

# Speak out. We're listening.

Each of the 23 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):

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Attach another sheet if necessary. Return to:  
David Carbone, Roundtable Administrative Office,  
350 Harbor Way, So. San Francisco, CA 94080

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

Name \_\_\_\_\_ Phone \_\_\_\_\_

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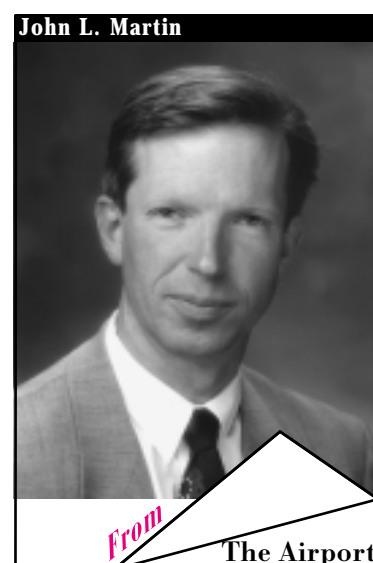
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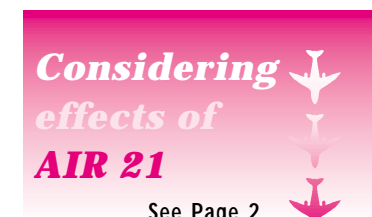
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## Special Report

# National look at major airports' community forums

# County hosts national noise conference



Airport/Community Roundtable  
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## From the Airport

### Profound policy

By John L. Martin  
Director  
San Francisco International Airport

As a Roundtable member and participant, SFO helped formulate the policy against shifting noise as a way to reduce noise impacts on a community.

This spring, the San Francisco Airports Commission also adopted this policy to guide its broader deliberations on the current use and future configuration of San Francisco International Airport. The "no noise shift" policy is simple, its effect profound.

It requires that any reduction in aircraft noise in a community be prohibited if the result of that reduction is an increase elsewhere. This effectively eliminates altering arrival and departure paths to and from SFO, except for those which redirect aircraft over unpopulated areas. In the urbanized San Francisco Bay region, that generally eliminates everything but operations over bay waters. Since the FAA already has charted and published every conceivable overwater route in that direction, chances are slim that some new route will appear to take away aircraft traffic from populated areas.

The no-noise-shift policy, therefore, tends to favor opportunities that increase altitudes at which aircraft overfly the San Francisco Peninsula, that increase the accuracy with which thousands of aircraft navigate established noise abatement routes or that promote increased use of routes which already have been established over water.

The airport supports and has financed numerous Roundtable initiatives to increase departure and arrival altitudes. These have helped mitigate some impacts in the northern and southern ends of San Mateo County.

We are looking very closely at new technologies which will make very accurate navigation of over-water departures the norm at SFO. With the cooperation of Roundtable member cities and constituents in the community, we remain confident that SFO can continue to win incremental noise reductions — without a corresponding noise shift.

## From the Roundtable

### A new agenda

By Mary Griffin  
Chair  
Airport-Community Roundtable

The first meeting of the Roundtable Legislative Committee amply validated the concept behind its formation. A large agenda faced its members, and they commenced their work with gusto. Clearly, the group will only be satisfied if it can affect state and national program in the area of aircraft noise.

First consideration was given to legislation freeing up billions of dollars collected from airline passenger charges to improve air traffic control, passenger safety and noise abatement programs on a national scale.

The Aviation Investment and Reform Act for the 21st Century, referred to in Congress as AIR 21, has been introduced by Rep. Bud Shuster, Chairman of the House Committee on Transportation and Infrastructure.

AIR 21 is the largest funding bill in Congress this year, and differs in one major respect from a similar bill introduced by Sen. John McCain on the Senate side. AIR 21 specifically takes the Airport and Aviation Trust Fund off the federal budget — meaning it would no longer be a source for interest and other income which is transferred out to balance the federal budget. Presently, only a small portion of the nearly \$90 billion in the trust fund is used for the purpose for which it was intended.

There is likely to be vigorous debate over whose bill to choose — Rep. Shuster's or Sen. McCain's — and the Roundtable, through its Legislative Committee, may decide to participate in that debate by fax, mail and personal contact with federal representatives.

The Legislative Committee also met, via a telephone conference call, with Dennis McGrann, Executive Director of the National Organization to Insure a Sound-controlled Environment (NOISE). The committee is off to a great start. Members Sepi Richardson (Brisbane), Gene Mullin (So. San Francisco), Deborah Wilder (Foster City), Paul Collacchi (Menlo Park) and Mike Spinelli (Burlingame) are off and running

# Special Report

**The Airport/Community Roundtable is among the first community forums working to mitigate aircraft noise impacts at major international airports, but it is not alone. Citizens in Minneapolis/St. Paul first formed around the noise issue in 1969. One of the newest is Oakland International Airport's Community Noise Management Forum, which had its fifth meeting late last month. This issue of the Monitor details the activities of Minneapolis/St. Paul's, Oakland's, Seattle-Tacoma's and Chicago's community-based noise forums to offer a context for Roundtable activities.**

## INSIDE:

### Chicago O'Hare



Welcome to Minneapolis-St. Paul International Airport



Sea-Tac Airport

## Oakland International Forum



North Field business operator, the general aviation facility and the Air Transport Association all participate in Forum meetings.

As is true with other noise mitigation groups, the Community Noise Management Forum is financed by the airport operator. Cities contribute \$1,000 each to the \$100,000 Forum budget, and participate by signing a letter of understanding.

As with the Roundtable, the Community Noise Management Forum has opted to organize its agenda as a Work Program. Oakland's has two parts; first, an educational component addressed at every meeting to help members and the public understand the characteristics of noise, its effects on people and property and the like; and, second, major studies. The Forum has endorsed the idea of three studies: One, a Port study of the optimal configuration of the runways at OAK for efficiency and noise abatement; two, evaluation of existing noise abatement procedures and recommendations for revisions or new ones; and, three, feasibility of operating restrictions such as curfews, sanctions against low overflights and regulation of nighttime operations.

The Oakland group's first principle is much like the Roundtable's: No noise shift from one community to another. It also has an Airport Noise Operations Monitoring System (ANOMS) with six monitoring sites each in San Leandro and Alameda. Contractor on that project was Harris, Miller, Miller & Hansen, who have also advised the Roundtable on several occasions.

The airport recently concluded a residential noise insulation pilot project in Alameda. The airport is in the process of hiring consultants to implement the full sound insulation program. More than 600 homes are eligible for sound insulation and construction should begin next spring.

There are differences in organization between the Forum and the Roundtable. Members have opted to not choose a chair among themselves. Conduct of the meetings is the responsibility of Mike McClintock, a professional facilitator and aviation consultant.

## Minneapolis/St. Paul MASAC



Minneapolis/St. Paul International Airport has had a community forum on airport noise abatement since 1969 and a Part 150 sound insulation program since 1992.

The current format of the community forum is the Metropolitan Airport Sound Abatement Council (MASAC), which meets monthly with representatives from communities and airport users.

Original MASAC membership included representatives from five cities selected by mayors of those cities which share boundaries with the airport. Membership expanded within the last year to include five additional cities adjacent to those.

MASAC is an independent organization that advises the Metropolitan Airports Commission (MAC) on noise issues. Approximately 20 percent of MAC noise-related funding comes from Airport Improvement Project grants through the FAA. MASAC has no legislative authority and advances its agenda strictly through discussion, debate and negotiation.

It was instrumental, however, in creating a permanent system of airport-operated remote noise monitoring sites, which today number 29. Noise monitoring system data is linked to an ANOMS radar flight tracking system to log data on noise sources and problems.

Noise insulation techniques vary slightly in the Minneapolis/St. Paul area in that an effort is made to preserve original, non-acoustical wooden windows and doors which are prevalent in residential construction.

The project achieves double insulation through the use of acoustical storm doors and windows as well as retrofitting of the primary window.

The Part 150 program insulated 4,583 homes between 1992 and 1998 at a cost of \$102.1 million.

MAC has budgeted \$25.5 million a year for the program and expects to insulate about 800 homes a year through early 2003. Eighty percent of the funding comes from Passenger Facilities Charges. The goal is to complete all 2,715 remaining homes within the 65 decibel DNL at an estimated cost of \$86.5 million.

The Metropolitan Airports Commission's Part 150 study also is being updated, with consideration being given to drawing a new insulation program boundary at the 60 db DNL contour, which would make Minneapolis/St. Paul the first to propose to the FAA something which goes beyond the FAA's 65 db DNL guideline.

MASAC has established a working relationship with the airport users to integrate emerging technologies such as GPS and their resultant precision navigation capabilities. MASAC will be using the GPS-based Local Area Augmentation System to develop noise abatement approaches and departures using curved and segmented flight paths as part of the Part 150 study update. Target is to fully implement GPS-based LAAS by 2005 in the National Airspace System, which includes SFO.

## Chicago O'Hare NCC Chicago O'Hare

Noise mitigation efforts at Chicago's O'Hare International and Midway airports are entirely voluntary and, contrary to the experience at most airports around the country, have been implemented in the absence of a Part 150 study.

Though the city's efforts to generate a consensus among suburban communities around the airport did not come to fruition in 1996, measures voluntarily adopted by the City of Chicago under the direction of Mayor Richard Daley as a consequence of that Part 150 study parallel and surpass, in some cases, those in place at airports which have approved Part 150 programs.

A 25-member Noise Compatibility Commission composed of mayors of 15 suburban communities, the president of the Cook County Board of Commissioners, a representative of Chicago's Board of Commissioners and school commissioners from eight suburban school districts directs O'Hare's effort. Representation is drawn from a geographical area up to 12 miles around the airport.

The group has met monthly since January of 1997. Three subcommittees — School Sound Insulation, Residential Sound Insulation and Technical committees — meet more frequently to address specific areas.

An Airport Noise Monitoring System of 28 remote noise monitors, increasing to 32 in June, and a flight tracking database similar to SFO's own generate the basic data which supports Chicago's approach. As at SFO, the system is also used for noise contour mapping. Though it has no standing as the guideline for a Part 150 noise insulation program, the noise exposure map functions as one since the city has committed to sound insulate all single family owner-occupied residential units in the 70 decibel DNL noise contour as it will be plotted with actual year 2000 data.

Since 1996, Chicago's Residential Noise Insulation Program has retrofitted 2,235 residences at a cost in

excess of \$200 million, with 850 more targeted for the current fiscal year. Projections are that the year 2000 70 dB DNL will encompass 7,049 homes.

Chicago is pioneering new areas with its School Sound Insulation Program. Thus far 70 O'Hare area schools have been insulated against noise at a cost of \$120 million, with a dozen more in the pipeline.

The role of the Commission's Technical Advisory Committee parallels the on-going investigatory nature of the Airport/Community Roundtable.

The TAC analyzes noise monitoring data to develop new approaches and to coordinate mitigation efforts with airlines and the FAA, chiefly through the Fly Quiet Program. Fly Quiet is a system of comprehensive pilot manuals which describe airport policies and voluntary restrictions on airline operations developed by the Noise Compatibility Commission.

They include preferential noise abatement runway use, arrival and departure profiles, ground run-up procedures and a ground run-up enclosure which has been the focus of Roundtable study, and signage.

Fly Quiet components are advertised with the slogan, "Safety First — Quietly as You Can."

Chicago's experience shows departures to be the largest noise complaint generators, and attention is being focused on ways to allow departures to "shoot the gaps" in the urban landscape which surrounds O'Hare.

Located on largely flat terrain, spread over 7,700 acres, and surrounded by encroaching urban land uses, O'Hare International has no over-water approaches, as at SFO, but has some compatible land uses in corridors such as industrial courts, forest preserves and highways — the Kennedy Expressway, the TriState Tollway and the Northwest Tollway.

O'Hare's Noise Compatibility Commission is closely watching evolution of Flight Management Systems for its potential to concentrate overflight and departure noise in these "gaps."

## Seattle/Tacoma International NAC



Seattle-Tacoma International Airport features a two-part noise mitigation program, the one with the greatest longevity being a noise insulation program, called Noise Remedy, commenced in 1985. The second, the Noise Abatement Program, came out of a mediation process begun in the late 1980's through which the community and the airport adopted the goal in 1990 of a 50% noise reduction in ten years.

There is no on-going community forum exactly like SFO's Airport/Community Roundtable at Sea-Tac, but a Noise Advisory Committee created out of the 1990 mediation process does meet quarterly for updates on progress toward the goals adopted in the mediation agreement.

It also tracks the airport's compliance with the agreement to make sure all sides work in good faith. Though the entire system may be in for a complete overhaul in the next few years as the result of an FAA Part 150 study recently begun, several other forums have been working on noise issues at Sea-Tac.

Two advisory committees were formed to provide community and stakeholder input in the Part 150 study.

Eight cities — Des Moines, Normandy Park, Burien, the City of SeaTac, Tukwila, Seattle, Federal Way and Kent — plus King County have sent representatives to the Part 150 Citizens Advisory Committee.

In addition, the FAA, airline and pilot representatives, land use planners from affected cities and a representative of the Puget Sound Regional Council, the Metropolitan Transportation Planning agency for the four-county area, form a Technical Advisory Committee to the Part 150 study.

At the end of the Part 150 process, the expectation is that some kind of advisory group will emerge and may

draw from those involved in the CAC, the TAC, the Noise Advisory Committee and the public.

As for the existing Noise Abatement and Noise Remedy programs, areas of concern and action in many ways parallel those at SFO.

Sea-Tac, like SFO, operates a noise monitoring system and finances installation of sound insulation, solid-core doors, double-pane windows and caulking in buildings surrounding the airport.

Sea-Tac's 14 year-old sound insulation program identified 10,000 eligible homes at the beginning of the process and has insulated nearly 8,000 of them to date.

Unlike SFO, which uses computer-linked noise monitors to plot a noise impact boundary quarterly, Sea-Tac used its Integrated Noise Model (INM) to chart an insulation area boundary once, in 1985, and forecast what the boundary would be in the year 2000.

Even though the noise impact area is shrinking Sea-Tac has made a commitment to insulate all those homes in the contour created in 1985 and beyond that has made commitment to expand the program to include other types of facilities within that boundary. Those potential uses could include public and private educational facilities, multi-unit residential structures, churches and other noise-sensitive facilities.

For the past 20 years, Sea-Tac has operated a noise monitoring system and in 1993 acquired a flight tracking system called ANOMS which is similar to SFO's PASSUR.

The noise monitoring system has 11 remote microphones and will be expanded to include up to 25 monitors as far as 18 miles away from the airport.

Noise abatement at Sea-Tac over the years has focused on ways to eliminate Stage 2 aircraft operations. One method has been to set up a "noise budget" for the noisiest carriers and cutting it back every year. Another has been to restrict night-time Stage 2 operations. A penalty program

has collected \$30,000 in fines for night-time violations and helped put teeth in the effort.

Other areas being investigated in the Part 150 study include the technology of ground runup enclosures and increased use of Flight Management Systems procedures.

Major disagreement still exists on flight track changes. The idea of moving flight operations was discussed but never resolved in the mediation process due to concerns about noise shift. The subject is being revisited in the current Part 150 review.

## Glossary of Terms

**Common tools and programs are resources for airport noise mitigation efforts around the nation. Following are definitions of some of those terms used in this issue.**

**PART 150 - Federal Aviation Regulation Park 150 relating to the process and funding of commercial airport noise mitigation efforts.**

**FMS - Flight Management System: Technology, including avionics and other hardware, the use of which can increase the distance from an airport at which controllers may accurately sequence arriving aircraft into the arrival stream.**

**GPS - Global Positioning Satellite: Technology which can assist a properly-equipped aircraft to make precision maneuvers on takeoff and arrival. Advantage: Precise noise-abatement flight procedures may be created. Concern: May concentrate aircraft noise in specific areas. Requires substantial airport investment in technology. Requires Local Area Augmentation System (LAAS) to implement satellite information.**

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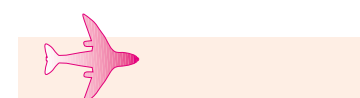
## N.O.I.S.E. Conference

San Mateo County will host the National Organization to Insure a Sound-controlled Environment's national meeting and annual aviation noise symposium July 18-21 at the Clarion Hotel in Millbrae. The public is invited to attend.

N.O.I.S.E. is an advocacy, outreach and informational organization working on aviation noise mitigation at the national level.

Speakers and presentations at the conference will cover national legislation, Federal Aviation Administration regulations, airport/community relations and the role of new technology.

Conference and registration information is available by contacting N.O.I.S.E. at 601 Pennsylvania Ave. NW Suite 601, Washington DC 20004, (202) 434-8163 or by contacting Airport/Community Roundtable Staff Coordinator Dave Carbone at 350 Harbor Dr., South San Francisco CA 94080, (650) 363-4417.



## PUBLIC MEETING

The Airport/Community Roundtable meets the first Wednesday of the month at 7 p.m. in the Millbrae Recreation Center 477 Lincoln Circle Millbrae, California

## Upcoming Dates:

June 3

No August Meeting