillfillan requested clarification on the top of page two (2) of Mr. Rodriguez's letter. Does the phrase "within the 65 CNEL or greater noise contour area of the San Francisco International Airport" mean that a classroom with speech interference outside the 65CNEL contour it would qualify? Mr. Rodriguez corrected the miscommunication by stating the classrooms must be within the 65 CNEL contour to be eligible.

Action: No action, this was an informational item.

