CITY OF HAYWARD

AGENDA REPORT

AGENDADATE 06/27/00

AGENDA ITEM 9

WORK SESSION ITEM

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Review of Response to the Draft Environmental Assessment of the San Francisco International Airport (SFO) Simultaneous Offset Instrument Approach (SOIA) Precision Runway Monitor Project

RECOMMENDATION:

It is recommended that the City Council review and comment on the proposed response to the San Francisco International Airport's Draft Environmental Assessment for simultaneous offset instrument approach/precision runway monitor project.

BACKGROUND:

The Council Airport Committee reviewed this issue at its meeting of June 22, 2000. The Committee expressed serious concern regarding the impacts on city residents of overflights that would result from the project. The Committee asked that staff revise the proposed response to more strongly state the City's concern. Staff has made the requested revisions. The new proposed response is attached as Exhibit B.

Recommended by:

Dennis L. Butler, Director of Public Works

Approved by:

Jesús Armas, City Manager

Attachments:

Exhibit A: Staff Report to Council's Airport Committee June 22, 2000
Exhibit B: Proposed Response to the Draft Environmental Assessment

CITY OF HAYWARD
STAFF REPORT

AGENDA DATE 06/22/00

AGENDA ITEM 4

To: Council's Airport Committee

From: Director of Public Works

Subject: Review of Response to the Draft Environmental Assessment of the San Francisco International Airport .(SFO) Simultaneous Offset Instrument Approach (SOIA) Precision Runway Monitor Project

RECOMMENDATION:

It is recommended that Council's Airport Committee review and comment on the proposed response to the San Francisco International Airport's Draft Environmental Assessment for simultaneous offset instrument approach/precision runway monitor project ("Project"). It is further recommended that the Committee forward the comments to the full Council for consideration at it's June 27, 2000 meeting.

BACKGROUND:

To reduce weather-related delays at the San Francisco Airport (SFO), SFO officials are proposing the introduction of a Simultaneous Offset Instrument Approach (SOIA) procedure to Runways 28L and 28R. These two runways account for approximately 93 percent of all arrivals to SFO. To implement the SOIA procedure, an upgrade is required of navigational aids for Runway 28R and a modification to the feeder routes to Runways 28L and 28R. In short, the proposed action includes installation and operation of certain navigation aids at SFO, modification of approach procedures for Runways 28L and 28R, and modification to feeder routes leading to the final approaches to the runways. It is this final aspect of the proposed action (modification to the feeder routes) that raises the possibility of impacts on the City of Hayward. The proposed navigational system components and change to approach procedures and feeder routes are independent of any current scoping or planning activities for a new runway configuration at SFO, although it is likely the revised approaches will be maintained in the future, even if a new runway is approved.

The purpose of the Project is to enable SFO to maintain simultaneous approaches (i.e., parallel approach streams) to Runways 28L and 28R during certain conditions related to poor visibility and low cloud cover. With implementation of the SOIA procedure, parallel approach streams would be allowed under certain weather conditions, thereby reducing the amount of time when only a single approach stream would be required. The proposed procedure would not simply apply during these certain weather conditions, but would permanently replace existing approach procedures and feeder routes that are currently in use at SFO. Even if single

approach streams would be required due to failing adverse weather 'conditions, the arriving aircraft would still use the modified feeder routes and approach track to Runway 28R, rather than the existing feeder route and approach track.

SFO is proposing two feeder route modifications. The proposed feeder route modification, which may affect the City of Hayward, is termed the Golden Gate Standard Terminal Arrival Route (Golden Gate STAR) ***north*** *overflight/approach*. The second feeder route, called the Golden Gate STAR ***south*** *overflight/* ***approach,*** impacts mostly the peninsula. Under the proposed Golden Gate STAR north overflight, aircraft would cross over the cities of San Francisco and Daly City, and then, continuing in a southeastward direction at the San Mateo Bridge, cross over the cities of Hayward, Fremont, Union City, Newark, and unincorporated areas of Alameda County (see Exhibit 1), before turning south near Interstate 680 to approach Runways 28R and 28L from the east, Under the proposed Project, aircraft would use a 16- to 19-mile final approach rather than the 7- to lo-mile final approach under existing conditions.

EFFECTS OF PROPOSED ACTION ON CITY OF HAYWARD

From the perspective of areas beneath the proposed feeder routes, noise is the principal environmental issue raised by the proposed Project. The Draft Environmental Assessment (Draft EA) noise analysis includes development of contours around SFO, as well as estimates of SFO aircraft noise at three more distant impact analysis points. The contours developed for SFO under the proposed action and the no action alternatives indicate that no part of the City of Hayward would lie near aircraft noise levels (with or without the project) of CNEL 65 decibels (dB) or more. None of the impact analysis points are located within the City of Hayward. The Draft EA acknowledges that the modifications to feeder routes would locate planes over land uses that currently do not have SFO aircraft overflights but determines that, in all cases, given the number of aircraft using these feeder routes (based on year 2007 operations levels) and the altitudes of these aircraft (6,000 feet or more above the ground), the associated SFO noise impact would not exceed CNEL 45 dB. As such, the Draft EA notes that, in the areas subject to new SFO overflights, the incremental impact would vary depending upon background noise levels, but, in most cases, would be less than CNEL 1 dB. Based on that estimate, the Draft EA concludes that ***the impact would be less than significant and*** *identifies* ***no related mitigation measures*** .

The portions of Hayward that would lie beneath SFO overflights under the proposed Project would include the southern portion of the city, which is characterized primarily by industrial uses south of Industrial Parkway, but also includes residential uses between Tennyson Road and Industrial Parkway and other residential uses between Tennyson Road and Whipple Road (see Exhibit 2). The Draft EA lists specific uses in Hayward that would be overflown under the applicable modified feeder route (though most would not lie directly beneath the route), such as Hayward Regional Shoreline, seven city parks, Dry Creek Pioneer Regional Park, institutional uses such as Chabot College and six elementary schools, and public facilities including Hayward Executive Airport. The Draft EA does not estimate the number of arrivals under existing and future conditions that would use the Golden Gate **STAR** north overflight and thereby overfly the southern portion of Hayward under the proposed action.

Exhibit A

Submittal of Written Comments to the San Francisco International Airport Environmental Assessment

The attached correspondence is a draft letter to the San Francisco International Airport expressing the desires of the City of Hayward as related to the Draft Environmental Assessment of the San Francisco International Airport Simultaneous Offset Instrument Approach/Precision Runway Monitor Project. In summary, the letter outlines two of the City's main concerns; cumulative noise impacts, and effects of the Project on other Bay Area airports. With respect to noise, the Project will re-route hundreds of SFO-bound aircraft over the City of Hayward and its residents 100% of the time, rather than just during periods of poor weather. The Draft EA does not contain any data or analysis of project-related noise impacts on the City of Hayward. Regarding effects on other Bay Area airports, the Draft EA does not speak to any possible change in traffic patterns or air traffic control procedures at other airports, The proposed Project could potentially have significant operational impacts on all of the airports in the region, and this should be analyzed.

Review and comment by the Council's Airport Committee is requested, along with a recommendation that the comments be reviewed and discussed by the City Council on Tuesday, June 27. Upon approval of final correspondence, City Council will be asked to authorize the City Manager to forward its comments to the San Francisco International Airport. Written comments will be received by SFO until 5:00 p.m. on Friday, July 7, 2000.

Prepared by:

For Brent Shiner, Airport Manager

Recommended by:

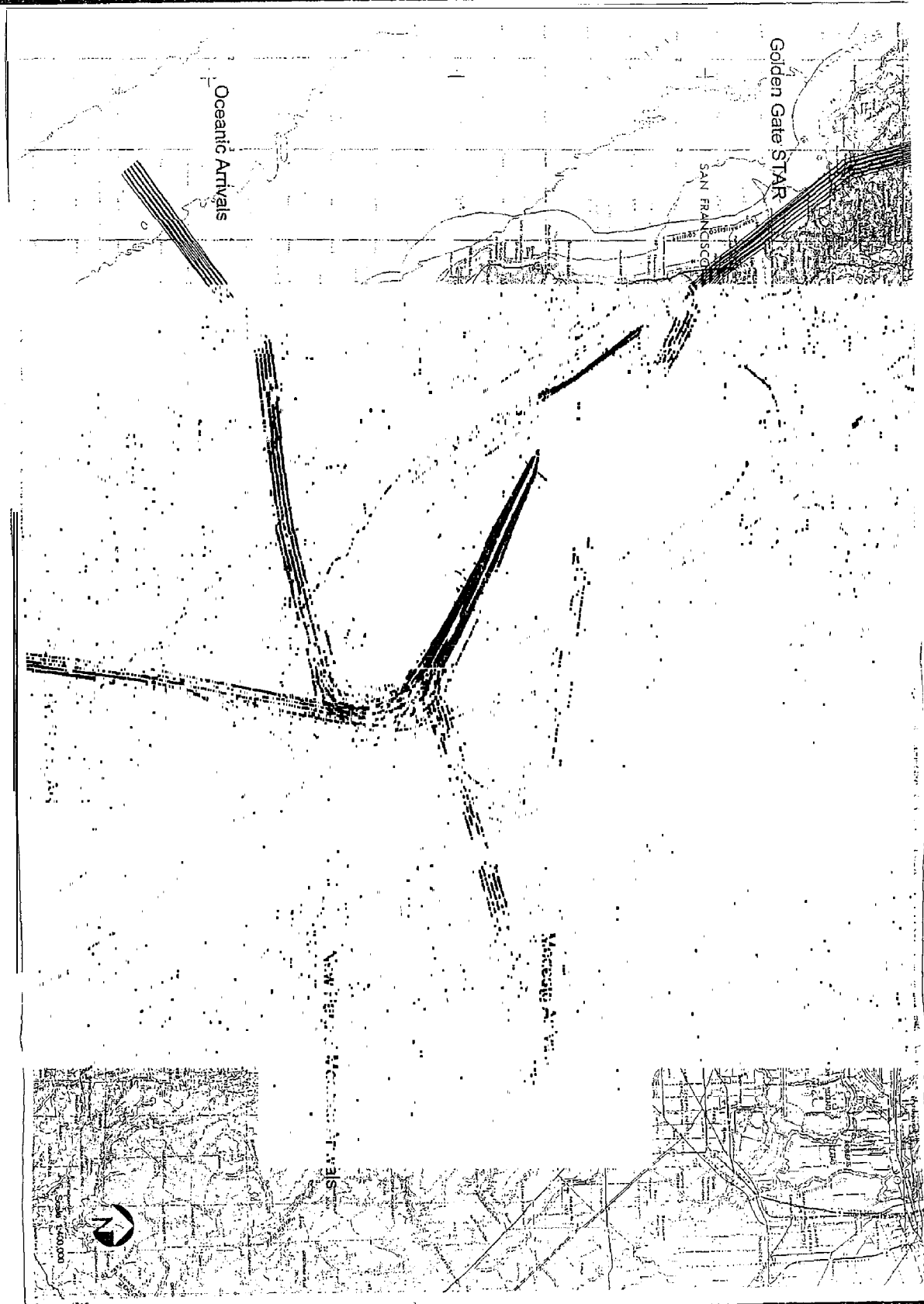
Dennis L. Butler, Director of Public Wdrks

Approved by:

Jesús Armas, City Manager

Attachment: Exhibit 1 - Proposed Action Arrival Flight Track Centerlines
Exhibit 2 - Specific Facilities to be Overflown by the New SFO Flight Paths
Draft Comments

Exhibit A



SFO
SOIA/PRM EA

Proposed Action Arrival Flight Track Centerlines

PARSONS
HARLAND BARTHOLOMEW
& ASSOCIATES, INC.

Figure 4.1-3

Specific Facilities to be Overflown by the New SFO Flight Paths

ALAMEDA COUNTY

Jurisdiction	Land Use	Facility	Flight Path
Hayward	Resource Management	Hayward Regional Shoreline	Golden Gate STAR
	Parks	Weeks Park Industrial Park Tennyson Park Greenwood Park Eden Greenway Southgate Park Twin Bridges Park	Golden Gate STAR
	Historical	Dry Creek Pioneer Regional Park	Golden Gate STAR
	Industrial	Cargill	Golden Gate STAR
	Commercial	Gateway Plaza Fairway Park Southland Mall	Golden Gate STAR
	Institutional	Chabot College American Heritage Christian High Sch. Elementary Schools (6)	Golden Gate STAR
	Public Facilities	Hayward Air Terminal Mission Hilts of Hayward Golf Course BART East Bay Corridor	Golden Gate STAR
	Defense	California Air National Guard	Golden Gate STAR
Union City	Open Space	Hill-faces	Golden Gate STAR
	Institutional	Elementary Schools (2) Middle School (1) Masonic Home for Adults	Golden Gate STAR
	Parks	Seven Hills Park	Golden Gate STAR
	Agriculture		Golden Gate STAR
Fremont	Public Facilities	Sunny Hills Golf Club	Golden Gate STAR
	Industrial	Cargill	Golden Gate STAR
	Open Space	3ayside Hill-face	Golden Gate STAR
	Commerical	Various	Golden Gate STAR
	Resource Management	Don Edwards SF Bay NWR	Golden Gate STAR

Exhibit A

June 28, 2000

Mr. Rob Brueck
Parsons Harland Bartholomew & Associates, Inc.
2233 Watt Avenue, Suite 330
Sacramento, CA 95825

Re: Review of Draft Environmental Assessment (EA)
Simultaneous Offset Instrument Approach/
Precision Runway Monitor Project at
San Francisco International Airport (SFO)

Dear Mr. Brueck:

The City of Hayward is extremely disappointed in the Environmental Assessment ("EA") for the proposed Simultaneous Offset Instrument Approach and Precision Runway Monitor Project at the San Francisco International Airport ("the proposed project" or "proposal" or "SOIA"), dated March 20, 2000, which was prepared for the U.S. Department of Transportation, the Federal Aviation Administration ("FAA") and San Francisco International Airport ("SF,").

The subject addressed by the draft EA is of obvious concern to all communities in the Bay Area. The preparation of this document without seeking input from other Bay Area airports and communities is a significant failure that must be corrected. The City of Hayward has examined the document and submits its comments below:

1. Scope of Proposed Action and Resultant Cumulative Noise Impacts. According to the EA, the purpose of the proposed project is to accommodate FAA's desire to reduce delays at SFO during certain weather conditions (IFR). From the information provided, it is understood that these conditions occur an estimated 7.5% of the time each year. The project, however, contains a plan that would needlessly re-route SFO-bound aircraft over the City of Hayward and neighboring cities 100% of the time when aircraft are directed to use the ***north overflight.*** Essentially then, this project would re-route literally hundreds of relatively low-altitude (6,000') flights, many by wide-body aircraft, over Hayward and its residents each day, a prospect that we find to be unnecessary and unacceptable. If, in fact, the purpose of the project is to reduce delays during bad weather, there is no justification for rerouting air traffic on a permanent basis.

The Hayward Executive Airport already receives many vigorous noise complaints from residents regarding non-Hayward overflights. This proposed re-routing would in all probability significantly increase noise levels and associated citizen distress experienced in the Hayward environs from non-Hayward bound aircraft. A complete assessment of project-related noise impacts in the Hayward environs is definitely required. Astoundingly, the description of the existing noise environment and the analysis of noise impacts contain no data whatsoever for the greater Hayward area. Given that the proposed SOIA Project reroutes hundreds of aircraft over Hayward each day, this lack of data and analysis is a major deficiency of the Draft EA. The Draft EA must be revised to include information regarding the areas in the vicinity of Hayward, including the residential and commercial areas located within the jurisdictional boundaries of Hayward. Additionally, justifications such as "the high altitude of the aircraft will result in no noise impact" fails to address the degradation of the quality of life associated with high numbers of relatively low altitude (6000 ft.) overflights.

2. SOIA Project Will Affect Other Bay Area Airports. The proposal addressed in the Draft EA could have very significant operational impacts on all of the airports in the region, This type of action absolutely should not be completed unilaterally by the FAA in coordination with only SFO. Rather, implementation of major aircraft routing changes must necessarily occur only after proper and thorough coordination with all airports in the region, especially in light of the potential consequences of the proposal and the oversight of the Draft EA to adequately assess these potential consequences. The Draft EA does not discuss if there will be times when Hayward Executive Airport departures will be held on the ground while SFO arrivals using the proposed new flight tracks pass over the Hayward Airport. The EA must be revised to quantify this impact. Of equal concern is the potential impact on air traffic inbound to Oakland International Airport (OAK). The EA fails to address the impact of changes to the OAK traffic pattern on the City of Hayward that may result from the project. This information is critical and must be addressed in a revised EA.

Your most serious consideration of the City's comments is anticipated, In view of the important concerns to our city described above, we will expect to work closely with the San Francisco International Airport in developing a plan for simultaneous offset instrument approaches that is well-planned, environmentally sound, and mutually beneficial to both the City of San Francisco and the City of Hayward.

Sincerely,

Jesus Armas
City Manager

cc: Mayor and City Council
City Attorney
Community and Economic Development Director
Public Works Director

Exhibit B