



San Francisco
International
Airport

Noise 101 Series

California Code Of Regulations

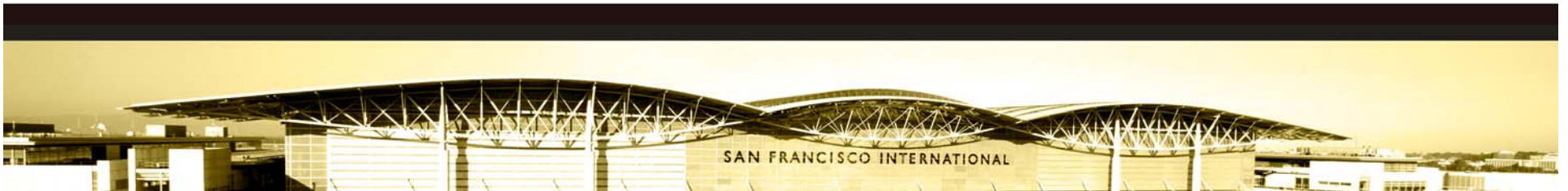
Title 21 – Noise Standards

June 2013



Title 21 of the California Code of Regulations establishes--

- Noise Metrics and Basic Standards
- Requirements Regarding Compatible Land Use



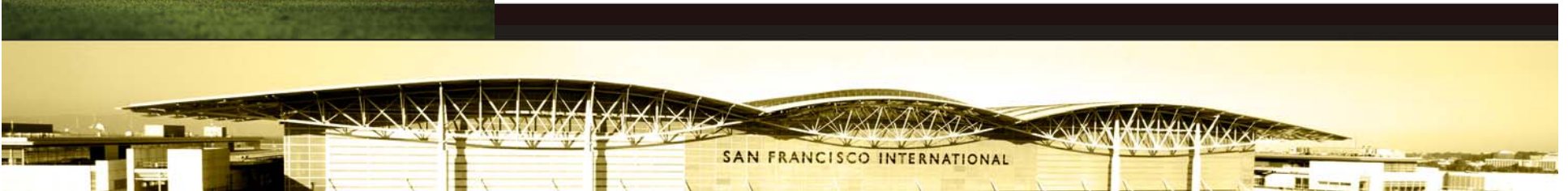


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It only Applies to . . .

“Noise Problem Airports”



TITLE 21 subchapter 6

- Its primary purpose is to achieve compatible land use around airports





Establishes 65 CNEL as the

Noise Impact Boundary

- Aircraft noise outside the boundary is acceptable

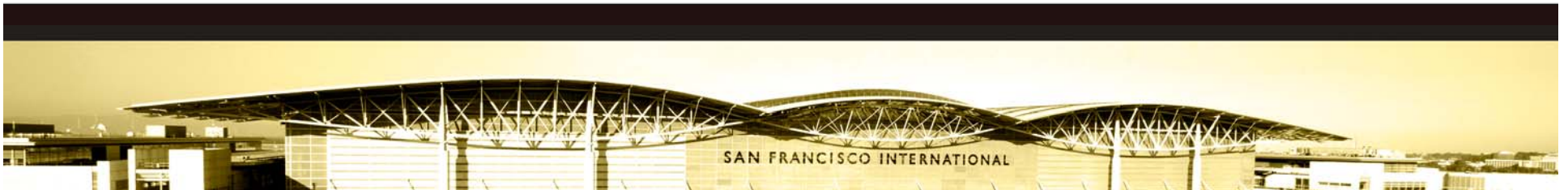




Noise Inside the 65 dB CNEL Boundary . . .

Certain Land Uses are incompatible with the airport:

**Residential
Schools
Hospitals/Nursing Homes
Place of Worship**

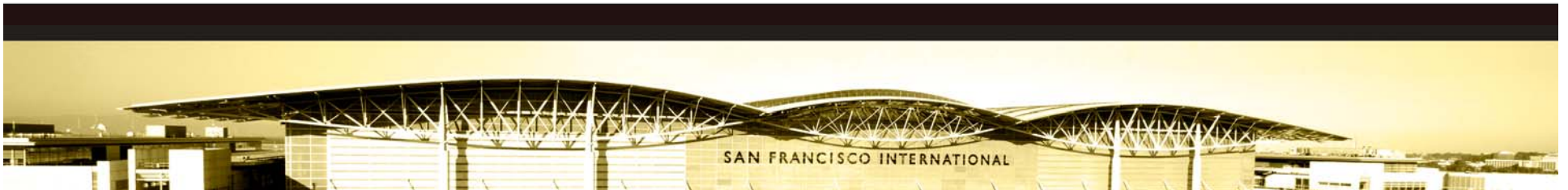


If incompatible land uses exist...

The airport requires a *variance*.

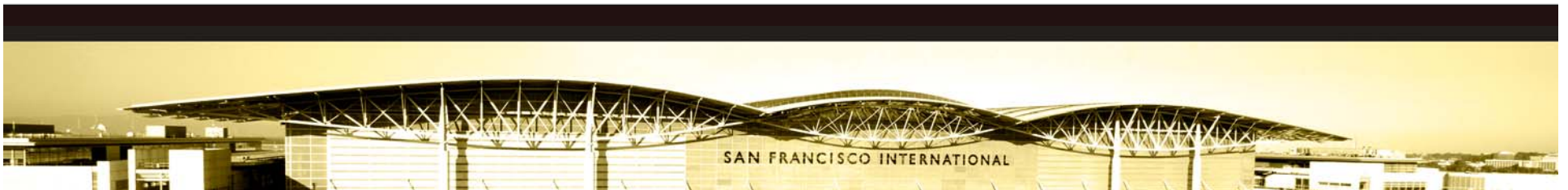
A *variance* requires a plan to

reduce incompatible land use.



SFO's plan included:

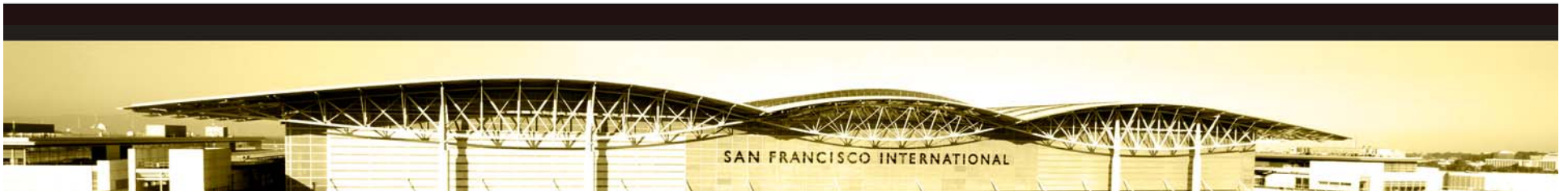
- **Noise Monitoring System**
- **Noise Insulation Program**
- **Noise Abatement Procedures**
- **Roundtable Work Program**
- **Studying Runway Reconfiguration**





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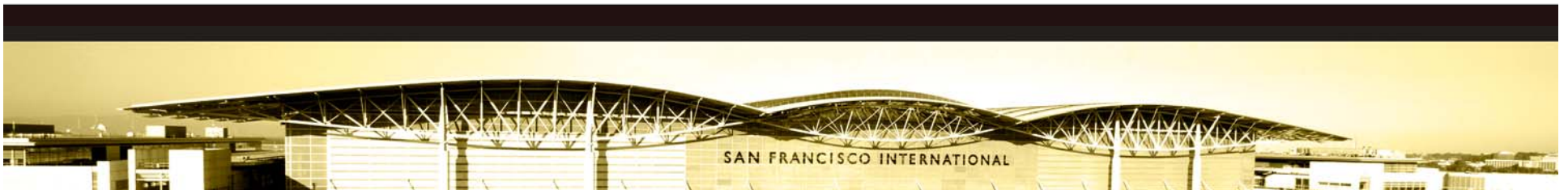
**The County of San Mateo is the
Enforcer of this program.**



Quarterly Noise Reports

SFO submits reports to the County of San Mateo updating:

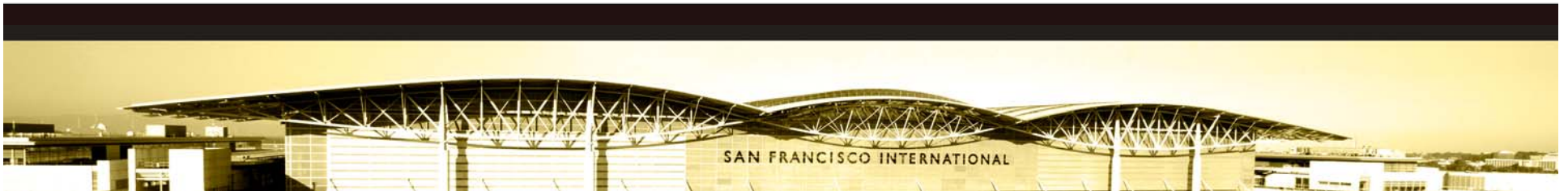
- **The noise contour**
- **Noise levels at remote monitoring sites**
- **The size of impact area**
- **The number of people/dwellings within**
- **The number of operations**





SFO has reduced the Impact Area to Zero

SFO was the first major airport not requiring a variance through its noise insulation program.



SFO continuously monitors for changing conditions such as changes in:

- **Ownership**
- **Contour**
- **Land Use**

