

Speak out. We're listening.

Each of the 15 members of the Airport/Community Roundtable is either a directly elected public official or the appointed delegate representing a public agency. But you don't need to be in public office to have a voice in Roundtable activities.

To encourage public participation in a subject which affects so many communities, the Roundtable conducts on-going public information efforts, including press releases, media notices and public distribution of background material. The Roundtable *Monitor* newsletter is a key element of that effort. To educate and stimulate airport neighbors to get involved it is necessary to reach out. Tell us what you think.

Jot down your ideas below and return it to the Airport/Community Roundtable. We'd like to know of your specific interest so that we may address those subjects in subsequent issues.

Write today!

Write your comments here (type or print clearly):

Attach another sheet if necessary. Clip and return to:
David Carbone, Planning and Building Division, County of San Mateo, 590 Hamilton St. 2nd Floor, Redwood City, CA 94063

If you would like to be contacted about Roundtable issues, please provide:

Name _____ Phone _____

If you would like to be placed on the Monitor mailing list, please provide:

Address/City/State/Zip _____



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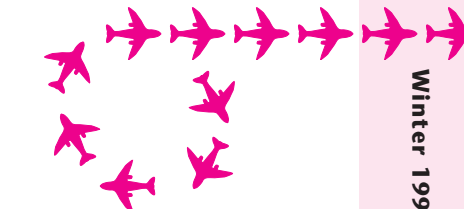
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KEY
Current
Suggested
New Work
Program Items
focus on
overflights



Monitor

Winter 1996

From the Airport

Pilot's video

By John L. Martin
Director
San Francisco International Airport

The San Francisco International Airport is proud of its role in working with surrounding communities to reduce aircraft noise impacts. As part of this effort, the Airport is supportive of efforts by the Roundtable to educate airline pilots about the opportunities to reduce noise on surrounding communities.

The airport is adjacent to several residential areas impacted by noise associated with landing or departing aircraft. Certain flight paths can reduce the noise on these communities.

The Airport's most important priority is passenger safety and security. So as long as flight paths do not compromise passenger and aircraft safety, those flight paths which reduce noise on nearby communities can and should be used.

The Roundtable has contracted with Fluor-Daniel, Inc. to produce a training video to educate airline pilots about the noise reduction benefits of consistent compliance with three noise abatement procedures currently in use. These include the Quiet Bridge Visual Approach to Runways 28, the ICAO Take-off Departure Climb Profile for Runways 28 Gap departures, and Runways 28 Shoreline Departures.

Airline pilots will be able to see firsthand a graphic representation of noise effects on the ground of noise created by a 747-400.

The video will help those pilots understand the noise experience that community members have when flight paths are used. The goal of the training video is to encourage pilots to consistently comply with the three procedures illustrated in the video. The video encourages pilots to "always fly safely — fly quietly whenever possible."

The training video will significantly contribute to the Airport's — and the Roundtable's — goal of noise reduction.



New Work Program items focus issues

A series of Roundtable sessions dating back to the winter and spring of 1995-96 brought to the fore new concerns expressed by residents of Pacifica, Daly City, Woodside, Portola Valley, Atherton, San Carlos about noise impacts of jet over flights.

As a result, the Roundtable will adopt a new Work Program for January-June 1997 to address new issues of concern. The Roundtable has used the semi-annual Work Program approach to good effect over the past 15 years as a tool to mitigate aircraft noise impacts.

The Work Program is a performance-based system by which the public members identify a problem or concern and, through fact-finding and discussion with affected public authorities, bring about closure.

Work Program items are implemented by Roundtable staff and consultants and airport staff in cooperation with key FAA personnel. Many Work Program issues involve the status of on-going noise abatement actions.

Other Work Program items monitor activities outside the control of the Roundtable. The organization has no direct legislative or legal authority over the actions of state and federal agencies nor individual airlines responsible for commercial aviation.

But it does lobby and focus attention of the appropriate agencies on noise abatement techniques. Some Work Program lobbying efforts have been renewed at the Roundtable's regular six-month Work Program review for a decade or longer.

The newest Work Program items

• Continued on page 3

From the Roundtable

Test house program

By Pat Kelly, Chairman

San Francisco International Airport is once again on the cutting edge of technology as it enters the bidding process for acoustical treatment of low frequency noise impacts on a test house near the airport. Funded and administered by the airport, the study results will receive broad discussion and distribution as they are shared with the Airport/Community Roundtable and other public agencies.

The Roundtable will participate with the airport in the consultant selection process and will receive periodic reports from airport staff on the implementation of the project. This should augment progress the Roundtable has been making to address of low-frequency noise.

Noise monitoring systems can vary in the way they report noise levels. The Community Noise Equivalent Level (CNEL), a metric mandated by the State of California to be used by airports, including SFO, to report cumulative 24-hour noise levels, does not accurately identify low-frequency noise levels.

Noise monitoring systems may be sub-audible, but they can cause secondary noise effects including vibrations in structural components such as roofs, walls and floors.

In the first phase of the test house noise attenuation project, a consultant will evaluate communities around SFO to identify potential locations for the project house. Once a test area has been defined and a residential unit selected and obtained by the airport, it will be modified in various ways and tested for how the various strategies attenuate low-frequency backblast noise.

This process cannot fail to develop valuable information.

It is hoped that effective and economical new technologies will come out of this project and lead to further relief for noise-impacted communities. This is another example of the continuing cooperation between the airport and its neighboring communities to address airport noise impacts.

Monitor

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Vol. 3/No. 2

Lead Story



Making the Work Program work

See Page 2

Express Yourself

See Back Page



John L. Martin
From **The Airport**

Video should help pilots reduce noise

See Page 2



Patrick W. Kelly
From **The Chairman**

'Test house' project moves forward

See Page 2

New Work Program items focus issues

Modifications sought in traffic control, airspace restrictions, on-airport electronic systems

Continued from Page 2

may hold some potential for reducing over flight noise along the coastside of San Mateo County and along the bay shore far south and east of the airport.

This item involves discussions with the FAA to address air traffic/airspace issues to mitigate noise impacts on the Peninsula. The topics include:

- Consideration of the "BRINY Intersection" as the entry point for trans-Pacific arrivals on the way to SFO (see Figure 1).

Currently, arrivals frequently are directed by the Federal Aviation Administration air traffic control center to reach the California coastline north of Pt. Reyes.

They are then turned right to pass down San Mateo County parallel to, but in the reverse direction from, their ultimate landing path on Runways 28. Jets are "sequenced" into the constantly-moving line of Runways 28 arrivals by having them turn left in the area of Woodside or Portola Valley. They are sometimes forced to slow down by dropping landing gear and flaps as they match the speed of other aircraft in line. This has them in their noisiest configuration as they descend over Portola Valley,

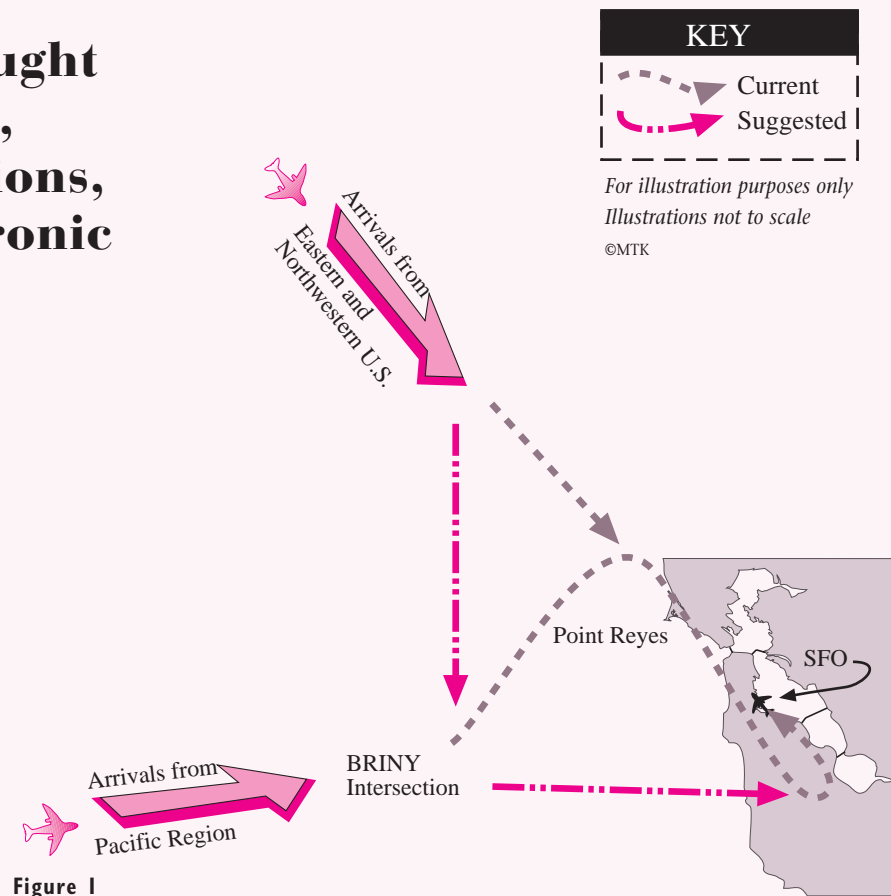


Figure 1
 Changing the point at which flights cross the San Mateo Coastline may reduce the number of flights down the spine of the Peninsula.

Atherton, San Carlos and Redwood City.

The goal of using the BRINY Intersection is to bring trans-Pacific aircraft higher and quieter over the southern end of the county.

- Work with the FAA and other authorities to obtain access to military airspace off the California coast for commercial aviation (see Figure 2).

This would give air traffic controllers the option of keeping departing traffic farther offshore from Pacifica and Daly City. Authorization would be complex because many jurisdictions — not the least of which is the Department of Defense — are involved.

- Change peak-period overflow traffic routing for eastern arrivals. These are

handled by the FAA by splitting the westbound traffic flow at a point near Coaldale, Utah (see Figure 3). Some are sent north to Mendocino, then turned to fly down the coast over Pt. Reyes. At points over southern San Mateo County — the exact point depends on traffic at the time — they are turned left to sequence into the arrival stream to Runways 28.

The suggested change would direct the SFO-bound traffic from Coaldale to an area high above Big Sur, where it would make a right turn and sequence into the arrival stream.

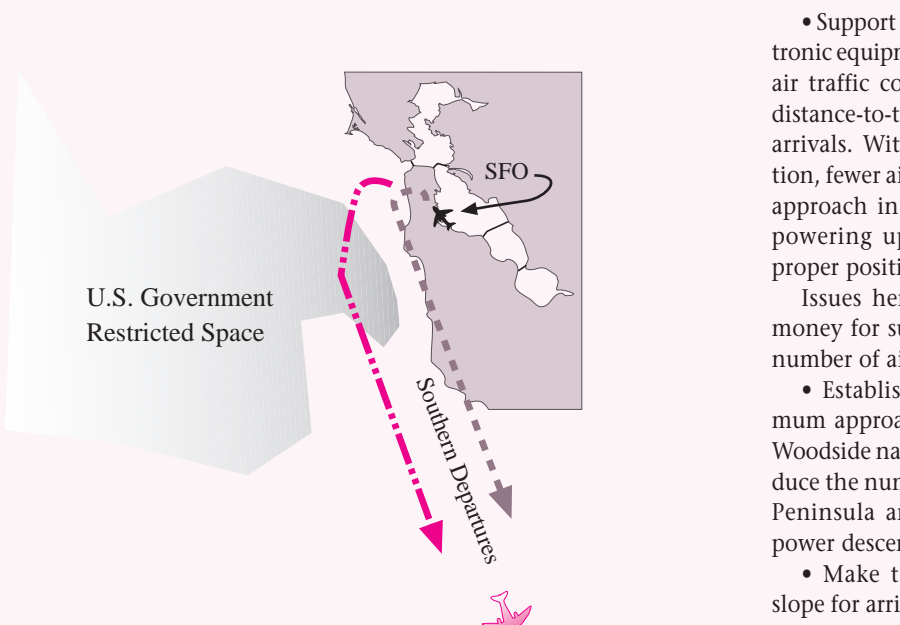


Figure 2
 Increasing access to military air space may enable some flights to pass farther off-shore.

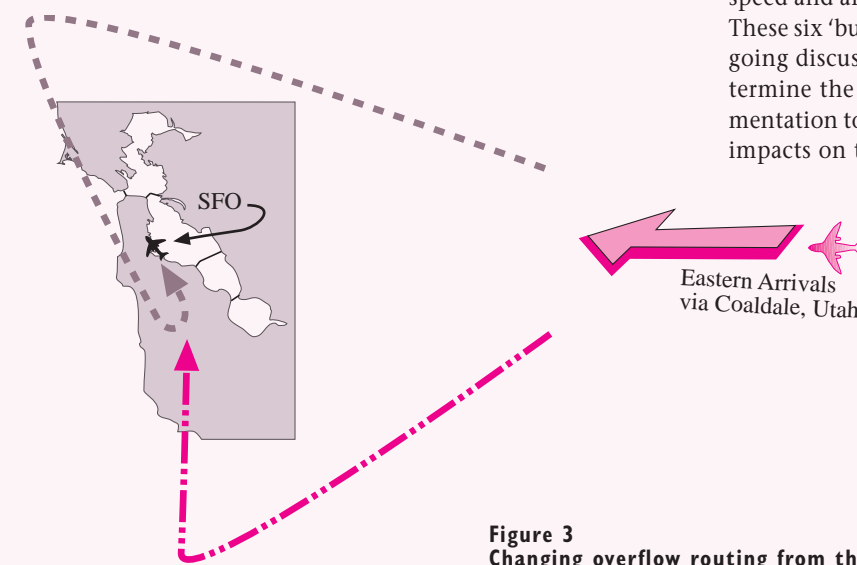


Figure 3
 Changing overflow routing from the East handled through Coaldale could eliminate some overflights

- Support the acquisition of new electronic equipment at SFO that would give air traffic controllers and flight crews distance-to-touchdown information for arrivals. With more accurate information, fewer aircraft would be required to approach in low, slow configurations, powering up and down to maintain proper position in the arrival stream.

Issues here involve limited federal money for such systems and the small number of airports proposed for them.

- Establish 8,000 feet as the minimum approach altitude over the FAA's Woodside navigation aid. This would reduce the number of low flights over the Peninsula and allow continuous low power descent over populated areas.

- Make the visual approach glide slope for arriving aircraft the minimum even under instrument approaches. This would reduce the number of low flights over the Peninsula and Foster City at high power settings.

It is important to emphasize that only the FAA can control the direction, speed and altitude of aircraft in flight. These six 'bullet items' will initiate ongoing discussions with the FAA to determine the feasibility of their implementation to help reduce aircraft noise impacts on the Peninsula. ■

Pacifica group organizes as liaison to council on noise

Some residents of the San Mateo County coastside say they have experienced increased noise from aircraft overflights within the past year; the Pacifica Aircraft Noise Abatement Committee, the newest entity with a link to the Airport/Community Roundtable, is the result.

Several score residents of Pacifica and other coastside communities have testified to the Roundtable that they experience more noise impacts from aircraft operations than in recent history.

Examining departures from San Francisco International Airport in response, Airport/Community Roundtable consultants and the Federal Aviation Administration's Bay Terminal Radar Control (Bay TRACON) found no evident changes in either the number of aircraft or general flight patterns to explain the perceived increase.

The subject is not new to the City of Pacifica, which is a founding member of the Airport/Community Roundtable by virtue of overflights of its northern neighborhoods.

Most of this traffic is composed of heavy jumbo jets bound for Hawaii, Japan and other Pacific Rim destinations taking off from San Francisco International Airport Runways 28.

Pacifica's city limit reaches to the crest of the coastal range of mountains directly beneath this takeoff path.

More than 1,100 residences in this area already qualify for noise insulation funding provided by the airport and the federal government.

New noise complaints are coming from the southern end of the commu-

nity, according to Pacifica Noise Abatement Committee Chairperson Barbara Nathanson.

"Pacifica is a very long, narrow town with its long axis oriented north-south along the coast," Nathanson said. "The noise historically is being monitored (by the airport's Remote Monitoring System) in the northernmost area because it's part of the runway 28 take-off route and most of the monitors follow that route. What that doesn't take into account is the air traffic that sometimes loops over the Peninsula, and this is where some controversy comes in.

"Theoretically, if aircraft are following standard departures to the letter there shouldn't be aircraft noise over the southern part of Pacifica. (There is) a noise problem in the southern valleys which they are experiencing for the first time. That is where the controversy has arisen, and I would expect it to continue to be a problem," Nathanson said.

Committee membership includes Roger Mascio, Charles Drucker and Steve Overman. One vacancy exists and is in the process of being filled.

The group's liaisons to the Pacifica City Council have included Councilwoman Ellen Castelli, at the time the city's Roundtable representative, and Councilwoman Barbara Carr. City staff support for the group is Michael Crabtree, project planner in the planning department.

Its organization parallels that of the long-established Foster City Aircraft Noise Abatement Committee.

The Foster City group has been active for most of the Roundtable's 15 years tracking overflights on runway 28 approaches.

The Pacifica citizens' advisory group expects to meet and compare notes with its Foster City counterpart.

Pacifica is in the information-gathering stages of its existence. Trying to get a grasp of the complexities of aircraft noise, it has traveled to Bay TRACON in Oakland to learn what FAA air traffic controllers do and how they do it, has gone up in SFO's control tower to get a first-hand view of one of the busiest airports in the world and has met with Roundtable Chair Patrick Kelly and heard a presentation about Roundtable activities by staff coordinator David Carbone.

The Pacifica Aircraft Noise Abatement Committee meets on the 4th Thursday of the month at 6 p.m. in the Pacifica Community Center, 540 Crespi Dr. The public is invited to attend, and time is always reserved for public comment.

Nathanson, a volunteer with no prior experience on city committees, says she likes the job.

"It's very interesting and it's good experience. It keeps me alert. I'm actually kind of enjoying it."



We're on the world wide web
 Agenda • Member agencies •
 Monitor on-line

www.smroundtable.com

The Airport/Community Roundtable meets the first Wednesday of the month at 7:30 p.m. in Millbrae City Hall Council Chambers 621 Magnolia Avenue

Next meeting: Feb. 5