



San Francisco
International
Airport

Noise 101 Series

Aircraft Noise Abatement Office
February 6, 2013





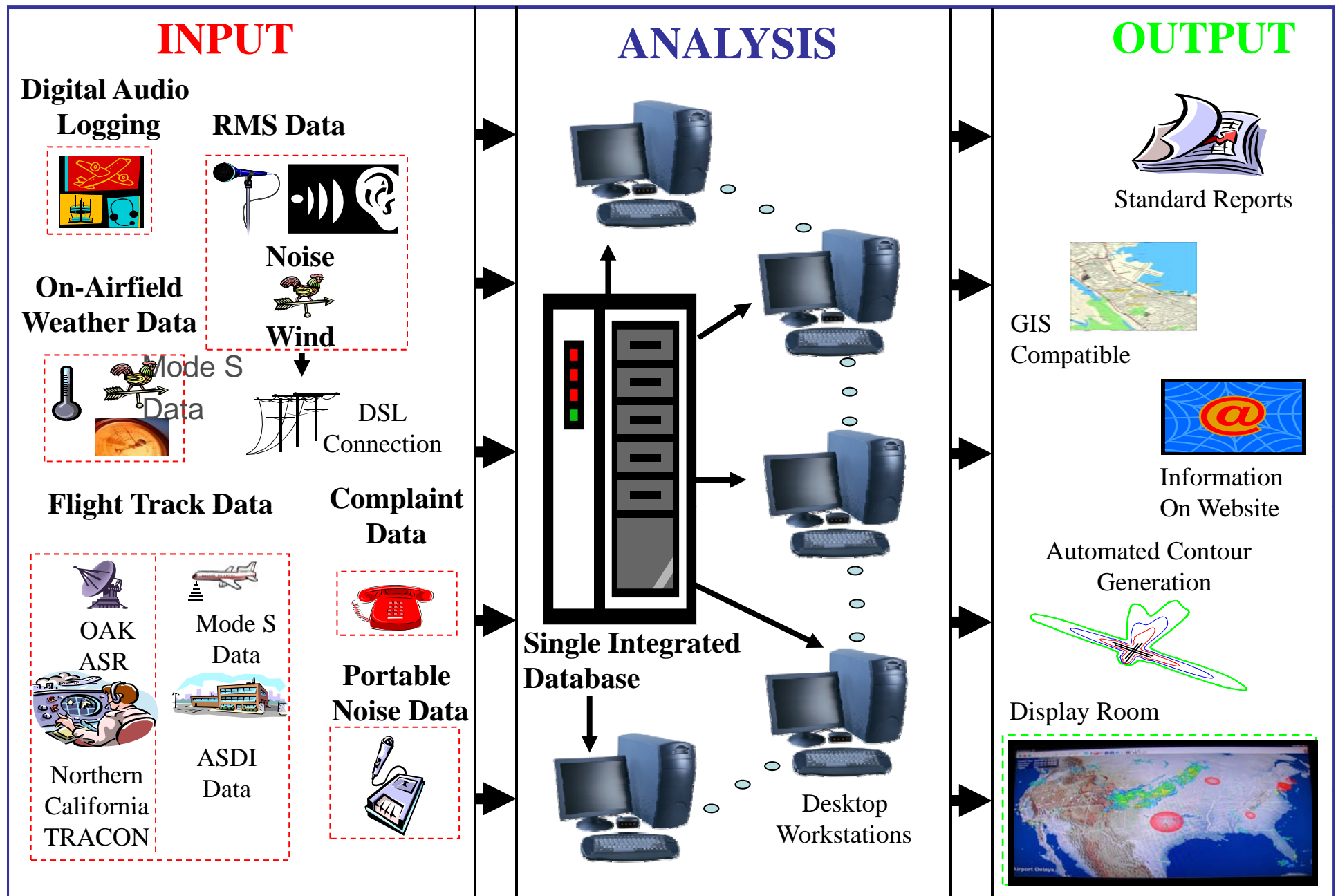
Aircraft Noise Abatement Program

Aircraft Noise Monitoring System

- The flight tracking system was upgraded in 1987 to a passive radar (PASSUR) to identify aircraft flying over San Francisco and the airport. PASSUR was upgraded in 1998, to the long range version.
- In July of 2004 the office moved over to the direct feed of the FAA radar data.
- A completely new state-of-the art Lochard ANOMS 8 system was installed and completed in January 2006.



SFO Aircraft Noise Management System





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Aircraft Noise Abatement Program

Aircraft Noise Abatement Actions

- In 1978, SFO promulgated the Airport's first noise abatement regulation. A new and more stringent noise mitigation plan was published in 1983.
- The Noise Mitigation Plan has since been amended in 1995, 2001 and we are now in the final steps of our current update.



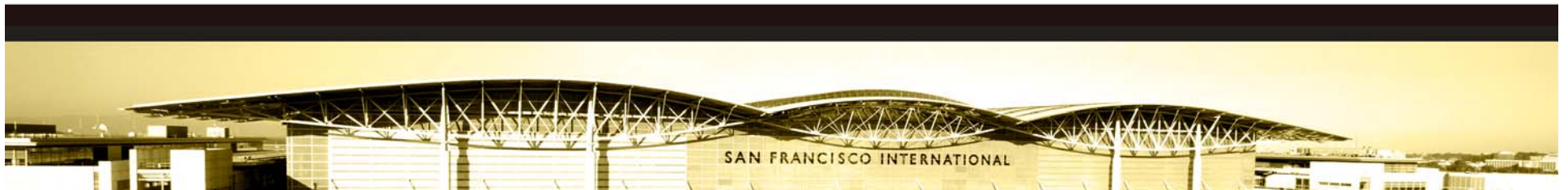


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Aircraft Noise Abatement Program

Aircraft Noise Abatement Actions

- Since 1975, the Airport, in conjunction with the FAA, has developed and implemented a wide variety of noise abatement measures:
- Restricted Auxiliary Power Unit (APU) operations from 10:00 p.m. - 6:00 a.m.
- Aircraft Engine Run-ups restricted from 10:00 p.m. to 7:00 a.m.





Aircraft Noise Abatement Program

Aircraft Noise Abatement Actions

- San Francisco International Airport spearheaded the international campaign banning all stage 2 operations.
- Implemented a Stage 2 aircraft phase-out program.
- Restricted operation of Stage 2 Aircraft between 11:00 p.m. and 7:00 a.m.
- Achieved 93% Stage 3 air carrier operations in 1998.
- Stage 2 aircraft prohibited from operating in the United States effective January 1, 2000.





Aircraft Noise Abatement Program

Aircraft Noise Abatement Actions

- Established a Preferential Runway Use Program to maximize over-water flights during late night hours .
- ICAO or similar noise abatement take-off and climb procedure for Runways 28 departures to achieve higher and quieter climb outs.
- Implemented Shoreline and Quiet instrument departure procedures with later Fly Quiet Program Monitoring.





Aircraft Noise Abatement Program

Aircraft Noise Abatement Actions

- Nighttime Noise Clearance Center was established to monitor run-ups, runway use, and Stage 2 infractions.
- SFO was the first airport in the country to submit a completed FAR Part 161 (Airport Noise and Access Restrictions) Study to the FAA resulting in a voluntary agreement with the airlines to expand phase-out of Stage 2 operations 7 p.m. to 7 a.m.
- At all gates aircraft are to use preconditioned air and ground power to keep from running the auxiliary power units over 45 minutes.

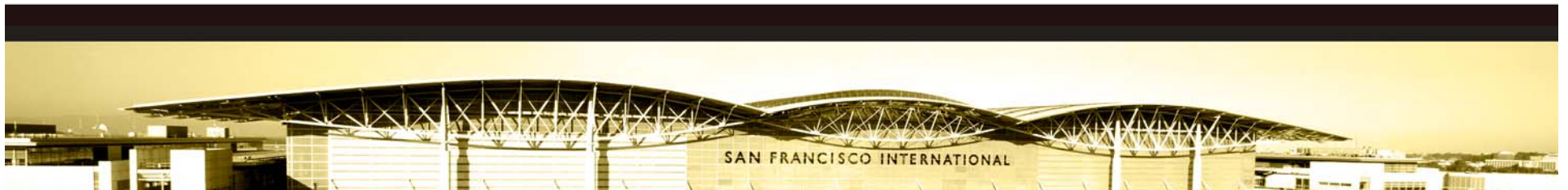




Aircraft Noise Abatement Program

Noise Insulation Program

- In 1983, SFO became the first airport in the country to meet the requirements of FAR Part 150 Airport Noise Compatibility Planning Study making \$10 million of federal funding available for a test program.
- The number of aircraft noise affected homes within the noise impact area has been reduced from 15,434 in 1980 to approximately 1,500 in 2006.
- In 2002 we achieved a zero impact area through insulation of homes within the noise impact area.





Aircraft Noise Abatement Program

Noise Insulation Program

- In 1992, the airport committed \$120 million for sound insulation of noise-impacted homes in participating cities by MOU.
- On February 23, 2000 the airport allocated \$34.2 million to insulate additional homes within the then current 65dB CNEL Noise Exposure Boundary.
- Our goal is to maintain a zero impact area for all homes in the current Title 21 Noise Contour.





Aircraft Noise Abatement Program

Airport/Community Roundtable

- The Airport/Community Roundtable was established in 1981 through the organizational efforts of the communities, the Airport, and the FAA.
- In 1995, the airport committed \$100,000 per year for funding the Airport/Community Roundtable.
- The Airport is currently funding the Roundtable at \$220,000 per year.





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Community Services

Complaint Call Processing

- Call is received by either the automated system, email or a staff member during office hours.
- If the call was left on the automated system it is transcribed onto paper the following business day.
- Live calls, the transcribed automated calls and emails are then entered into the Airport Noise and Operations Management System (ANOMS™).
- Each new complaint caller receives a packet with a current Director's Report, Fly Quiet Report, Website Information Sheet and a letter with their unique caller code.
- Callers requesting a call back are called the next business day.
- The Directors Report with complaint call summaries is presented at the Roundtable Meeting.





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Thank You!

