



Meeting Agenda

Regular Meeting

Meeting No. 344
Wednesday, June 7, 2023 - 7:00 p.m.
VIA HYBRID ACCESS

David J. Chetcuti Community Room
450 Poplar Ave | Millbrae, CA 94030
*see attached map & parking directions

Public may also join the virtual webinar:
<https://smcgov.zoom.us/j/99504028352>

Or Dial in:
US: +1(669)900-6833 Webinar ID: 995 0402 8352

This meeting of the San Francisco Airport Community Roundtable will be in person at the above mentioned address. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at 450 Poplar Avenue, Millbrae, CA 94030. For information regarding how to participate in the meeting, either in person or remotely, please refer to instructions at the end of the agenda.

HYBRID PUBLIC PARTICIPATION:

List of attendees (using zoom sign-in credentials) will be displayed periodically throughout the meeting.

Public Comment

*Written public comments can be emailed to sfroundtable@smcgov.org, and should include specific agenda item to which you are commenting.

*Spoken public comments will also be accepted during the meeting in-person or via Zoom on Items NOT on the Agenda and for each Regular Agenda Item and at the end of Presentations, at the option of the speaker.

**Please see instructions for written and spoken comments at the end of this agenda.

ADA Requests

Individuals who require special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda packet or other writings that may be distributed at the meeting, should contact Angela Montes, as early as possible but no later than 10:00am the day before the meeting at sfroundtable@smcgov.org. Notification in advance of the meeting will enable Staff to make reasonable arrangements to ensure accessibility to this meeting, the materials related to it, and your ability to comment.

AGENDA

Call to Order / Roll Call / Declaration of a Quorum Present
Sam Hindi, Roundtable Chairperson

Public Comment on Items NOT on the Agenda
Speakers are limited to two minutes. Roundtable members cannot discuss or take action on any matter raised under this item.

Action to set Agenda and to Approve Consent Items
Sam Hindi, Roundtable Chairperson

CONSENT AGENDA

All items on the Consent Agenda are approved/accepted in one motion. A Roundtable Representative can make a request, prior to action on the Consent Agenda, to transfer a Consent Agenda item to the Regular Agenda. Any items on the Regular Agenda may be transferred on the Consent Agenda in a similar manner. Public Comment is received prior to approval of the Consent Agenda.

1. Approval of Draft Minutes

a. April 5, 2023 Regular Meeting pg. 8

2. Airport Director's Reports

a. March 2023 pg. 12
b. April 2023 pg. 18

REGULAR AGENDA

Public Comment received on Regular Agenda items prior to action.

3. **[ACTION: Federal Aviation Administration's Review of the Civil Aviation Noise Policy, Notice of Public Meeting -- Docket No.: FAA-2023-085 \(linked\)](#)**

- a. Overview of FAA Noise Policy Review pg. 24
Eugene Reindel, Technical Consultant
- b. SFO Community Roundtable Proposed Response to FAA Request for Comments (draft letter) pg. 28
Sam Hindi, Roundtable Chairperson
Eugene Reindel, Technical Consultant
Katheen Wentworth, Roundtable Coordinator
- c. Member Discussion
Sam Hindi, Roundtable Chairperson
- d. **Motion**; Direction to Staff
Sam Hindi, Roundtable Chairperson

PRESENTATIONS

Public Comment on Presentation items will be taken after the last item under presentations.

4. **Chairman's Update**
Sam Hindi, Roundtable Chairperson

5. **Airport Director Update**
Ivar Satero, Airport Director

a. **Aircraft Noise Office Update**
Bert Ganoung, Aircraft Noise Office Manager

6. **FAA Introductions**
Joseph Bert, Team Manager, Western Pacific Region

7. **Subcommittee Updates**

a. **Technical Working Group Meeting on May 16, 2023**
Sam Hindi, TWG Subcommittee Chairperson

pg. 45

MEETING CLOSURE

8. **Member Communications / Announcements**
Roundtable Members and Staff

9. **Adjourn**
Sam Hindi, Roundtable Chairperson

Information Only

i. **HMMH FAA IFP Information Gateway Review – March, April & May 2023**
ii. **2023 Subcommittee Updated Dates**

pg. 48

pg. 62

****Instructions for Public Comment during Meeting**

During the meeting, members of the public may address the Membership as follows:

Written Comments:

Written public comments may be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to sforoundtable@smcgov.org
2. Your email should include the specific agenda item on which you are commenting.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received by 5:00 pm on the day before the meeting, it will be provided to the Roundtable and made publicly available on the agenda website under the specific item to which comment pertains. The Roundtable will make every effort to read emails received after that time but cannot guarantee such emails will be read during the meeting, although such emails will still be included in the administrative record.

Spoken Comments:

In-person Participation:

Regular Meeting Agenda

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1. If you wish to speak to the Membership, please fill out a speaker's slip located at the entrance. If you have anything you wish distributed to the Membership and included in the official record, please hand it to the Clerk who will distribute the information to the Membership and Staff.

Via Teleconference (Zoom):

1. The meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/99504028352>. The webinar ID: 995 0402 8352. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering webinar ID then press #. Members of the public can also attend this meeting physically in the Millbrae Library Community Room (address above).
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the Chairperson calls for the item on which you wish you speak click on "raise-hand" icon. You will then be called on and unmuted to speak.

*Additional Information:

For any questions or concerns regarding Zoom, including troubleshooting, privacy, or security settings, please contact Zoom directly.

Note: Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the San Mateo County Planning & Building Department, at 455 County Center, 2nd Floor Redwood City, California 94063, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: www.sforoundtable.org.



Welcome

The Airport/Community Roundtable is a voluntary committee that provides a public forum to address community noise issues related to aircraft operations at San Francisco International Airport. The Roundtable encourages orderly public participation and has established the following procedure to help you, if you wish to present comments to the committee at this meeting in-person or via Zoom.

- For written comments you may email your comments ahead of time to sforoundtable@smcgov.org.
- To speak during the meeting in-person, submit a speaker slip to staff.
- To speak during the meeting via Zoom, you may use "raise-hand."
- The Roundtable Staff will call your name and allow you to speak. Full instructions in agenda below.

The Roundtable may receive several speaker requests on more than one Agenda item; therefore, each speaker is limited to two (2) minutes to present his/her comments on any Agenda item unless given more time by the Roundtable Chairperson. The Roundtable meetings are recorded. Video file of meeting will be posted to website once available. Please contact the Roundtable Coordinator for any request.

Roundtable Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the Agenda, Meeting Packet, or other writings that may be distributed at the meeting, should contact the Roundtable Coordinator at least two (2) working days before the meeting at the phone or e-mail listed below. Notification in advance of the meeting will enable Roundtable staff to make reasonable arrangements to ensure accessibility to this meeting.



About the Roundtable

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 24 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues. In 2023, the Roundtable is scheduled to meet on the first Wednesday of the following months: February, April, June, August, October and December. Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at **the David Chetcuti Community Room at 450 Poplar Avenue, Millbrae, California unless otherwise noted. Meetings are also broadcast via Zoom to encourage public participation.** Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations.

POLICY STATEMENT

The Airport/Community Roundtable reaffirms and memorializes its longstanding policy regarding the “shifting” of aircraft-generated noise, related to aircraft operations at San Francisco International Airport, as follows:

“The Airport/Community Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the “shifting” of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport.”

(Source: Roundtable Resolution No. 93-01)

FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS

The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). Federal law provides that:

“No state or political subdivision thereof and no interstate agency or other political agency of two or more states shall enact or enforce any law, rule, regulation, standard, or other provision having the force and effect of law, relating to rates, routes, or services of any air carrier having authority under subchapter IV of this chapter to provide air transportation.”

(Source: 49 U.S.C. A. Section 1302(a)(1)).



Member Roster

March 2023

**CITY AND COUNTY OF SAN FRANCISCO
BOARD OF SUPERVISORS**
Vacant

**CITY AND COUNTY OF SAN FRANCISCO MAYOR'S
OFFICE**
Alexandra Sweet, (Appointed)

**CITY AND COUNTY OF SAN FRANCISCO AIRPORT
COMMISSION REPRESENTATIVE**
Ivar Satero, Airport Director (Appointed)
Alternate: Doug Yakel, Public Information Officer

**COUNTY OF SAN MATEO
BOARD OF SUPERVISORS**
Dave Pine
Alternate: Warren Slocum

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
AIRPORT LAND USE COMMITTEE (ALUC)**
Carol Ford (Appointed)

TOWN OF ATHERTON
Stacy Holland
Alternate: Diana Hawkins-Manelian

CITY OF BELMONT
Robin Pang-Maganaris
Alternate: Davina Hurt

CITY OF BRISBANE
Terry O'Connell
Alternate: Madison Davis

CITY OF BURLINGAME
Ricardo Ortiz
Alternate: Peter Stevenson

TOWN OF COLMA
John Goodwin
Alternate: Joanne del Rosario

CITY OF DALY CITY
Pamela DiGiovanni
Alternate: Rod Daus-Magbual

CITY OF EAST PALO ALTO
Vacant
Alternate: Antonio Lopez

CITY OF FOSTER CITY
Sam Hindi
Alternate: Jon Froomin

CITY OF HALF MOON BAY
Harvey Rarback
Alternate: Deborah Ruddock

TOWN OF HILLSBOROUGH
Alvin Royse
Alternate: Christine Krolik

CITY OF MENLO PARK
Cecilia Taylor
Alternate: Drew Combs

CITY OF MILLBRAE
Ann Schneider
Alternate: Angelina Cahalan

CITY OF PACIFICA
Christine Boles
Alternate: Sue Vaterlaus

TOWN OF PORTOLA VALLEY
Judith Hasko
Alternate: Craig Hughes

CITY OF REDWOOD CITY
Alicia Aguirre
Alternate: Elmer Martinez Saballos

CITY OF SAN BRUNO
Sandy Alvarez
Alternate: Tom Hamilton

CITY OF SAN CARLOS
Pranita Venkatesh
Alternate: John Dugan

CITY OF SAN MATEO
Rob Newsom
Alternate: Lisa Diaz Nash

CITY OF SOUTH SAN FRANCISCO
Mark Addiego
Alternate: Mark Nagales

TOWN OF WOODSIDE
Paul Goeld
Alternate: Vacant

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS
Chief Pilot Lawrence Ellis, United Airlines

FEDERAL AVIATION ADMINISTRATION
Erik Amend, Acting Regional Administrator
Faviola Garcia, Deputy Regional Administrator
Carlette Young, Office of Regional Administrator
Joseph Bert, Team Manager, Western Service Center

ROUNDTABLE STAFF
Kathleen Wentworth, Roundtable Coordinator
Angela Montes, Roundtable Administrative Secretary
Gene Reindel, Technical Consultant (HMMH)

SFO AIRPORT NOISE OFFICE STAFF
Nupur Sinha, Director of Planning & Environmental Affairs
Bert Ganoung, Aircraft Noise Office Manager

SFO Airport/Community Roundtable

Meeting No. 344 Minutes

Wednesday, April 5, 2022

Call to Order / Roll Call / Declaration of a Quorum Present

Roundtable Chairperson, Sam Hindi, called the Regular Meeting of the SFO Airport/Community Roundtable to order, at approximately 7:00 p.m., at the Millbrae Library and also via Zoom, Kathleen Wentworth called the roll. A quorum (at least 13 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Ivar Satero – City and County of San Francisco Airport Commission
Carol Ford – C/CAG Airport Land Use Committee (ALUC)
Stacy Miles Holland – Town of Atherton
Robin Pang-Maganaris – City of Belmont
Terry O’Connell – City of Brisbane
Ricardo Ortiz – City of Burlingame
John Goodwin – Town of Colma
Sam Hindi – City of Foster City
Cecilia Taylor – City of Menlo Park
Ann Schneider – City of Millbrae
Christine Boles – City of Pacifica
Judith Hasko – Town of Portola Valley
Kaia Eakin – City of Redwood City
Tom Hamilton – City of San Bruno joined via Zoom
Mark Addiego – City of South San Francisco
Paul Goeld – Town of Woodside

REGULAR MEMBERS ABSENT

City and County of San Francisco Board of Supervisors
City and County of San Francisco Mayor’s Office
County of San Mateo Board of Supervisors
City of Daly City
City of East Palo Alto
City of Half Moon Bay
Town of Hillsborough
City of San Carlos
City of San Mateo

ROUNDTABLE STAFF

Kathleen Wentworth – Roundtable Coordinator
Eugene Reindel – Roundtable Technical Consultant (HMMH)
Lisa Aozasa – County of San Mateo, Planning & Building, Deputy Director
Angela Montes Cardenas – Roundtable Administrative Secretary
Janneth Lujan – San Mateo County Planning & Building

ADDITIONAL ATTENDEES PRESENT

Linda Wolin – Senior Legislative Aide to Supervisor Dave Pine
Brian Perkins – Senior Policy Advisor to Congresswoman Jackie Speier

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung – Noise Office Manager
Doug Yakel – Public Information Officer
Paul Hannah – Consultant Chief Airspace and Flight Operations Engineer
Christian Valdes – Senior Managing Consultant

FAA STAFF

Carlette Young – Acting Supervisory Senior Advisor
Joseph Bert – Team Manager, Western Service Center

Public Comments for Items NOT on the Agenda (00:11:00)

Ms. Montes shared a list of attendees. Chairman Hindi opened public comments.

Darlene Yaplee – Palo Alto (00:12:57)
Sue Digre – Pacifica (00:15:09)
Mark Shull – Palo Alto (00:15:50)
Ken Miles – Pacifica (00:17:18)

Chairman Hindi closed public comments.

Action to set Agenda and to Approve Consent Items 1-3 (00:19:28)

Chairman Hindi open and closed public comments for consent items, no comments were received. Members Schneider and O’Connell requested to pull Airport Directors Reports from consent agenda. Member Goodwin noted that Colma is not being included. Member Boles asked about the upcoming Noise 101.

ACTION: Ricardo Ortiz **MOVED** to set agenda and to approve consent items 1 & 3, The motion was seconded by Ann Schneider and **CARRIED**, roll call vote passed.

2. Airport Director’s Reports (00:21:28)

- a. January 2023
- b. February 2023

Conversation ensued with Member O’Connell and Mr. Ganoung regarding ANEEM & exceedances. Member Schneider commented on noise contours.

ACTION: Terry O’Connell **MOVED** to set agenda and to approve consent items 1 & 3, The motion was seconded by Ricardo Ortiz and **CARRIED**, roll call vote passed.

4. Action: Review TWG Recommendation to Initiate Process to Research and Investigate Potential Implementation of Roundtable GBAS Suggestions 4, 5 and 6 (00:30:42)

Chairman Hindi noted that the SFO GBAS Team previously reported on the status of the 10 GBAS concepts submitted by the Roundtable. Concepts 4, 5 and 6 were not accepted for processing by the GBAS Team for various reasons.

Mr. Hannah provided an overview for new Members on what Ground Based Augmentation System is. Conversation ensued with Member’s Eakin, Pang-Maganaris, and Boles.

Mr. Reindel reviewed concepts 4, 5 and 6 and provided possible options. He summarized each procedure.

Chairman Hindi opened public comment.

Mark Shull – Palo Alto (01:00:39)

Marie-Jo Fremont – Palo Alto (01:02:48)

Chairman Hindi closed public comment.

Conversation ensued with Chairman Hindi, Ms. Wentworth, Mr. Hannah, Member's Taylor, O'Connell, Ortiz, Schneider, Eakin, and Mr. Satero.

ACTION: Terry O'Connell **MOVED** to continue exploring concepts 4 and 5 only. The motion was seconded by Ricardo Ortiz and **CARRIED**, roll call vote passed.

5. Update on Activities at Other Airports or Roundtables (01:27:27)

Mr. Reindel gave an update to the Membership and highlighted activities from Broward County Aviation Department Airport Noise Abatement Committee, Charlotte Douglas International Airport Community Roundtable, DC Metroplex BWI Community Roundtable, LAX/Community Noise Roundtable, Oakland Airport-Community Noise Management Forum, and San Diego International Airport Noise Advisory Committee.

Conversation ensued with Mr. Reindel and Members O'Connell and Schneider.

6. Chairman's Update (Minute 01:40:06)

Chairman Hindi gave a verbal update to the Membership. He noted public meetings will continue to be hybrid to allow for Zoom participation. He highlighted upcoming subcommittee meetings, continued FPPC review of Code and Supervisor Safai resignation.

7. Airport Director Update (Minute 01:46:06)

Mr. Satero gave a verbal update to the Membership. He noted passenger trends, recovery and operations. He highlighted resuming new flight services, runway closures, NIITE/HUSSH.

Conversation ensued with Member Schneider.

a. Noise Office Update (Minute 00:32:20)

Mr. Ganoung gave a verbal update to the Membership. He gave an update on the Noise Insulation Program, closure of Runway 1L/19R for repaving, SFO Noise Office website, GBAS, ANEEM and NIITE/HUSSH tracking of non-conforming flights.

Conversation ensued with Members Taylor and Boles.

8. Subcommittee Updates

a. Technical Working Group (02:02:59)

Chairman Hindi noted that previously canceled TWG meeting will be held April 7th 2023.

b. Ground-Based Noise Subcommittee 2022 (02:04:04)

Subcommittee Chairperson Schneider noted that previously canceled GBN meeting will be held April 7th 2023. She updated the Membership on her attendance to the National League of Cities.

c. Legislative Subcommittee Meeting (02:09:28)

Subcommittee Chairperson Royse provided a written report to the Membership.

Public Comments on Presentation Items 5-8 (Minute 02:10:00)

Chairman Hindi opened public comment.

JP Walton (02:10:13)

Chairman Hindi closed public comment.

9. Member Communications/Announcements (Minute 02:11:24)

Member Schneider updated the Membership on the dedication memorial for Pan Am Flight 7.

10. Adjourn

Chairman Hindi adjourned the meeting at approximately 9:15 p.m.

Roundtable action minutes are considered draft until approved by the Roundtable at a regular meeting. A video recording of this meeting is available on the Roundtable's website.



Airport Director's Report

Presented at the June 7, 2023
Airport/Community Roundtable Meeting

Aircraft Noise Office
March 2023



San Francisco
International
Airport

Aircraft Noise Levels

March 2023

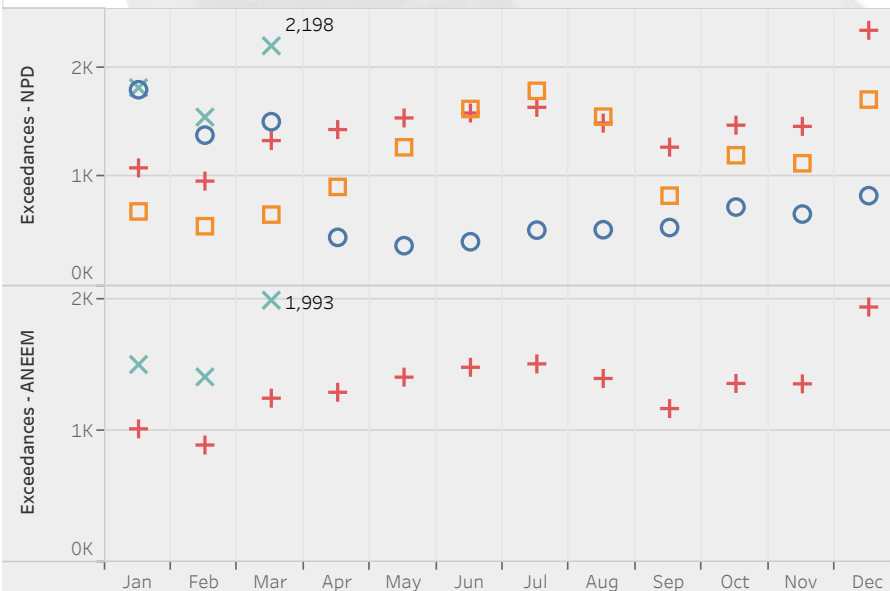
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Noise Events (AVG Day)	ANOMS			Noise Events (AVG Day)	ANEEM Aircraft			
			CNEL (dBA)	Aircraft SEL (dBA)	Community LMax (dBA)		CNEL (dBA)	SEL (dBA)	LMax (dBA)	
1	San Bruno	178	72	93	81	67	174	72	93	82
2	San Bruno	114	57	80	68	64	100	57	81	68
3	SSF	91	58	81	69	61	213	58	78	65
4	SSF	162	67	89	76	60	213	67	87	72
5	San Bruno	167	66	88	76	61	209	66	86	73
6	SSF	140	65	87	75	58	214	64	85	70
7	Brisbane	38	52	79	68	59	87	52	76	63
8	Millbrae	22	63	92	79	65	112	63	85	68
9	Millbrae	14	52	84	69	59	143	54	75	60
10	Burlingame	10	52	84	70	59	68	54	78	62
11	Burlingame	18	54	85	71	58	156	56	77	62
12	Foster City	340	62	82	71	58	412	63	81	69
13	Hillsborough	11	48	81	68	59	45	47	73	59
14	SSF	147	61	83	71	60	222	61	81	68
15	SSF	139	59	82	70	61	245	59	80	66
16	SSF	114	60	83	71	58	196	60	81	67
17	SSF	122	60	82	70	59	186	60	81	67
18	Daly City	122	64	87	75	63	163	63	85	71
19	Pacifica	111	61	84	73	58	117	61	84	72
20	Daly City	70	50	77	66	60	107	50	75	63
21	San Francisco	33	46	77	64	61	17	42	75	64
22	San Bruno	110	58	81	70	63	240	59	79	67
23	San Francisco	60	52	79	69	61	107	53	78	66
24	San Francisco	64	54	82	69	77	79	50	76	64
25	San Francisco	20	43	77	65	57	47	43	72	61
26	San Francisco	11	46	82	67	59	28	43	73	61
27	San Francisco	11	44	80	67	60	25	41	73	62
28	Redwood City	10	40	78	65	55	28	42	73	60
29	San Mateo	155	56	79	66	60	329	56	76	62

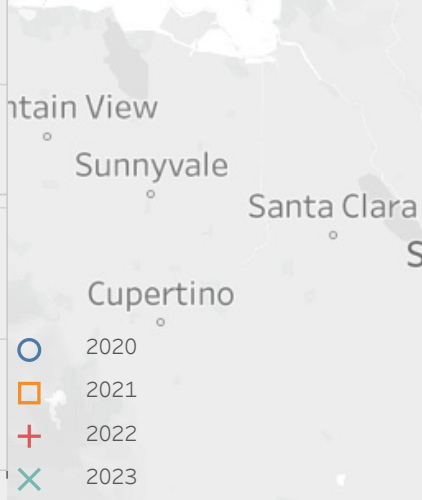


Noise Monitor's CNEL values (top) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft monthly CNEL average from both ANOMS NPD and ANEEM algorithms for each monitor site are provided, along with daily average aircraft counts with the average Sound Exposure Level (SEL) and average Maximum Level (LMax). Noise levels from other noise sources in the community calculated by ANOMS is also provided as Community CNEL.

Significant Exceedances



The graph to the left shows aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.



Operations

March 2023

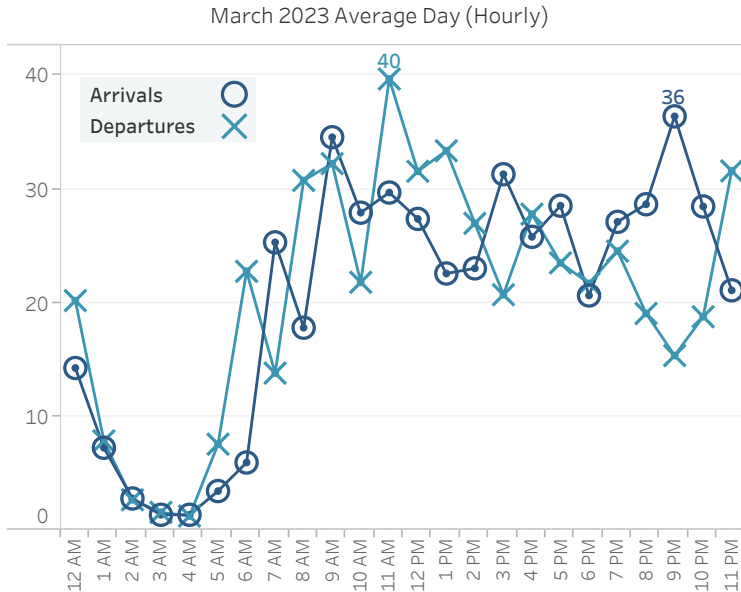
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
30,633	988	29,850	7%

Major Arrival and Departure Routes (West Flow)



West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
82%



Top Destinations

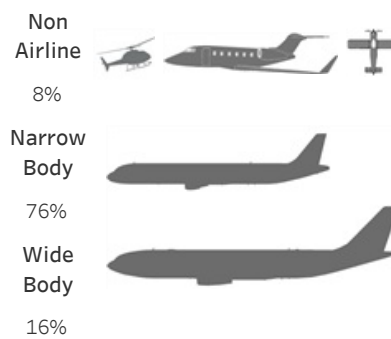
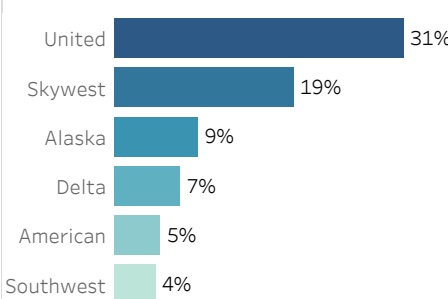
Los Angeles	JFK	Seattle
7%	4%	4%

Down the Bay vs Peninsula

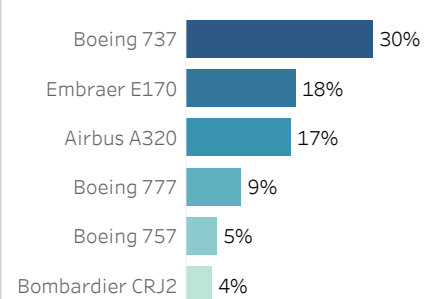
1.1 Down the Bay Visual	37%
1.2 BDEGA Arrival	63%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	31%	A. GAP	31%
2. DYAMD	33%	B. SSTIK	24%
3. SERFR	29%	C. NIITE	8%
4. PIRAT	7%	D. TRUKN RWY 01	26%
		D. TRUKN RWY 28	11%

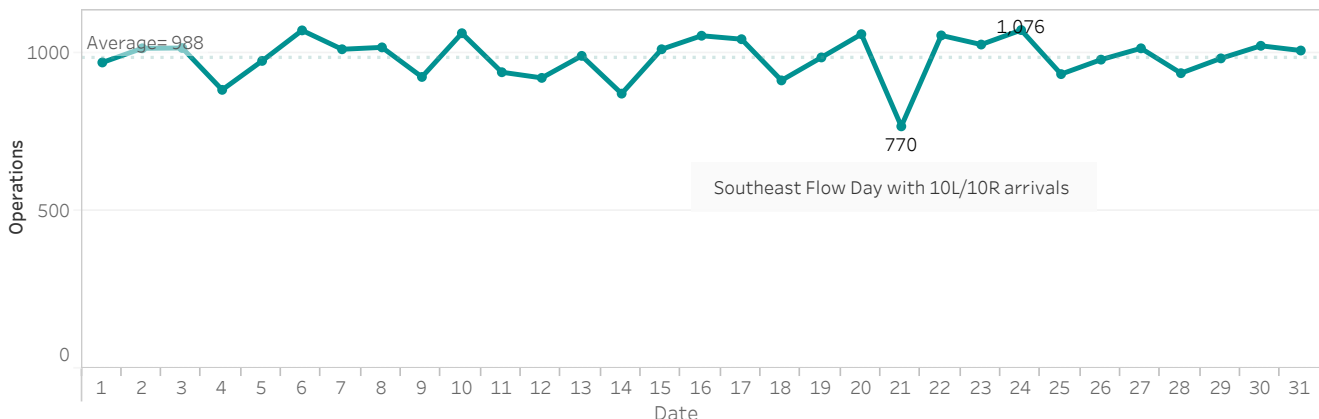
Airlines with the Most Operations



Most Utilized Aircraft Types



Daily Aircraft Operations



Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.

Runway Utilization

	Arrivals	Departures
01 L/R		48% 6,784
10 L/R	1% 162	16% 2,314
19 L/R	17% 2,367	2% 276
28 L/R	82% 11,637	34% 4,849

Late Night Preferential Runway Use (1 am - 6 am)

	Departures
10 L/R	20% 117
01 L/R	35% 202
28 L/R	42% 244
19 L/R	3% 17

Runway Utilization

	Arrivals	28L	28R
		36%	64%
Night (10pm-7am)			
		25%	75%

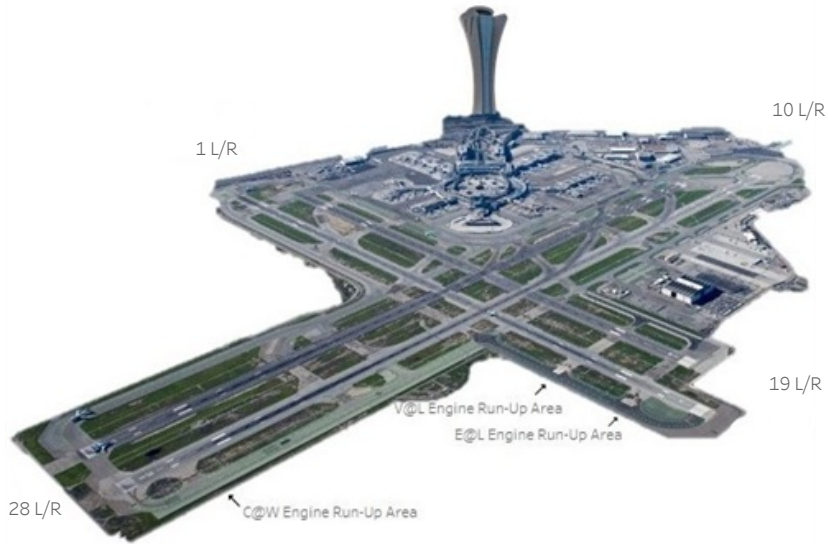
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	2
American Airlines	6
United Airlines	5

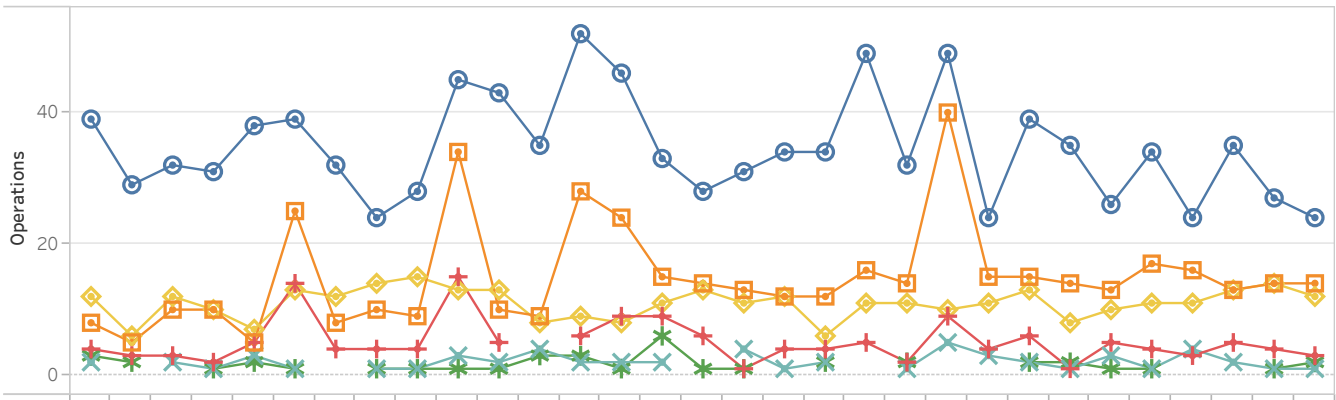
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

Designated Power Runup locations are 19 L/R depicted on the airfield map (right) with airlines nighttime power runup counts shown above.



Hourly Nighttime Operations

○ 12 AM □ 1 AM + 2 AM × 3 AM * 4 AM ◇ 5 AM



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
12 AM	39	29	32	31	38	39	32	24	28	45	43	35	52	46	33	28	31	34	34	49	32	49	24	39	35	26	34	24	35	27	24	
1 AM	8	5	10	10	5	25	8	10	9	34	10	9	28	24	15	14	13	12	12	16	14	40	15	15	14	13	17	16	13	14	14	
2 AM	4	3	3	2	5	14	4	4	4	15	5		6	9	9	6	1	4	4	5	2	9	4	6	1	5	4	3	5	4	3	
3 AM	2		2	1	3	1		1	1	3	2	4	2	2	2		4	1	2		1	5	3	2	1	3	1	4	2	1	1	
4 AM	3	2		1	2	1		1	1	1	1	3	3	1	6	1	1		2		2		2	2	1	1				1	2	
5 AM	12	6	12	10	7	13	12	14	15	13	13	8	9	8	11	13	11	12		6	11	11	10	11	13	8	10	11	11	13	14	12

Noise Reports

March 2023

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	3	45
Belmont	3	151
Brisbane	11	277
Burlingame	2	4
Daly City	12	1,493
East Palo Alto	1	2
El Granada	1	594
Foster City	11	354
Hillsborough	1	31
Menlo Park	15	1,539
Millbrae	2	8
Montara	2	315
Pacifica	12	792
Portola Valley	22	18,217
Redwood City	7	479
San Bruno	6	681
San Carlos	2	129
San Francisco	16	2,050
San Mateo	10	317
South San Francisco	19	259
Woodside	7	1,113
Other		
Alameda	1	12
Alamo	1	1
Ben Lomond	2	16
Berkeley	2	764
Boulder Creek	2	2
Capitola	3	65
Castro Valley	1	15
Cupertino	1	438
Emerald Hills	7	589
Felton	3	58
Fremont	2	122
La Honda	1	1
Los Altos	51	9,084
Los Altos Hills	11	706
Los Gatos	28	3,265
Moraga	3	95
Mountain View	14	3,167
Oakland	8	2,876
Orinda	1	2
Palo Alto	90	21,312
Piedmont	1	1
Richmond	3	680
San Ramon	1	36
Santa Cruz	38	7,649
Scotts Valley	25	3,626
Soquel	22	3,117
Stanford	4	767
Sunnyvale	3	2,156
Union City	1	253
Watsonville	1	62
Grand Total	496	89,787

Reporters Annual AVG

549

Reports Annual AVG

100,800

New Reporters

13

New Reporters Top City

Foster City

Furthest Report

65 miles

Reports per SFO Operation

3

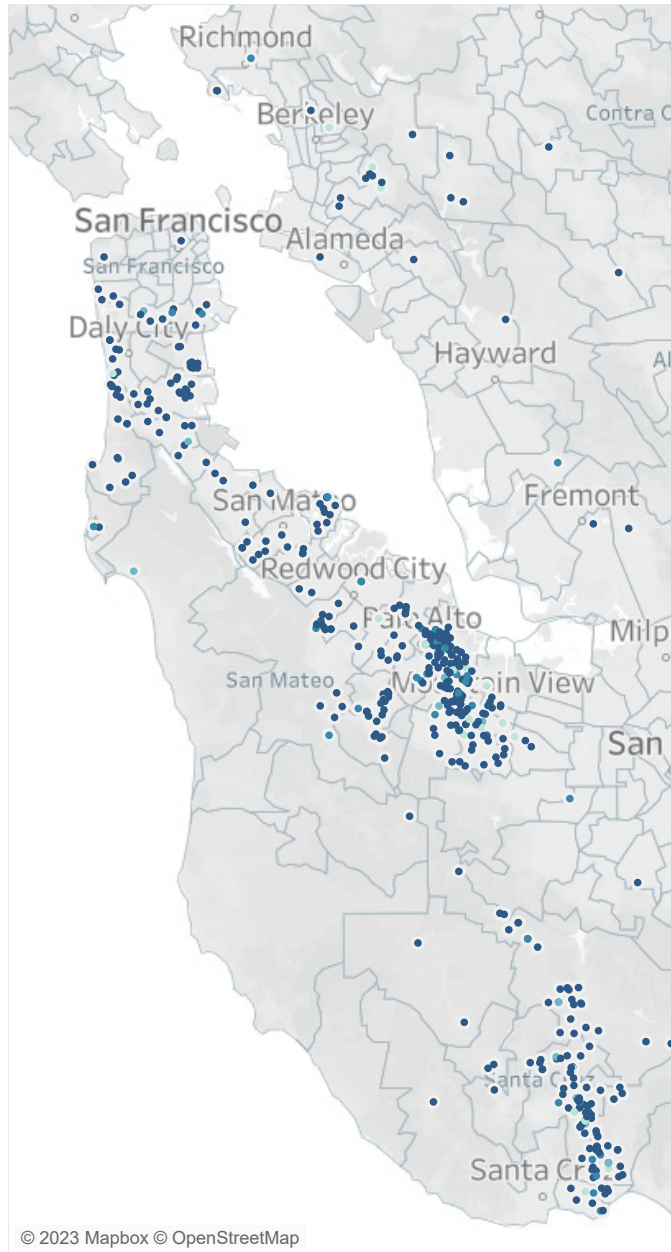
Top Aircraft Types

B737
A320
E75L

Top Flight Numbers

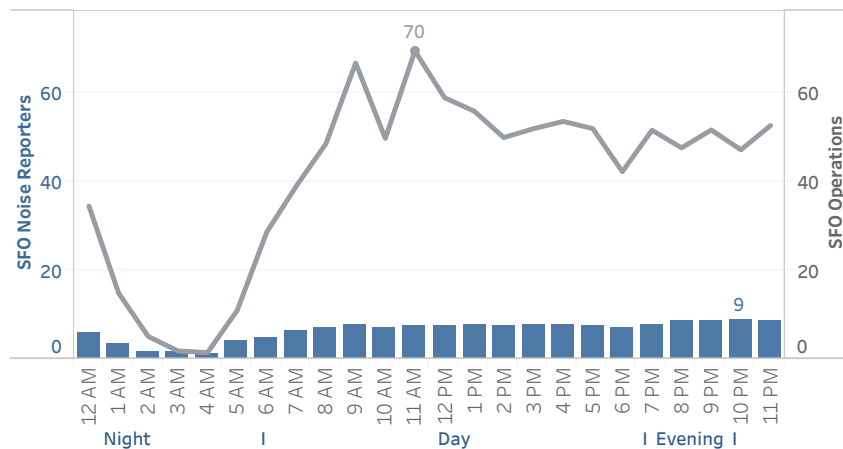
KAL214
CMP382
AMX664
AAL686

Noise Reporters Location Map



© 2023 Mapbox © OpenStreetMap

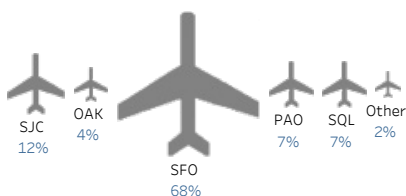
Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

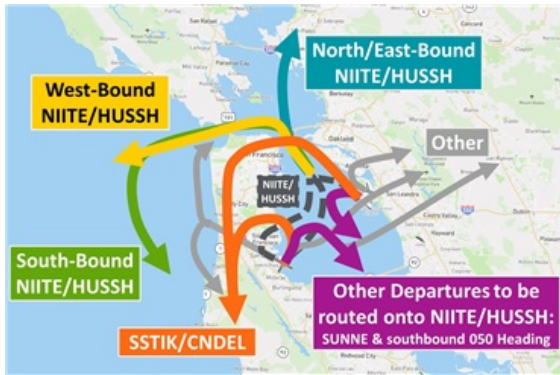
Notes: Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

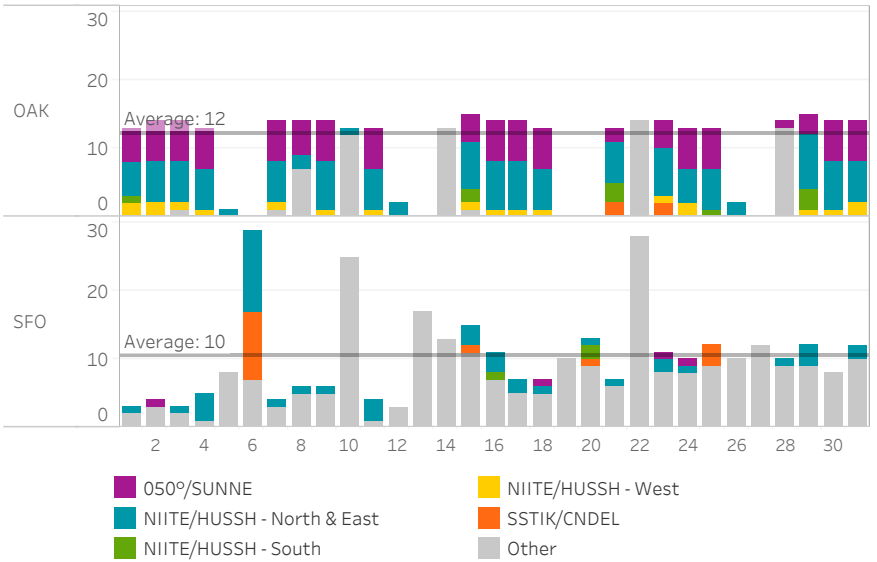


99% of noise reports correlate to a flight origin/destination airport.

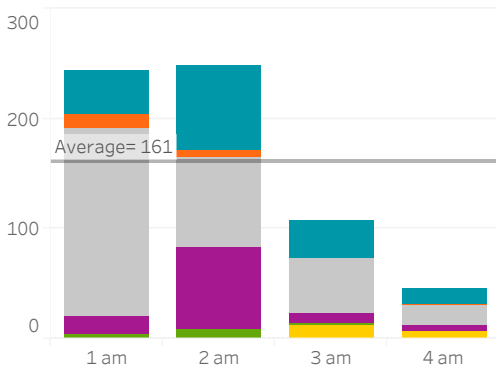
NIITE to GOBBS 1 am to 5 am (March 2023)



Count of Departures per Night



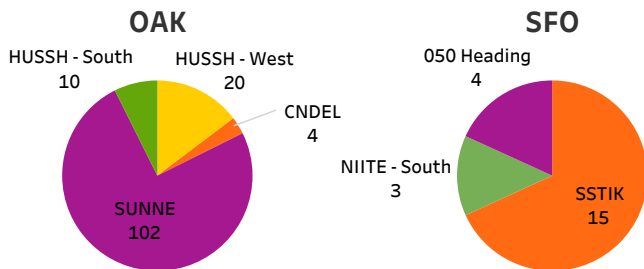
Average Total Departures per Hour



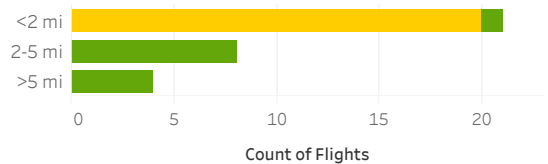
Departure Runway Usage

OAK		SFO							
12	30	01L	01R	10L	10R	19L	19R	28L	28R
18%	82%	4%	15%	12%	11%	2%	3%	35%	17%

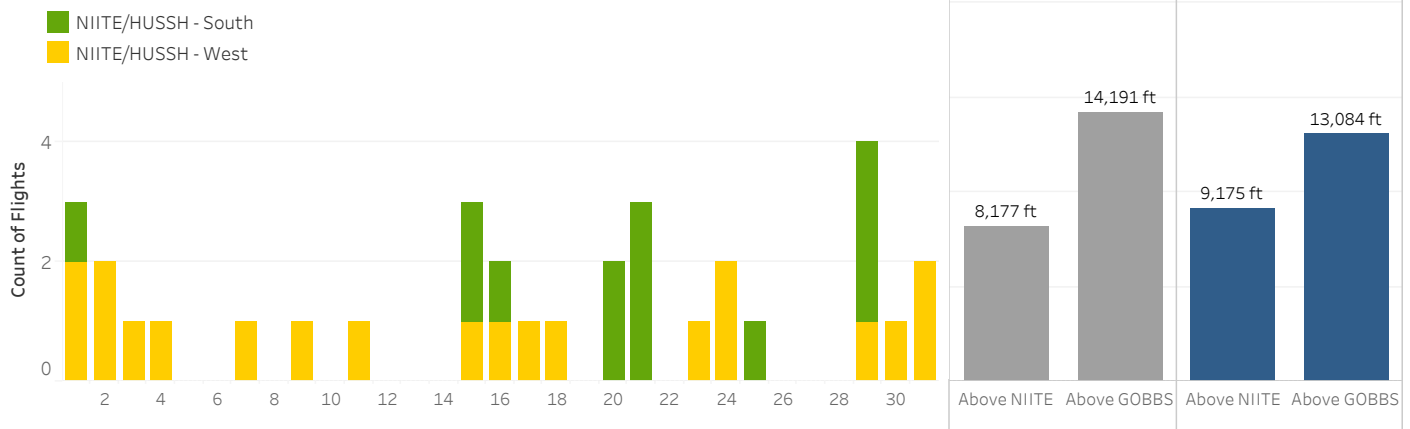
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





Airport Director's Report

Presented at the June 7, 2023
Airport/Community Roundtable Meeting

Aircraft Noise Office
April 2023



San Francisco
International
Airport

Aircraft Noise Levels

April 2023

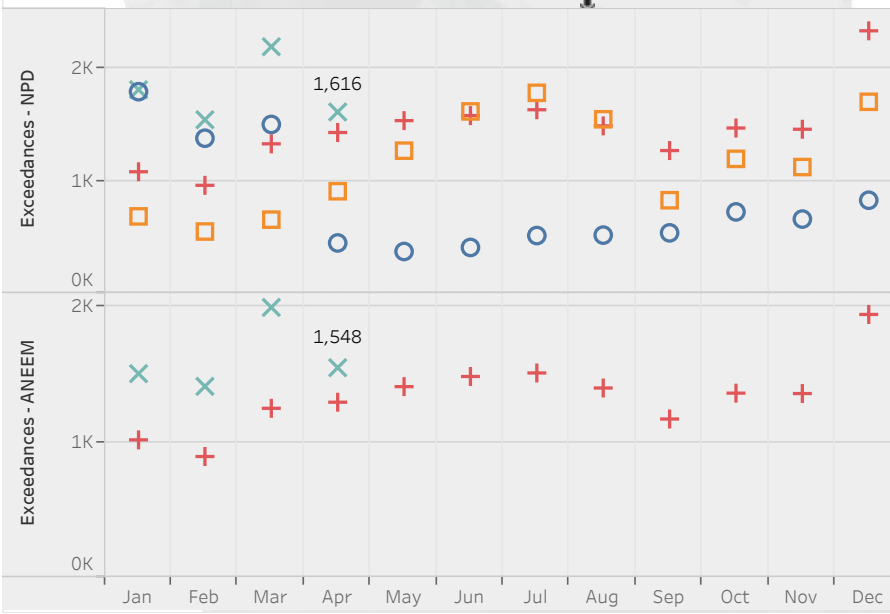
The map shows 29 aircraft noise monitoring locations that keep track of noise levels in the communities around the airport. The Community Noise Exposure Level (CNEL) metric is used to assess and regulate aircraft noise exposure in communities surrounding the airport.

Site	City	Noise Events (AVG Day)	ANOMS			Noise Events (AVG Day)	ANEEM Aircraft			
			CNEL (dBA)	Aircraft SEL (dBA)	Community LMax (dBA)		CNEL (dBA)	SEL (dBA)	LMax (dBA)	
1	San Bruno	471	74	91	79	67	459	74	91	80
2	San Bruno	178	59	80	68	64	190	59	80	68
3	SSF	218	62	82	70	60	417	62	79	66
4	SSF	362	68	87	75	59	450	68	86	72
5	San Bruno	422	69	86	75	61	460	68	86	74
6	SSF	279	66	86	74	59	392	66	84	71
7	Brisbane	73	55	78	67	59	148	56	76	64
8	Millbrae	2	38	83	73	64	141	54	76	66
9	Millbrae	3	36	77	65	58	181	50	71	60
10	Burlingame	2	32	77	65	60	90	50	73	61
11	Burlingame	3	36	79	66	60	135	50	72	60
12	Foster City	340	62	82	71	58	434	62	81	69
13	Hillsborough	1	23	75	64	56	8	35	71	58
14	SSF	309	62	82	70	59	397	62	81	68
15	SSF	205	61	82	71	60	252	61	81	70
16	SSF	228	61	82	70	60	290	61	81	68
17	SSF	217	60	81	69	59	280	61	81	68
18	Daly City	238	65	86	74	62	233	64	85	72
19	Pacifica	203	62	83	72	59	222	61	82	70
20	Daly City	9	40	75	64	63	25	42	73	62
21	San Francisco	15	41	75	63	62	8	39	76	65
22	San Bruno	284	61	80	70	62	470	62	79	68
23	San Francisco	3	38	79	68	60	44	47	73	62
24	San Francisco	14	48	82	68	72	23	45	77	65
25	San Francisco	6	36	76	64	57	18	38	73	61
26	San Francisco	4	36	77	64	58	17	39	74	61
27	San Francisco	4	35	77	66	57	21	40	73	62
28	Redwood City	6	36	75	65	54	27	40	72	59
29	San Mateo	105	49	75	63	60	307	52	73	61

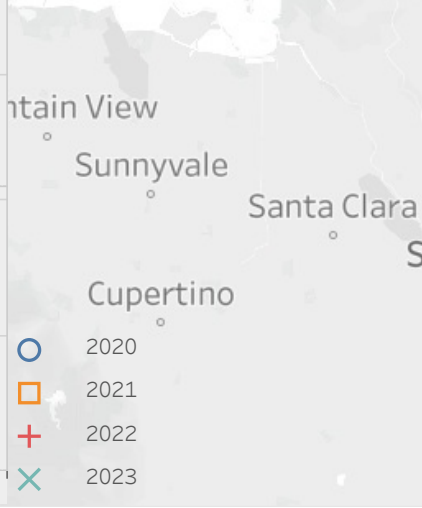
Noise Monitor's CNEL values (top) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft monthly CNEL average from both ANOMS NPD and ANEEM algorithms for each monitor site are provided, along with daily average aircraft counts with the average Sound Exposure Level (SEL) and average Maximum Level (LMax). Noise levels from other noise sources in the community calculated by ANOMS is also provided as Community CNEL.



Significant Exceedances



The graph to the left shows aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.



Operations

April 2023

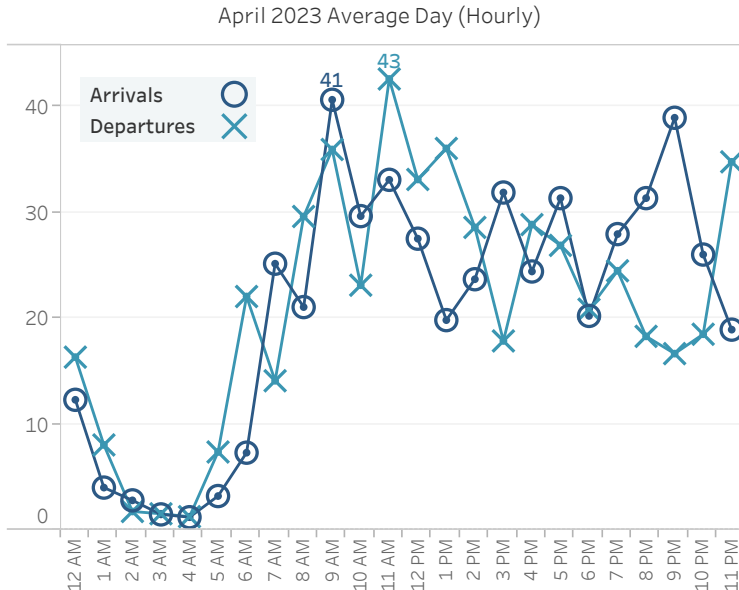
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
30,363	1,012	29,989	5%

Major Arrival and Departure Routes (West Flow)



West Flow is depicted in the above image and is a predominate flow at SFO.

West Flow
100%



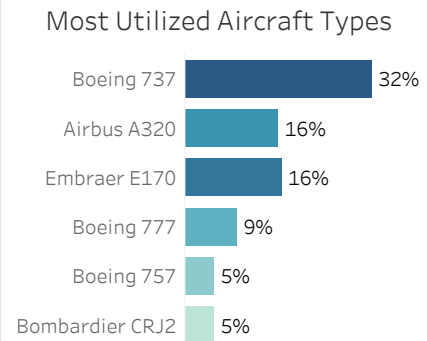
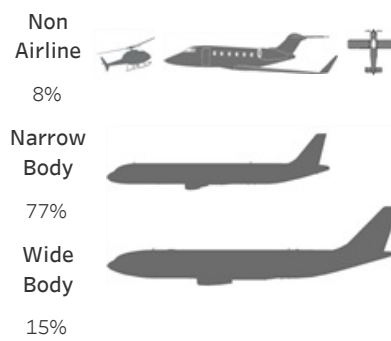
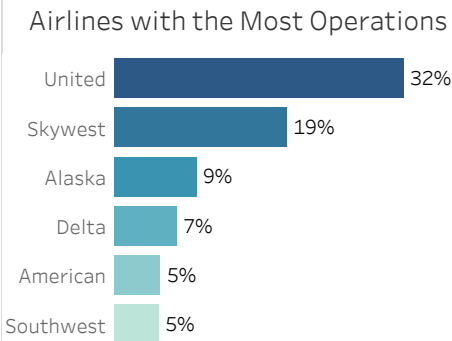
Top Destinations

Los Angeles	JFK	Seattle
7%	4%	4%

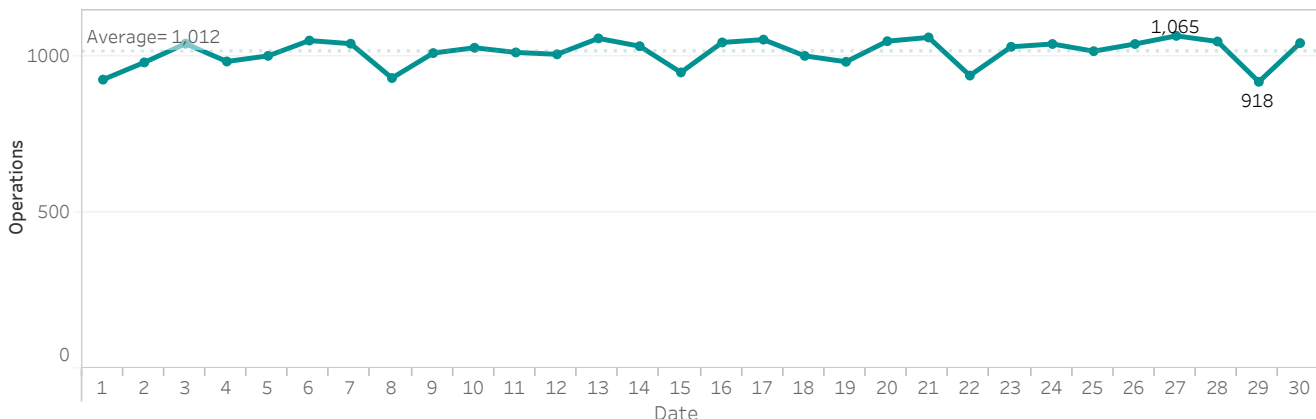
Down the Bay vs Peninsula

1.1 Down the Bay Visual	36%
1.2 BDEGA Arrival	64%

Arrival Route	Departure Route	
1. BDEGA	28%	
2. DYAMD	37%	
3. SERFR	28%	
4. PIRAT	6%	
	A. GAP	55%
	D. TRUKN RWY 28	45%






Daily Aircraft Operations





Runway Usage and Nighttime Operations

Leftmost Runway Utilization table shows percent of runway usage for arrivals and departures by runway based on air carrier operations using jet, regional jet, and turboprop aircraft. Late Night Preferential Runway Use table depicts departure runway usage between 1am - 6am for jet aircraft for the whole month (top) and during nighttime hours only (bottom). Percentages [%] are rounded to the nearest whole number.





Runway Utilization

	Arrivals	Departures
10 L/R		 0% 2
28 L/R	 100% 14,080	 100% 14,099

Late Night Preferential Runway Use (1 am - 6 am)

	Departures
10 L/R	 0% 2
28 L/R	 100% 515

Runway Utilization

	Arrivals	28L	28R
		 32%	 68%
Night (10pm-7am)		 19%	 81%

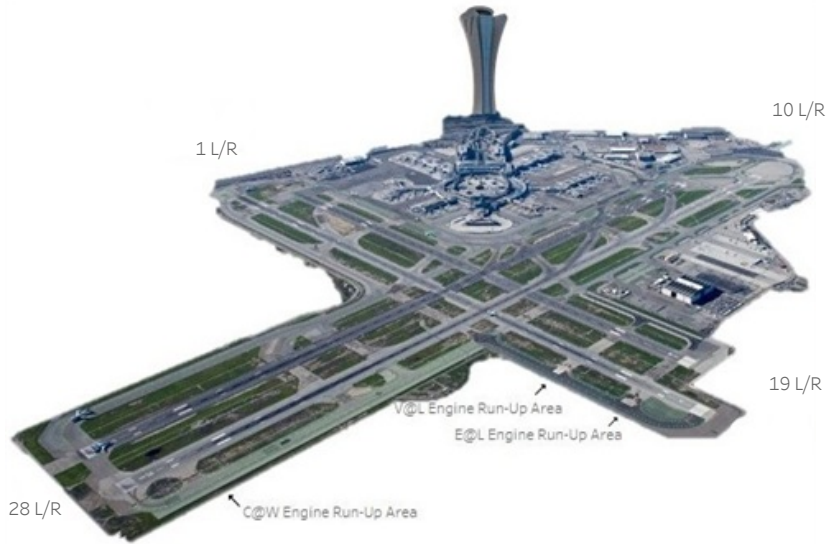
Nighttime Power Run-Ups

10pm-7am

American Airlines 8
United Airlines 5

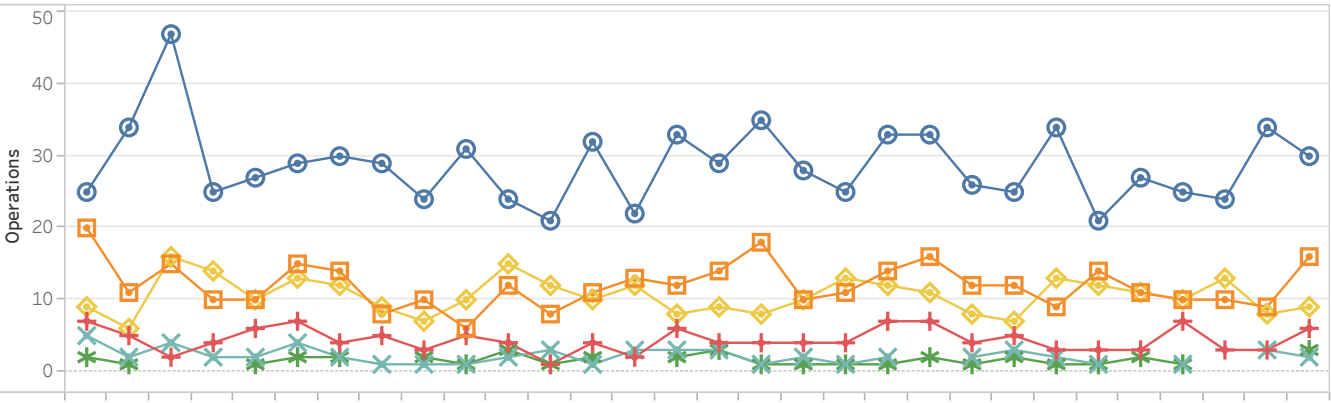
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

Designated Power Runup locations are 19 L/R depicted on the airfield map (right) with airlines nighttime power runup counts shown above.



Hourly Nighttime Operations

○ 12 AM □ 1 AM + 2 AM × 3 AM * 4 AM ◇ 5 AM



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
12 AM	25	34	47	25	27	29	30	29	24	31	24	21	32	22	33	29	35	28	25	33	33	26	25	34	21	27	25	24	34	30
1 AM	20	11	15	10	10	15	14	8	10	6	12	8	11	13	12	14	18	10	11	14	16	12	12	9	14	11	10	10	9	16
2 AM	7	5	2	4	6	7	4	5	3	5	4	1	4	2	6	4	4	4	4	7	7	4	5	3	3	3	7	3	3	6
3 AM	5	2	4	2	2	4	2	1	1	1	2	3	1	3	3	3	1	2	1	2	2	2	3	2	1		1		3	2
4 AM	2	1			1	2	2		2	1	3	1	2		2	3	1	1	1	1	2	1	2	1	1	2	1			3
5 AM	9	6	16	14	10	13	12	9	7	10	15	12	10	12	8	9	8	10	13	12	11	8	7	13	12	11	10	13	8	9

Noise Reports

April 2023

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	2	51
Belmont	2	21
Brisbane	14	386
Burlingame	1	1
Daly City	8	504
East Palo Alto	1	14
El Granada	1	1,121
Foster City	5	322
Hillsborough	1	87
Menlo Park	12	1,344
Millbrae	4	7
Montara	1	680
Pacifica	22	1,590
Portola Valley	19	14,066
Redwood City	5	242
San Bruno	8	361
San Carlos	4	248
San Francisco	11	743
San Mateo	9	127
South San Francisco	21	268
Woodside	6	1,369
Roundtable		
Aptos	2	6
Ben Lomond	2	13
Berkeley	2	558
Boulder Creek	1	5
Capitola	2	34
Castro Valley	1	6
Cupertino	1	70
Emerald Hills	7	694
Felton	3	107
Fremont	3	62
Lafayette	1	5
Los Altos	54	9,360
Los Altos Hills	8	1,113
Los Gatos	33	4,117
Moraga	3	68
Mountain View	15	1,984
Oakland	11	2,175
Orinda	1	64
Palo Alto	94	19,039
Penngrove	1	1
Richmond	4	225
San Ramon	1	7
Santa Cruz	42	9,588
Scotts Valley	25	3,900
Soquel	26	3,332
Stanford	5	688
Sunnyvale	2	583
Union City	1	222
Watsonville	1	61
Other		
Grand Total	509	81,639

Reporters Annual AVG

541

Reports Annual AVG

98,249

New Reporters

12

New Reporters Top City

Pacifica

Furthest Report

65 miles

Reports per SFO Operation

3

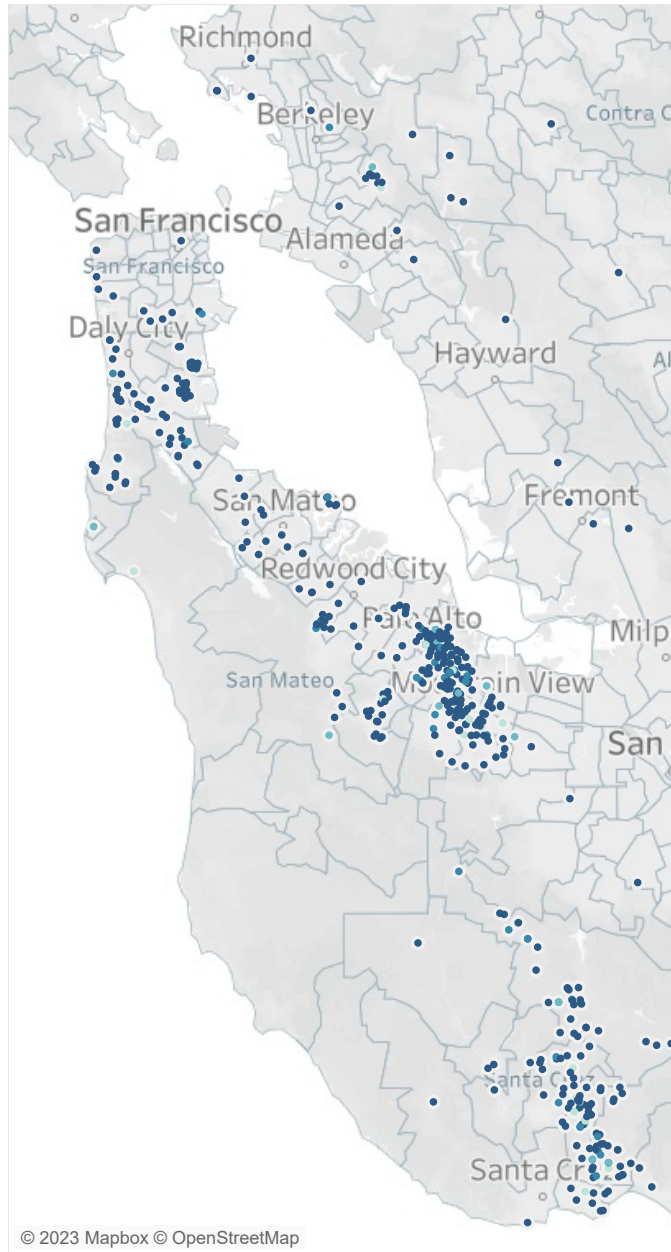
Top Aircraft Types

B737
A320
E75L

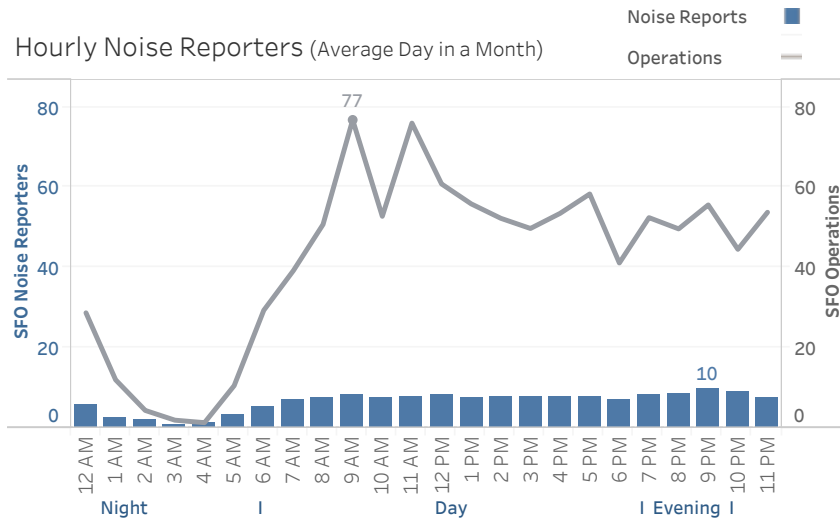
Top Flight Numbers

KAL214
AMX664
UAL1272

Noise Reporters Location Map

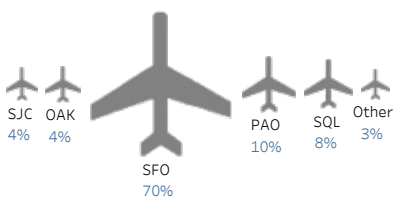


Hourly Noise Reporters (Average Day in a Month)



Notes: Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

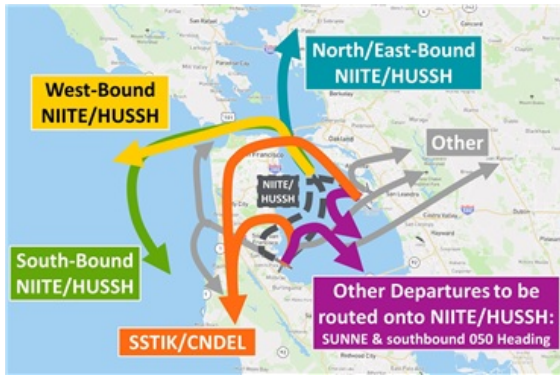
Noise Reports by Airport



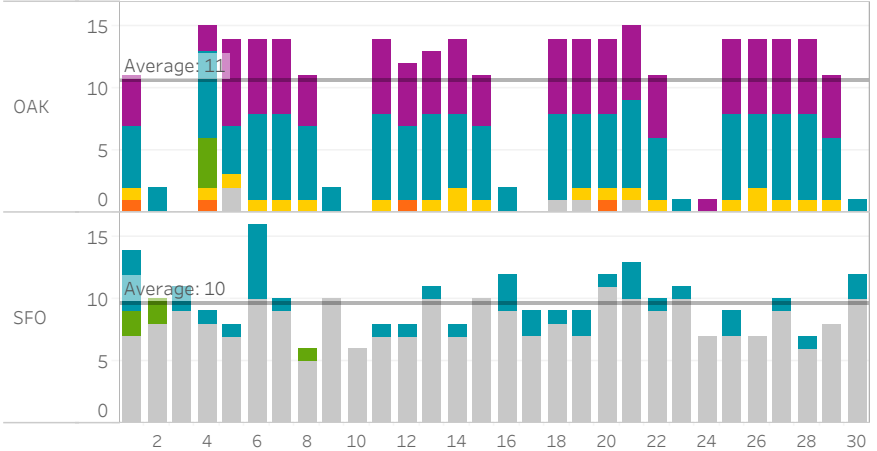
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

NIITE to GOBBS 1 am to 5 am (April 2023)

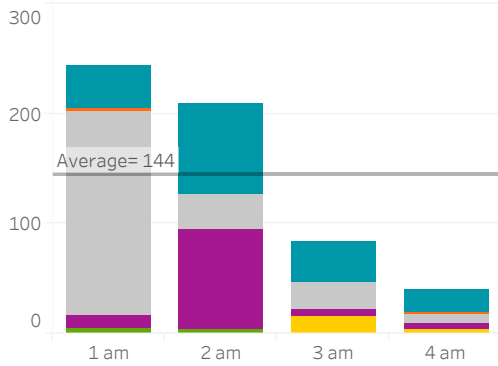


Count of Departures per Night



- 050°/SUNNE
- NIITE/HUSSH - West
- NIITE/HUSSH - North & East
- SSTIK/CNDEL
- NIITE/HUSSH - South
- Other

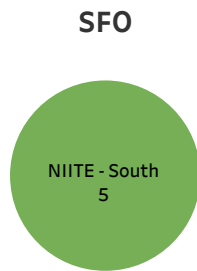
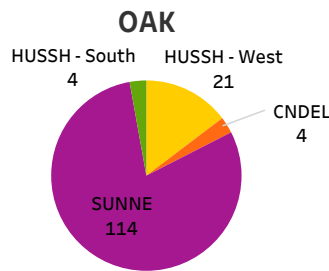
Average Total Departures per Hour



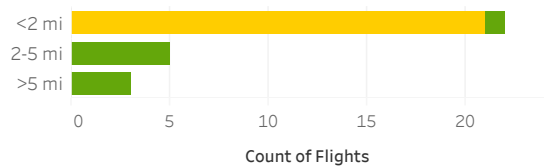
Departure Runway Usage

OAK		SFO		
28L	30	10L	28L	28R
0%	100%	1%	77%	23%

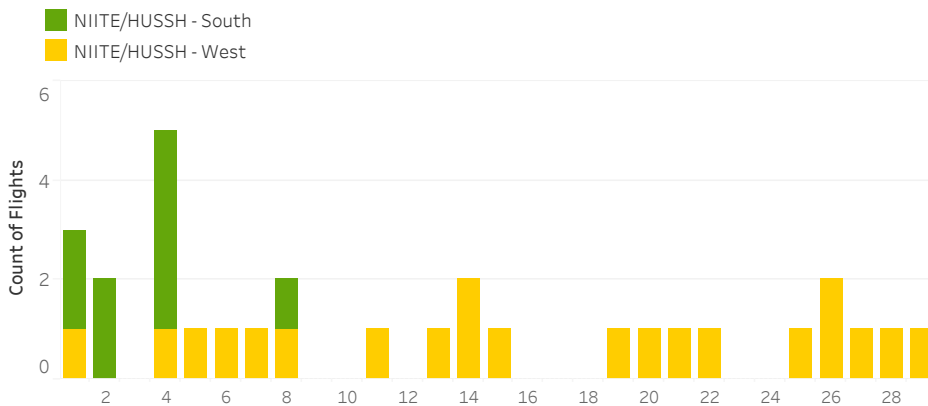
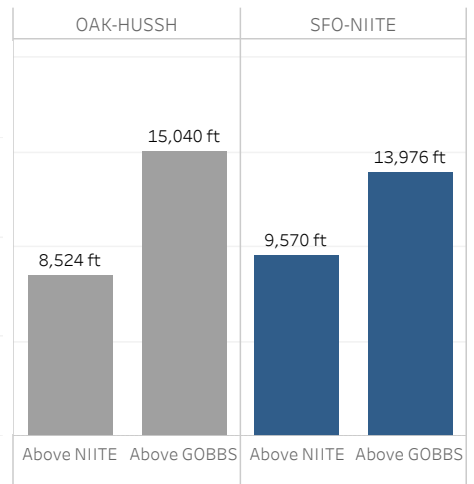
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



FAA Noise Policy Review – Background

- The FAA invites public comments from interested individuals, entities, and other parties to review four key considerations of its civil aviation noise policy, *in the context of noise metrics and noise thresholds*.
- Number of people exposed to DNL 65 or above in the U.S. has declined from 7 million in the 1970's to just ~400,000 today
 - *In the eyes of the public, however, aircraft noise and its impact on people continues to be a major source of concern.*
- *NES Confirmed this:*
 - The FAA explained that the Neighborhood Environmental Survey updated the FAA's understanding of the dose-response relationship between exposure to aircraft noise and community annoyance. The NES showed that a higher percentage of people were “highly annoyed” by aircraft noise across all levels of noise exposure that were studied.
- In response to that feedback, the FAA initiated a review (noise policy review or NPR) of its civil aviation noise policy (policy).
- The NPR provides an opportunity to determine whether, and if so, how, to update the policy in response to these and other research findings described in the January 13, 2021 notice.

Supplementary Information

- First, the FAA is reviewing research on the effects of exposure to aviation noise, including the correlation of exposure to aviation noise with adverse health impacts, economic impacts, and annoyance.
- Second, the FAA is reviewing its standard noise metric that describes exposure to aircraft noise, and potential revisions to the choice of standard metric(s).
- Third, the FAA is reviewing its definition of the threshold of significant noise exposure for actions analyzed under the National Environmental Policy Act of 1969 to determine if that threshold remains appropriate or requires revision.
- Last, the FAA is examining the level of aircraft noise exposure below which land uses are considered “normally compatible” with airport operations, as that term is defined in the regulations implementing the Aviation Safety and Noise Abatement Act of 1979. This includes consideration of the criteria for application of noise mitigation measures to address adverse noise exposure in areas that the FAA currently considers to be “normally compatible” with airport operations under FAA's regulations.

Noise Related Regulatory Updates

FAA Opens Public Comment Period on Noise Policy Review

- FAA requests commenters identify the number of each question to which a response is submitted (comments not limited to these categories):
 1. Vehicle Type (e.g., fixed wing, rotor wing, supersonic, drones)
 2. Operations (e.g., takeoff, landing, circuits)
 3. DNL
 4. Averaging
 5. Decision-making noise metrics
 6. Communication
 7. NEPA/Land Use Noise Thresholds
 8. FAA Noise Thresholds Using Single-Event or Operational Metrics
 9. FAA Noise Thresholds for Low-Frequency Events
 10. Miscellaneous (other issues FAA should consider)
 11. Literature Review
- *Get involved by submitting comments to the Federal Register Notice*
- *Comment period runs May 1, 2023 – July 31, 2023*

For more information see: www.faa.gov/noisepolicyreview

FAA Request for Comments on Review of the Civil Aviation Noise Policy (FAA-2023-0855)

- The FAA invites public comments to review four key considerations of its civil aviation noise policy
 - In the context of noise metrics and noise thresholds
- The civil aviation noise policy sets forth how the FAA analyzes, explains, and publicly presents changes in noise exposure from aviation activity
- FAA will hold four virtual public meetings (<http://www.faa.gov/noisepolicyreview>):
 1. Tuesday, May 16, 2023; 1 to 3 pm ET
 2. Thursday, May 18 2023; 6 to 8 pm ET
 3. Tuesday, May 23, 2023; 9 to 11 pm ET
 4. Thursday, May 25, 2023; 3 to 5 pm ET
- Public may send comments using any of the following methods:
 - Federal eRulemaking Portal
<https://www.regulations.gov>
 - Mail: U.S. Department of Transportation
1200 New Jersey Avenue SE
Room W12-140, West Building Ground Floor
Washington, DC 20590-0001
 - In-person delivery at: Docket Operations in Room W12-140 (address above)
 - Fax: (202) 493-2251



June 2, 2023

TO: SFO Airport/Community Roundtable Members & Alternates

FROM: Kathleen Wentworth, Roundtable Coordinator

SUBJECT: FAA Noise Policy Review (NPR) Roundtable Comments
Roundtable Agenda Action Item #3 – Roundtable Meeting June 7, 2023

DOCKET # FAA-2023-0855
FAA Request for Comments on Review of the Civil Aviation Noise Policy

At the SFO Roundtable June 7th meeting, you will have an opportunity to consider a draft document to provide comments in response to the Federal Aviation Administration's (FAA) request for public input on the review of their Noise Policy. It has been said that this chance to communicate directly to the FAA -- at their request -- about their Noise Policy is a once-in-a-lifetime opportunity.

We are facing a tight timeline. The FAA published this request on May 1 with a submission deadline of July 31st, just a few days before our August meeting. This June meeting is the only scheduled opportunity for the Roundtable to review, discuss, edit and take action on these documents to send to the FAA. We ask you to try to make an initial review the Comments document ahead of time.

In preparing the staff draft of the *Roundtable Comments* to the FAA, in order to capture documents that reflect many of the relatively recent positions taken by the SFORT, Roundtable staff has reviewed the last 12 years of Roundtable Strategic Plans, the last 10 years of Roundtable Work Plans, many years of Roundtable official correspondence and meetings as well as the 2016 Roundtable Report and Recommendations in response to the FAA Norcal Initiative (this was a Roundtable process of public meetings and recommendations made to the FAA that was parallel with the Select Committee process). Also reviewed was select aviation noise legislation previously introduced into Congress. In addition, the staff draft was extensively reviewed by the Roundtable HMMH Technical Consultant, Gene Reindel.

The meeting packet has two documents: the draft cover letter and the draft substantive Comments. In the draft substantive Comments, please note that we have inserted margin numbering to make it easier for you to make note of the line number of any items you have questions about or wish to discuss. Also note that verbiage provided by the FAA is shown in GRAY text while the comments from the Roundtable are shown in BLACK text.

Please bring your questions and comments to the June 7th meeting; the Roundtable Technical Consultant will in-person at this meeting. The draft Comments are arranged by category; questions and discussion will follow sequentially by category.

FAA Noise Policy Review (NPR) Roundtable Comments

June 2, 2023

Page 2 of 3

For some background, this FAA request for comments comes in the wake of results from the FAA Neighborhood Environmental Survey (NES), conducted with residents in the vicinity of 20 US airports from 2012 – 2014. Compared with previous surveys over earlier decades, the results of this survey found that more people were much more “annoyed” at lower levels of noise than had been reported previously in surveys. Apparently, this has caused the FAA to reconsider some of their assumptions about the effects of aircraft noise on residents.

“Annoyance” has a specific meaning as used by the FAA: “Annoyance is a cumulative measure of the general adverse reaction of people to noise that causes interference with speech, sleep, the desire for a tranquil environment, and the ability to use the telephone, radio, or television satisfactorily. The results from annoyance surveys can then be used to better understand how people respond to different types of noise exposure.”

Topics in FAA Noise Policy Review are presented by the FAA in eleven categories. Not all categories need to be addressed by comments, but the FAA has requested that comments submitted should reference which of the 11 categories they apply to as appropriate.

1. Vehicle Type (e.g., fixed wing, rotor wing, supersonic, other new entrants, etc.)
2. Operations (e.g., takeoff, landing, circuits)
3. DNL
4. Averaging
5. Decision-making noise metrics
6. Communication
7. NEPA/Land Use Noise Thresholds
8. FAA Noise Thresholds Using Single-Event or Operational Metrics
9. FAA Noise Thresholds for Low-Frequency Events.
10. Miscellaneous
11. Literature Review

The FAA is specifically looking for high-level comments that apply to their Noise Policy. Comments are not expected to be a laundry list of complaints about other things FAA does (or doesn't do) or issues related to other aviation entities such as the Roundtable or SFO.

If you have other information wish to share with the FAA outside of the Roundtable Comments, you can certainly do that by filing your own comments online at <https://www.regulations.gov/commenton/FAA-2023-0855-0001>

Additionally, your City Council or others are also welcome to file comments on the FAA Noise Policy. The FAA has said that comments can be informal with no requirement for data or research. Comments filed by the Roundtable will be public and we give permission for others to freely use and quote from our Comments for this purpose.

Below are links to various resources associated with this agenda item.

FAA information on the FAA Noise Policy Review: <https://www.faa.gov/noisepolicyreview>
FAA [Noise Policy Review Federal Register Notice](#).

To upload your comments: <https://www.regulations.gov/commenton/FAA-2023-0855-0001>

FAA information on the Neighborhood Environmental Survey:
https://www.faa.gov/regulations_policies/policy_guidance/noise/survey

FAA Noise Policy Review (NPR) Roundtable Comments

June 2, 2023

Page 3 of 3

2016 SFO Roundtable Recommendations: [SFO Roundtable Response to FAA Initiative to Address Noise](#)

Attachment(s):

- a. Cover Letter
- b. SFO Airport/Community Roundtable Comments to the FAA



San Francisco International
Airport/Community Roundtable

455 County Center, 2nd Floor
Redwood City, CA 94063
T (650) 363-4220
F (650) 363-4849
www.sforoundtable.org

1 **DATE**

2 Billy Nolen
3 FAA Administrator (A)
4 Federal Aviation Administration
5 Via: Federal eRulemaking Portal

6 Re: DOCKET # FAA-2023-0855 FAA Request for Comments on Review of the Civil Aviation Noise Policy

7 Dear FAA Administrator Nolen,

8 Thank you for the opportunity to provide these comments in response to the FAA request for Comments
9 on the Review of the Civil Aviation Noise Policy.

10 Established in 1981, the San Francisco Airport/Community Roundtable, (Roundtable) represents more
11 than 1.5 million residents of the combined City and County of San Francisco and of San Mateo County.
12 Roundtable members include elected officials of the Boards of Supervisors of the City and County of San
13 Francisco and San Mateo County as well as from the City Councils of all twenty cities within San Mateo
14 County.

15 The Roundtable collaborates with the San Francisco International Airport, the Federal Aviation
16 Administration, airlines, members of Congress and other elected officials, noise-impacted communities,
17 and the public with the purpose of developing, evaluating, and implementing policies, aircraft
18 procedures, and mitigation actions that will reduce aircraft noise exposure in the neighborhoods and
19 communities in San Francisco and San Mateo Counties, and to advocate for aircraft noise related
20 legislation and programs, and to support research that reduces aircraft noise impacts. The pre-eminent
21 goal of the SFO Airport/Community Roundtable is to improve all aircraft procedures and operations
22 which have detrimental noise impacts to residents whether from ground operations or flight operations.

23 A special focus for the SFO Airport/Community Roundtable is nighttime airplane noise especially as a
24 health issue. If aircraft noise is seen only as “annoying” to residents, it would overlook the well-
25 documented deleterious effects of airplane noise on the health of residents. Documented in peer-
26 reviewed scientific journals, noise adversely and seriously affects blood pressure, cardiovascular and
27 other health issues in adults. Effects in children indicate that aircraft noise can result in an increase in
28 children’s blood pressure and can cause negative impacts on children’s education as shown by lower
29 levels in cognitive testing, task perseverance, long term memory, short term memory and reading
30 achievement.

31 The following comments in response to the FAA Request for Comments on Review of the Civil Aviation
32 Noise Policy, Federal Register Docket # FAA-2023-0855, were discussed by Roundtable Members with
33 input from the public at a noticed regular public meeting of the SFO Airport/Community Roundtable on
34 June 7, 2023, Roundtable members (**unanimously?**) voted to approve this document.

35 We appreciate the opportunity to provide input on this request. Aircraft noise impacts are critically
36 important to the health and quality of life to our residents. We applaud the FAA for undertaking this
37 process and we look forward to working with you create quieter skies for our residents.

38 Very respectfully,

39

40 Sam Hindi, Chairman
41 SFO Airport/Community Roundtable

42
43 Cc:
44 Members of the SFO/Airport Community Roundtable
45 3 Members of Congress in SFORT area (also US mail)
46 California elected legislators (Assembly and State Senate) in SFORT area
47 SF/SMC elected officials: SF Mayor, all Members of SF & SMC BOS
48 FAA Reg Admin Dr. Rachel Girvin
49 Others?



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Airport/Community Roundtable Comment Letter

Response to Federal docket number FAA-2023-0855

Note: Gray text is used for FAA questions; black text is used for SFO Roundtable Comments.

Notice of public meeting and request for comments review key considerations of its civil aviation noise policy in the context of noise metrics and noise thresholds.

FAA requests comments focus on the issues and questions identified below to be most helpful to them; and that commenters identify the number of each question to which a response is submitted.

1. VEHICLE TYPE

When the FAA published the ANAP (27) in 1976, the impacts of aviation noise were related to commercial jet service at or in the immediate vicinity of airports. What types or elements of current or future air vehicle activity (e.g., unmanned aircraft systems (also known as UAS or drones), advanced air mobility, rotorcraft, subsonic fixed wing, supersonic, or commercial space) should the policy describe and disclose? How should this information be described using noise metrics? Should the FAA use this information to make decisions or for public disclosure only? Please explain your reasoning.

Comment: The SFO Roundtable wishes to respond with three distinct aircraft type categories: (1) supersonic, (2) helicopters and (3) emerging aircraft, e.g., eVTOLs.

(1) Supersonic Aircraft: A 2020 letter from the SFO Airport/Community Roundtable to the FAA Administrator stated: “1) The FAA should follow its long-standing position of requiring new supersonic aircraft to meet the same noise certification levels as subsonic aircraft; and 2) Supersonic aircraft should meet or exceed Stage 5 requirements, which would remain consistent with subsonic aircraft...”

We continue to advocate for supersonic aircraft to comply with the noise certification standards in place for subsonic aircraft at the time of aircraft certification. Whatever devices, procedures, techniques, or other methods are used, such as a Variable Noise Reduction System (VNRS), to reduce supersonic aircraft noise to meet current supersonic noise standards, should continue to be used in flight through all altitudes in the climb until the aircraft reaches cruise flight level. Supersonic aircraft should be subject to all other regulations applicable to standard aircraft such as a 250-knot speed restriction below 10,000’MSL and other operational regulations as well as pilot certification and training.

We oppose supersonic flight over the land of the United States and the US Territorial Sea (12NM offshore) regardless of any purported “quiet sonic boom” technology.

36 Alternatively, if Congress, at some time in the future, agrees to allow supersonic flight over the land
37 of the United States, with or without any purported “quiet sonic boom” technology or other design
38 to reduce sonic boom noise, then no takeoff, landing or overflight from such a supersonic aircraft
39 should take place over any portion of the United States land or territorial sea (12 NM offshore) of the
40 United States from the hours of 10pm-8am local time under such supersonic flight.

41 (2) Helicopters: We value the services provided by medical, law enforcement, and military helicopters
42 and recognize the necessity of low altitude helicopter operations for special inspections, repairs, and
43 some actual business operations. (e.g., crop dusting, photo reconnaissance). But for simple
44 transportation of corporate executives or wealthy individuals, the FAA should consider setting a
45 minimum altitude of 2000’ -- or higher -- over any populated areas and especially at night for the
46 enroute (not taking off or landing) phase of flight.

47
48 (3) Emerging Aircraft: Low Altitude autonomous aircraft, whether designed to act as “air taxis” (eVTOLs)
49 or to deliver packages should be strictly regulated in conjunction with local elected officials and the
50 public in the areas that they traverse. Please do not cede the low altitude airspace to an industry-
51 heavy FAA “committee” to set regulations and give away the low altitude airspace to the detriment
52 of residents’ health and quality of life.

53
54 Without regulation to protect residents, these vehicles will fill the low-level airspace impinging on
55 and affecting the residents in a very personal manner. Please implement a transparent, effective
56 method to involve local entities. This might entail involving local city councils or Boards of
57 Supervisors or expanding the role of already existing public entities dealing with land use
58 compatibility such as California’s Airport Land Use Committees or other representative public body.

59
60 Regulations controlling package delivery should provide strict operational limits if it is to fly over any
61 residences. Package delivery should not be permitted during the evening hours, the night hours, or
62 the early morning hours. No package delivery and no overflight between 6pm and 8am.

63 2. OPERATIONS OF AIR VEHICLES

64 **Comment:** The SFO Roundtable was established in 1981 as a voluntary committee to address
65 community noise impacts from aircraft operations at SFO. Therefore, operations of air vehicles remain
66 our primary concern, particularly at night.

67 a. What elements of aircraft operations (e.g., en-route, takeoff, landing) should the noise metric
68 evaluate and disclose? Should the FAA use this information to make decisions or disclose to the public
69 noise impacts? Please explain your reasoning.

70 **Comment:** The SFO Roundtable membership is limited to the areas within the counties of San Francisco
71 and San Mateo. These areas predominantly experience takeoff and landing procedures, so our
72 perspective may be more limited than others that may very well include en-route operations. In
73 addition, and due to our relatively uniqueness of predominantly one airport flow configuration
74 (approximately 90%) in “West Plan” that results in no overflights to the areas immediately west of SFO,
75 we also experience ground noise from aircraft operations, such APU usage, taxiing, start-of-takeoff roll
76 on departure and thrust reverse on arrival. We strongly believe that the noise metric must evaluate and

77 disclose all these operations of air vehicles and this information is critical to make decisions and disclose
78 impacts.

79 b. What interests or concerns do communities in the vicinity of airports have? How can these concerns
80 be addressed using noise metrics? What noise metrics would address these concerns? Please explain
81 your reasoning.

82 **Comment:** The main concerns of communities represented by the SFO Roundtable are related to the
83 operations of air vehicles include night operations and non-safety vectoring for efficiency of aircraft
84 from published procedures and/or noise abatement procedures. We appreciate the overwhelming
85 number of controllers who vector for noise abatement at night - directing planes over the San Francisco
86 Bay or other non-residential areas instead of over highly sensitive residential areas.

87 Assumptions that airplanes are quiet above certain altitudes (7000' on descent and 10,000' in
88 climb/cruise.) are inaccurate. Our residents have clearly reported that an airplane climbing at 10,000' is
89 not a quiet airplane – especially at night.

90 There are some occasions when controllers offer or approve shortcuts to airplanes – allowing the planes
91 to leave their filed flight plan path to fly over residential areas in the middle of the night with virtually no
92 other traffic in the sky. ATC controllers should avoid non-safety vectors providing efficiency shortcuts to
93 aircraft over residential areas- especially at night. Perhaps the best metric is simply the number of
94 aircraft being vectored away from established procedures at night – as it only takes one such deviation
95 to awaken people as we know people are awakened from unusual operations.

96 c. What interests or concerns do overflight communities (28) have? How can these concerns be
97 addressed using noise metrics? What noise metrics would address these concerns? Please explain your
98 reasoning.

99 **Comment:** None

100 d. What interests or concerns do communities in the vicinity of commercial space transportation
101 operations have? How can these concerns be addressed using noise metrics? What noise metrics would
102 address these concerns? Please explain your reasoning.

103 **Comment:** None

104 e. What interests or concerns do communities in the vicinity of UAS (drone) package delivery or other
105 newly emerging technology operations have? How can these concerns be addressed using noise
106 metrics? What noise metrics would address these concerns? Please explain your reasoning.

107 **Comment:** None

108 3. DNL

109 What views or comments do you have about the FAA's core decisionmaking metric, DNL? How would
110 these views regarding DNL be resolved if the FAA employed another noise metric (either in addition to,
111 or to replace DNL) or if the FAA calculated DNL differently? Please explain your reasoning.

112 **Comment:** In our 2016 Recommendations, in response to the FAA Norcal Metroplex Initiative, we said:
113 “In assessing impacts to the community, the Roundtable asks that consideration be given to the
114 limitations of using an annual average metric such as DNL to assess impact on the members of the
115 community. Impact to the community extends far beyond an arbitrary DNL level which is widely
116 acknowledged to be inadequate. There are other available noise metrics, including those that better
117 capture how frequency of flights affects communities; where available, these alternate metrics should
118 be factored into FAA decisions. We understand that the FAA is conducting a wide-ranging study of noise
119 impacts on the communities. When the results are available, we would recommend that more
120 representative noise metrics from this study be implemented as soon as feasible and that *existing and*
121 *future flight procedures be reviewed considering the new noise data.* (Italics in original)

122 So, this is not a new issue, and we would add today that living in 60 DNL or 55 DNL noise contours,
123 especially if the area also includes loud nighttime airplanes, limits residents’ amount of health-restoring
124 sleep, increases their susceptibility to serious disease and almost certainly results in very high levels of
125 annoyance.

126 The Environmental Protection Agency (EPA) in their March 1974 report “Information on Levels of
127 Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of
128 Safety”, concluded that a DNL of 55 dB or lower was the appropriate noise level for “outdoors in
129 residential areas...”

130
131 DNL could perhaps play a role in assessing land use compatibility for communities close to the airport,
132 but only if DNL is set lower at 55 DNL as recommended by the EPA in 1974 and additional metrics are
133 incorporated to help people understand the aircraft noise environment in which they reside. This lower
134 criteria with additional metrics could be used to qualify for the Residential Sound Insulation Program
135 (RSIP).

136 Even though DNL incorporates a “night penalty” of 10 dB, that is not sufficient compensation for the
137 effects of nighttime noise. For example, it may take only one or two loud airplanes in the middle of the
138 night causing awakenings to necessitate increased residential noise insulation even for 50 DNL and 55
139 DNL to protect the health of residents. Number of events above 50 dB or total number (below 18,000’
140 of operations could be additional metrics to be factored with traditional DNL. But neither lower DNL,
141 coupled with operational frequency like number above or total number can account for the effects of
142 individual loud airplanes causing awakenings.

143 In a recent study conducted by Boston University School of Public Health (BUSPH) and Oregon State
144 University, (<https://ehp.niehs.nih.gov/doi/10.1289/EHP10959>) it was reported that that people who
145 were exposed to airplane noise at levels as low as 45 dB were more likely to sleep less than 7 hours per
146 night.

147 Other studies have correlated awakenings with Sound Exposure Level (SEL). We have seen that SEL is
148 about 7 to 12 dB higher than the maximum sound level for an average aircraft arrival or departure noise
149 event. Assuming the 45 dB was a maximum sound level reported above, a corresponding SEL may be 55
150 dB for the onset of the interior SEL for awakenings. Knowing that open windows reduce the noise by 10-
151 15 dB, an outside SEL of 65 to 70 dB (windows open), 75 to 80 dB (windows closed – an additional 10 dB
152 for standard home construction) and 85 to 90 dB (windows closed with sound insulation treatment
153 applied) may be an appropriate single-event noise metric to use as the onset of awakenings from
154 aircraft operations at night depending on the level of treatment applied.; and be used to determine the

155 acoustical treatments required to provide for an adequate sleeping environments for residential
156 bedrooms.

157 4. AVERAGING

158 DNL provides a cumulative description of the noise events expected to occur over the course of an
159 entire year averaged into a representative day, described as an Average Annual Day (AAD).

160 a. Do you believe an AAD is an appropriate way to describe noise impacts? Please explain why or why
161 not.

162 **Comment:** Averaging metrics do not generally provide the kind of tailored data to account for variations
163 in aircraft noise that typically occur in our communities. However, averaging may serve some purposes
164 when combined with aggressive time carve-outs and used with additional metrics including Sound
165 Exposure Level (SEL).

166 b. If not, what alternative averaging schemes to AAD should be considered and why? What information
167 would the use of an alternative averaging scheme capture that AAD does not?

168 **Comment:** The FAA currently allows schools to base their DNL calculations for noise insulation
169 qualification based on their hours of operation instead of 24/7/365. That, too, should be available for
170 airports which have seasonal variations. For example, winter snow destinations with heavy winter
171 operations but few aircraft operations for the rest of the year, should be allowed to have their DNL
172 calculation based on their heavy season only because that is when those residents are most affected.

173 Similarly, residents should be allowed to calculate the DNL for their homes based on the days of the year
174 that they are subjected to the flights that typically comprise their DNL. For example, at San Francisco
175 International Airport, (SFO), the typical traffic flow is based on northwest winds with Runways 28L/R
176 straight out departure aircraft being the dominant factor in determining the 65 DNL contour for
177 residences underneath. However, for about 10% of days in the year -- when SFO uses other runway
178 configurations, little, if any, significant airplane noise is produced in the 65 DNL contour, but those days
179 are still added into the DNL 365 days calculation, thus "diluting" the impact of the noise that occurs 90%
180 of the time. In this case, it would be expected that if the DNL calculation deleted days when Runways
181 28L/R were not used for departures, then it would be likely that the 65 DNL contour would expand into
182 the adjacent 60 DNL contour levels, thus qualifying these homes for the Residential Sound Insulation
183 Program (RSIP).

184 5. Decision-making Noise Metrics

185 The FAA currently uses DNL as its primary decisionmaking metric for actions subject to NEPA and airport
186 noise compatibility planning studies prepared pursuant to 14 CFR part 150.

187 a. Should different noise metrics be used in different circumstances for decisionmaking?

188 **Comment:** DNL could be used for land compatibility and NEPA studies for changes near to the airport,
189 although it needs to find alternatives to the 24/7/365 constraint and needs to be augmented with
190 additional metrics from operations metrics as well as single event data. Based on the effects of changes
191 to flight procedures resulting from the FAA's implementation of the NorCal Metroplex, it is clear that

192 something other than DNL, specifically 1.5 dB change within the 65 DNL is needed to assess potential
193 impacts, particularly those resulting in the concentration of flight paths.

194 b. If the answer to Question 5.a. is “yes,” please identify: the metric, the information it provides that
195 DNL does not, and explain when and how it should be employed by the FAA in its system (e.g., should
196 the FAA use a noise metric other than DNL to evaluate noise exposure in quiet settings, such as national
197 parks, national wildlife and waterfowl refuges, etc.)? Should this metric be used when the FAA is making
198 decisions that affect noise in these settings? Should this metric be used alone or in combination with
199 another metric?

200 **Comment:** Metrics used to make decisions on new and modified flight procedures should be based on
201 operations data over a specified area using number of events above 50 dB or total number of flights
202 overhead (below 18,000’) along with additional metrics reporting individual aircraft using Sound
203 Exposure Level (SEL). The SEL data is required to identify individual loud aircraft during the nighttime
204 that could startle sleeping residents and lead to awakenings.

205 c. If the metric should be used in combination with another metric, please describe how they should be
206 used together for decisionmaking.

207 **Comment:** None

208 d. If the answer to Question 5.a is “no,” should DNL remain the core decisionmaking metric or should
209 another metric be substituted in all circumstances?

210 **Comment:** None

211 e. How would the use of the metrics that you recommend support better agency decisionmaking?
212 Please explain and illustrate with specific examples how the use of the recommended metric(s) would
213 benefit agency decisionmaking.

214 **Comment:** The significance threshold for “non-airport” NEPA studies (e.g., flight procedure changes)
215 could be based on a percentage increase from existing overhead operations - perhaps as low as 10% for
216 daytime/evening hours, but a far lower increase would only be required for nighttime hours. And even
217 an increase of one noisy flight at night might be sufficient to trigger further action under NEPA to assess
218 the impact on residents’ health. The number of events above does not adequately address the increased
219 frequency of flights. Flights occurring every 2 to 3 minutes are far more annoying than those occurring
220 every 20 to 30 minutes. Contrary, time above does not show the noise events that are noisy and may
221 lead to awakenings and other health issues.

222 6. COMMUNICATION

223 a. Please identify whether and how the FAA can improve communication regarding changes in noise
224 exposure (e.g., what information FAA communicates, where and with whom FAA communicates, what
225 information methods FAA uses to communicate and the venues at which FAA shares this information).
226 Please explain your reasoning.

227 **Comment:** Transparency is needed early in the process. Currently, the FAA’s PBN flight procedure

228 process incorporates public engagement very late in the process, long after the flight procedure design
229 is largely finalized. While it is challenging to engage the public earlier when it might seem that there is
230 little to show them, this early consultation is exactly what is needed. Beginning public engagement after
231 a CATEX and after the flight procedure is almost fully developed defeats the purpose of public
232 engagement and leaves the FAA open to critique that the process is a “rubber stamp”.

233 When a new or significantly modified flight procedure is proposed, allow the opportunity for an aviation
234 Roundtable technical consultant and a qualified technical consultant for the procedure proponent to be
235 a part of the PBN Full Working Group (or similar) rather than just including FAA-controlled technical
236 staff.

237 The Federal Register and notices to Members of Congress are a start to effectively connecting with
238 residents who have noise issues. However, other ways should be added in such as communication to
239 recognized aviation Roundtables, known (or easily ascertainable) community aviation noise groups and
240 advocates (there are lists of aviation noise groups on various large group websites), information to
241 Boards of Supervisor’s (or similar) with requests to forward to appropriate entities could also work. In
242 addition, social platforms may also be another communication alternative.

243 Whether by design or evolved use, the FAA Instrument Flight Procedures Information (IFP) Gateway
244 does not provide any pertinent information to the public whatsoever. At the very least, the FAA could
245 categorize proposed new/modified procedures as “Procedural Change” vs. “Administrative”.
246 “Procedural Change” could indicate a new flight path, a significantly lower altitude or other changes that
247 could increase noise to residents. “Administrative” could describe a flight procedure that would propose
248 a minor waypoint name change, a non-significant altitude revision or a typo.

249 b. Should the FAA consider revisions to its policy on the use of supplemental noise metrics in the FAA's
250 NEPA procedures? Please explain how this policy should be modified to improve FAA communication of
251 noise changes when the FAA is making decisions that affect noise. Please explain your reasoning.

252 **Comment:** None

253 c. What information about the change in noise resulting from civil aviation operations (e.g., UAS or
254 drones, helicopters, fixed wing aircraft, rockets/commercial space transportation vehicles, and new
255 entrant technologies) should the noise metric communicate to the public? Please explain your
256 reasoning.

257 **Comment:** None

258 d. Please explain how the public will benefit if the FAA implements your proposal in response to
259 Questions 6.a and 6.b.

260 **Comment:** None

261 **7. NEPA and Land Use Threshold Established** 262 **Using DNL or for Another Cumulative Noise Metric**

263 The FAA has several noise thresholds that are informed by a dose-response curve (Schultz Curve (29)),
264 which historically provided a useful method for representing the community response to aircraft noise.

265 Two of the noise thresholds informed by the Schultz Curve are the FAA's significant noise impact
266 threshold for actions being reviewed under the National Environmental Policy Act and the land use
267 compatibility standards established in 14 CFR part 150, Appendix A. Both of these rely on the cumulative
268 noise metric DNL and are referred to collectively in this question and questions 8–10 as “the FAA noise
269 thresholds.” On January 11, 2021, the FAA published the results of the Neighborhood Environmental
270 Survey, (30) a nationally representative dataset on community annoyance in response to aircraft noise.
271 The Neighborhood Environmental Survey results show higher percentage of people who self-identify as
272 “highly annoyed” by aircraft noise across all DNL levels studied in comparison to the Schultz Curve.

273 a. How should the FAA consider this information (i.e., the Schultz Curve and Neighborhood
274 Environmental Survey findings) when deciding whether to retain or modify the FAA noise 31)
275 established using the DNL metric or to establish new FAA noise thresholds using other cumulative noise
276 metrics? Please explain your reasoning.

277 **Comment:** Now that NES data shows the high level of annoyance at lower levels of noise, and that
278 residents far outside the 65 DNL contours are highly annoyed, many of the FAA’s previous assumptions
279 are based on outdated inaccurate premises and the noise policy should be completely revised.

280 Use of the DNL metric as a standard for NEPA, specifically in reference to changes in the airspace beyond
281 the airport boundaries, is wholly inadequate. Please note our comments regarding DNL in section 3 of
282 this document. Use of NEPA Categorical Exclusions (CATEX) should be severely limited for new or
283 significantly modified flight procedures. Use of CATEX for flight procedures operating 24/7 or in the
284 nighttime should be viewed with intense scrutiny. All assumptions made leading to CATEX
285 determination must be reviewed and revised considering the data provided in the Neighborhood
286 Environmental Survey and as well as a groundswell of scientists reporting serious health impacts from
287 airplane noise in scientific journals.

288 Clearly, the following FAA NEPA guidance (FAA Order JO 7400.2P) on situations where no further
289 environmental review is required beyond the initial environmental review (IER) has been written in a
290 way that almost entirely avoids environmental scrutiny of flight path changes. No further review is
291 required if the proposed flight path change:

- 292 (a) Is above 18,000 ft AGL
- 293 (b) Is above 7,000 ft AGL for arrivals and/or 10,000 ft AGL for departures and/or overflights
- 294 (c) Does not result in 1.5 dB increase for 65 DNL and higher for procedures between 10,000 ft and
295 18,000 ft AGL

296 With residents’ reporting high level of annoyance at lower levels of noise, as noted in the NES, the above
297 items (b) and (c) should be assertively modified.

298 b. Should the FAA consider other or additional information when deciding whether to retain or modify
299 the FAA noise thresholds that were established using the DNL metric or to establish new FAA noise
300 thresholds using other cumulative noise metrics? Please describe the reason for the recommendation
301 and identify the data, information, or evidence that supports the recommendation.

302 **Comment:** None

303 c. How should research findings on auditory or non-auditory effects (e.g., speech interference, sleep

304 disturbance, cardiovascular health effects) of noise exposure caused by civil aircraft and vehicles be
305 considered by the FAA when it decides whether to retain or modify the FAA noise thresholds (32) that
306 were established using the DNL metric? How should the FAA consider this same research when deciding
307 whether to establish new FAA noise thresholds using other cumulative noise metrics? Please explain
308 your response.

309 **Comment:** None

310 d. In examining whether to change its metrics and thresholds for noise, the FAA needs reliable
311 information to support any changes. One type of information that the FAA can rely on is epidemiological
312 evidence. This means the study (scientific, systematic, and data-driven) of the distribution (frequency,
313 pattern) and determinants (causes, risk factors) of health-related states and events (not just diseases) in
314 specified populations (neighborhood, school, city, state, country, global). What amount of
315 epidemiological evidence is sufficient to provide the FAA with a sound basis for establishing or modifying
316 the FAA noise thresholds (33) either using the DNL metric or another cumulative noise metric? Please
317 explain your response.

318 **Comment:** None

319 e. Should the FAA consider using factors other than annoyance to establish FAA noise thresholds (34)
320 using the DNL metric or other cumulative noise metrics? What revisions to existing FAA noise thresholds
321 or new noise thresholds do you recommend be established and why? Please explain your response.

322 **Comment:** None

323 8. FAA Noise Thresholds Using Single-Event or Operational Metrics

324 As the FAA learned from the results of the NES, people are bothered by individual aircraft noise events,
325 but their sense of annoyance increases with the number of those noise events. Should the FAA consider
326 employing new FAA noise thresholds (35) using single-event or operational metrics? If the answer is
327 “yes,” which metrics should be used to establish the FAA noise thresholds? What should be the relevant
328 noise exposure level for the new noise thresholds you propose? Please explain your reasoning. If the
329 answer is “no,” please explain your reasoning.

330 **Comment:** Please see our comments in other sections of this document which can be applicable here as
331 well.

332 9. FAA Noise Thresholds for Low-Frequency Event

333 Should the FAA establish noise thresholds (36) for low-frequency events, such as those associated with
334 the launch and reentry of commercial space transportation vehicles authorized by the FAA Office of
335 Commercial Space Transportation? If the answer is “yes,” which metrics should be used to establish the
336 noise thresholds? What should be the relevant noise exposure level for the new noise thresholds you
337 propose? Please explain your reasoning. If the answer is “no,” please explain your reasoning.

338 **Comment:** Low-frequency noise thresholds should not be limited to launch and re-entry of commercial

339 space transportation as suggested in question nine. Due to our relative uniqueness of having
340 predominantly one flow airport configuration (approximately 90% in “West Plan”) that results in no
341 overflights to the areas immediately west of SFO, we experience ground noise from aircraft operations,
342 such APU usage, taxiing, start-of-takeoff roll on departure and thrust reverse on arrival. These
343 communities have long reported that “A-weighted” noise metrics are insufficient to describe this noise
344 which relentlessly impacts residents’ sleep and health. In an August 24, 2021, letter to the FAA
345 Administrator, the SFO Roundtable recommended that the FAA use an appropriate noise metric and C-
346 weighting in the analysis of ground-based noise.

347 We continue to believe that C-weighted noise best describes the “backblast” noise from aircraft taking
348 off and it should be addressed and remediated. We would advocate that the FAA perform an evaluation
349 to determine if C-weighted or A-weighted noise data better represents people’s annoyance and sleep
350 disturbances under the conditions described above. If there is a linear difference, consider an offset
351 applied to DNL to account for this annoyance. If there is no linear difference, determine the
352 circumstances where C-weighted noise should be factored into the land use compatibility and/or
353 eligibility for sound insulation to mitigate such noise.

354 To better understand how ground based noise propagates through the communities adjacent to SFO
355 from aircraft departures, the SFO Roundtable, through its Ground-Based Noise Subcommittee, produced
356 the 2021 San Francisco International Airport Ground Based Noise Modeling Study available at the SFO
357 Roundtable website: [Ground Based Noise Modeling Study](#).

358 Currently, the Roundtable through its Ground-Based Noise Subcommittee is conducting a limited study
359 using portable noise monitors to determine whether low-frequency noise is a larger contributor to noise
360 at the start of take-off vs. noise on the departure path. We will provide the results of the study to the
361 FAA.

10. Miscellaneous

363 What other issues or topics should the FAA consider in this review regarding noise metrics, the method
364 of calculating them, the establishment of noise thresholds, (37) or FAA’s method of communicating the
365 change in noise exposure? Please explain your response.

366 **Comment:** Over the past decades, laws, regulations, processes, and procedures have largely limited the
367 Roundtable’s ability to make significant improvements in reducing airplane noise to residents. The most
368 troubling of these is the lack of recognition and focus by some that nighttime aircraft noise is a serious
369 health concern to residents. In 2016, the SFO Airport/Community Roundtable submitted the [SFO](#)
370 [Roundtable Response to FAA Initiative to Address Noise](#) containing a comprehensive set of recommendations
371 to the FAA in response to the FAA implementation of the Norcal Metroplex. We said then: “AIRCRAFT
372 NOISE AS A HEALTH ISSUE: If aircraft noise is only seen as “annoying” to residents, it would overlook the
373 well-documented detrimental effects of noise on the health of the members of communities underlying
374 flight paths. Documented in peer-reviewed scientific journals, noise adversely and seriously affects
375 blood pressure, cardiovascular and other health issues in adults. Impacts to children show that aircraft
376 noise can result in an increase in children’s blood pressure and can cause negative impacts on children’s
377 education as shown by lower levels in cognitive testing, task perseverance, long term memory, short
378 term memory and reading achievement.”

379 Today, many peer-reviewed scientific journal recognize the deleterious effects of nighttime noise and
380 recognize that sleep disturbances can lead to serious health concerns. The very real and very serious
381 health concerns to residents, as well as the economic costs from nighttime airplane noise exposure
382 necessitates bold action on the part of the FAA and the airline industry.

- 383 • No longer can we accept that adding a few extra flight track miles is a valid reason for
384 awakening residents multiple times in the night.
- 385 • No longer can we accept that avoiding a few minutes of flight delay is a valid reason for
386 awakening residents multiple times in the night.
- 387 • No longer can we ignore options that might help prevent awakening residents multiple times in
388 the night.

389 One of those options to consider would be to allow Airport Directors at least some discretion to grant
390 incentives to airlines willing to request and implement nighttime noise abatement procedures. Another
391 option to consider is modifying 14CFR161--NOTICE AND APPROVAL OF AIRPORT NOISE AND ACCESS
392 RESTRICTIONS to allow Airport Directors to have increased discretion to insist on reasonable nighttime
393 noise abatement procedures.

394 This might take the form of modifying the criteria or standards for granting a Part 161 Airport request or
395 modifying the Part 161 process which is controlled by the FAA at every step including the final approval
396 or disapproval. Since it's 1991 implementation, not one airport has successfully restricted operations of
397 aircraft certified as Stage 3 or beyond through the Part 161 process. It would be easy to say that some of
398 these restrictions are due to Congressional legislation, but if the FAA were to request modifications to
399 these regulations from Congress, it is very possible that such requests would find support.

400 In 2016 as part of the SFO Community Roundtable's recommendations as part of the FAA Norcal
401 Initiative process following Metroplex implementation, the SFO Community Roundtable suggested that
402 the FAA Mission Statement be updated to include noise as a priority. It currently reads:
403 ***"Our continuing mission is to provide the safest, most efficient aerospace system in the world."***

404 The Roundtable commented that "We support action to amend the FAA Mission Statement to include
405 "noise, health, and other impacts to the communities" along with efficiency, as a secondary
406 consideration after safety. While nothing can be more important than safety in our skies, it is the
407 opinion of this Roundtable that noise and adverse health impacts to the communities should be
408 included to be at least as important as efficiency." Considering recent scientific studies, the current
409 Roundtable believes that while the FAA mission should always place safety first and foremost, it is past
410 time to add noise impact to residents on an equal basis with efficiency.

411

11. Literature Review

412 In this review, the FAA will examine the body of scientific and economic literature to understand how
413 aviation noise correlates with annoyance as well as environmental, economic, and health impacts. The
414 FAA also will evaluate whether any of these impacts are statistically significant and the metrics that may
415 be best suited to disclose these impacts. A bibliography of this body of research is available for review in
416 the Background Materials tab in the Docket and as Appendix 1 to the FAA framing paper entitled, The
417 Foundational Elements of the Federal Aviation Administration Civil Aircraft Noise Policy: The Noise
418 Measurement System, its Component Noise Metrics, and Noise Thresholds. This framing paper is

419 available at: <https://www.faa.gov/noisepolicyreview/NPR-framing>. Please identify any studies or data
420 regarding civil aviation noise not already identified by the FAA in the bibliography that you believe the
421 FAA should evaluate. Please explain the relevance and significance of the study or evidence and how it
422 should inform FAA decisions regarding the policy.

423 **Comment:** The SFO Airport/Community Roundtable identifies the following three literature references
424 for FAA review and evaluation:

425 (1) Reported in EHP and funded through the Federal Aviation Administration (FAA), this study,
426 “Associations between Aircraft Noise Exposure and Self-Reported Sleep Duration and Quality in the
427 United States-Based Prospective Nurses’ Health Study Cohort,” concluded, in part, that:

428
429 “The increasing recognition of the importance of adequate sleep for maintaining health and optimal
430 daytime functioning has spurred research aimed at identifying modifiable factors for improving
431 sleep duration and quality. Environmental risk factors—including noise pollution—represent targets
432 for improving sleep health that been underinvestigated...”

433
434 “We found evidence for adverse effects on sleep at exposures as low as 45 DNL dB(A), the lowest
435 modeled noise level, and evidence further showed an exposure–response relationship between
436 aircraft noise and short sleep duration...”

437 *Reference: EHP: Environmental Health Perspective, Association between Aircraft Noise Exposure and*
438 *Self-Reported Sleep Duration and Quality in the United States-Based Prospective Nurses’ Health*
439 *Study Cohort, April 2023*

440 (2) This publication reported that: “Aircraft noise is one, if not the most, detrimental environmental
441 effect of aviation. It can cause community annoyance, disrupt sleep, adversely affect academic
442 performance of children, and could increase the risk of cardiovascular disease of people...”

443 *Reference: Aviation Noise Impacts: State of the Science, Journal Noise and Health, Mar-Apr 2017*

444 (3) Although European in focus, this 321-page OPEN ACCESS book includes extensive discussion of
445 nighttime aviation noise impacts to human health (pp.173-218) In general, the book provides step
446 by step explanation of airport noise and related annoyance, discusses the future of aviation noise,
447 and explains how to engage communities when trying to manage aviation noise.

448 *Reference: Aviation Noise Impact Management: Technologies, Regulations, and Societal Well-being*
449 *in Europe, Editors: Laurent Leylekian, Alexandra Covrig, Alena Maximova, 2020.*



Meeting Announcement

Technical Working Group

Tuesday, May 16, 2023
3:30 p.m. – 5:00 p.m.
VIA HYBRID ACCESS

Foster City Council Chambers Conference Room
620 Foster City Blvd. – Foster City, CA 94404

Public may also join the webinar:

<https://smcgov.zoom.us/j/97095497033>

Or Dial-in:

US: +(669)900-6833 Webinar ID: 970 9549 7033

This meeting of the Technical Working Group (TWG) will be in person at the above mentioned address. Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at 620 Foster City Boulevard, Foster City, CA 94404. For information regarding how to participate in the meeting, either in person or remotely, please refer to instructions at the end of the agenda.

HYBRID PUBLIC PARTICIPATION:

List of attendees (using zoom sign-in credentials) will be displayed periodically throughout the meeting.

The TWG Subcommittee meeting may be accessed through the above mentioned Zoom webinar. Members of the public may also attend this meeting physically in the Foster City Council Chambers Conference Room at 620 Foster City Blvd. Foster City, CA 94404.

*Written public comments can be emailed to amontescardenas@smcgov.org, and should include specific agenda item to which you are commenting.

*Spoken public comments will also be accepted during the meeting in-person or via Zoom on Items NOT on the Agenda and for each Agenda Item at the option of the speaker.

**Please see instructions for written and spoken comments at the end of this agenda.

ADA Requests

Individuals who require special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the agenda packet or other writings that may be distributed at the meeting, should contact Angela Montes, as early as possible but no later than 10:00am the day before the meeting at amontescardenas@smcgov.org. Notification in advance of the meeting will enable Staff to make reasonable arrangements to ensure accessibility to this meeting, the materials related to it, and your ability to comment.

AGENDA

Call to Order

Public Comment on Items NOT on the Agenda

REGULAR AGENDA

1. SFO Ground Based Augmentation System (GBAS) with Community Flight Procedure Packets (CFPPs)

a. Tutorial with SFO Roundtable TWG Members including Q+A

Paul Hannah, SFO Consultant, Chief Airspace and Flight Operations Engineer

b. SFO Roundtable TWG Members Discussion

Sam Hindi, Chairperson, SFO Roundtable

Paul Hannah, SFO Consultant, Chief Airspace and Flight Operations Engineer

2. Adjourn

**Instructions for Public Comment during Videoconference Meeting

During the TWG Subcommittee hybrid meeting, members of the public may address the Membership as follows:

Written Comments:

Written public comments may be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to amontescardenas@smcgov.org
2. Your email should include the specific agenda item on which you are commenting.
3. Members of the public are limited to one comment per agenda item.
4. The length of the emailed comment should be commensurate with two minutes customarily allowed for verbal comments, which is approximately 250-300 words.
5. If your emailed comment is received by 5:00 pm on the day before the meeting, it will be provided to the Roundtable and made publicly available on the agenda website under the specific item to which comment pertains. The Roundtable will make every effort to read emails received after that time but cannot guarantee such emails will be read during the meeting, although such emails will still be included in the administrative record.

Spoken Comments:

In-person Participation:

1. If you wish to speak to the Membership, please fill out a speaker's slip located at the entrance. If you have anything you wish distributed to the Membership and included in the official record, please hand it to the Clerk who will distribute the information to the Membership and Staff.

Via Teleconference (Zoom):

1. The TWG Subcommittee meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/97095497033>. The webinar ID: 970 9549 7033. The meeting may also be accessed via telephone by dialing in +1-669-900-6833, entering webinar ID then press #. Members of the public can also attend this meeting physically in the Foster City Council Chambers Conference Room at 620 Foster City Blvd, Foster City, CA 94404.
2. You may download the Zoom client or connect to the meeting using the internet browser. If you are using your browser, make sure you are using current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by name as this will be visible online and will be used to notify you that it is your turn to speak.

Technical Working Group

May 16, 2023

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4. When the Chairperson calls for the item on which you wish you speak click on “raise-hand” icon. You will then be called on and unmuted to speak.

***Additional Information:**

For any questions or concerns regarding Zoom, including troubleshooting, privacy, or security settings, please contact Zoom directly.



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President

Date: May 25, 2023

Subject: Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP)
Information Gateway Review

Reference: HMMH Project Number 312310

At the request of the Roundtable, Harris Miller Miller & Hanson Inc. (HMMH) is monitoring and reviewing updates to procedures published onto the FAA's IFP Information Gateway in the regions of San Francisco International Airport (SFO), Metropolitan Oakland International Airport (OAK), and Norman Y. Mineta San Jose International Airport (SJC).

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published one update at SJC. There are currently no open comment periods. The next publication is expected on June 15, 2023.

Important Terms and Items:

- FAA Stage Definitions
 1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
 2. DEV: Development of the procedures
 3. FC: FAA Flight Inspection of the developed procedures
 4. PIT: Production Integration Team (TS)
 5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)
- FAA Status Definitions
 1. At Flight Check: At Flight Inspection for procedure validation
 2. Awaiting Publication: At Arnav Products Charting for publication
 3. Complete: Procedure development action finished
 4. On Hold: Procedure waiting data/information to allow it to proceed/continue to next stage
 5. Pending: Procedure development work on-going
 6. Published: Procedure charted and published
 7. Under Development: Procedure is being worked on by the FAA
 8. Terminated: Procedure/project terminated
- Glossary
 - RNAV: Area Navigation
 - IAP: Instrument Approach procedure
 - STAR: Standard Terminal Arrival Route
 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- SJC SID LOUPE FIVE
 - Status changed to Awaiting Cancellation
 - Previously Scheduled Publication Date of March 21, 2024

Open Comment Periods:

- None

Next Publication:

We do not expect any updates in the June 15, 2023 publication.



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President

Date: April 4, 2023

Subject: Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP)
Information Gateway Review

Reference: HMMH Project Number 312310

At the request of the Roundtable, Harris Miller Miller & Hanson Inc. (HMMH) is monitoring and reviewing updates to procedures published onto the FAA's IFP Information Gateway in the regions of San Francisco International Airport (SFO), Metropolitan Oakland International Airport (OAK), and Norman Y. Mineta San Jose International Airport (SJC).

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published six updates for SFO. There are currently no open comment periods. The next publication is expected on April 20, 2023.

Important Terms and Items:

- FAA Stage Definitions
 1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
 2. DEV: Development of the procedures
 3. FC: FAA Flight Inspection of the developed procedures
 4. PIT: Production Integration Team (TS)
 5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)
- FAA Status Definitions
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 - RNAV: Area Navigation
 - IAP: Instrument Approach procedure
 - STAR: Standard Terminal Arrival Route
 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- SFO GLS RWY 19R AMDT 1
 - Status remains Under Development
 - Scheduled Publication Date updated to August 10, 2023

- SFO GLS RWY 19L AMDT 1
 - Status remains Under Development
 - Scheduled Publication Date updated to August 10, 2023

- SFO ILS OR LOC RWY 19L AMDT 23
 - Status remains Under Development
 - Scheduled Publication Date updated to August 10, 2023

- SFO RNAV (GPS) RWY 19L AMDT 4
 - Status remains Under Development
 - Scheduled Publication Date updated to August 10, 2023

- SFO RNAV (GPS) Y RWY 19R AMDT 4
 - Status remains Under Development
 - Scheduled Publication Date updated to August 10, 2023

- SFO RNAV (GPS) Z RWY 19R ORIG
 - Status remains Under Development
 - Scheduled Publication Date updated to August 10, 2023

Open Comment Periods:

- None

Next Publication:

We do not expect any updates in the April 20, 2023 publication.



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President

Date: May 1, 2023

Subject: Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP)
Information Gateway Review

Reference: HMMH Project Number 312310

At the request of the Roundtable, Harris Miller Miller & Hanson Inc. (HMMH) is monitoring and reviewing updates to procedures published onto the FAA's IFP Information Gateway in the regions of San Francisco International Airport (SFO), Metropolitan Oakland International Airport (OAK), and Norman Y. Mineta San Jose International Airport (SJC).

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published six updates for SFO. There are currently six open comment periods at SFO. The next publication is expected on May 18, 2023.

Important Terms and Items:

- FAA Stage Definitions
 1. FPT: Procedures are coordinated with Air Traffic, Tech Ops and Airports for feasibility, preparation, and priority (FPO)
 2. DEV: Development of the procedures
 3. FC: FAA Flight Inspection of the developed procedures
 4. PIT: Production Integration Team (TS)
 5. CHARTING: Procedures at Arnav Products Charting for publication (NACO)
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 1. At Flight Check: At Flight Inspection for procedure validation
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 6. Published: Procedure charted and published
 7. Under Development: Procedure is being worked on by the FAA
 8. Terminated: Procedure/project terminated
- Glossary
 - RNAV: Area Navigation
 - IAP: Instrument Approach procedure
 - STAR: Standard Terminal Arrival Route
 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- SFO GLS RWY 19R AMDT 1
 - Status changed to At Flight Check
 - Scheduled Publication Date of August 10, 2023
- SFO GLS RWY 19L AMDT 1
 - Status changed to At Flight Check
 - Scheduled Publication Date of August 10, 2023
- SFO ILS OR LOC RWY 19L AMDT 23
 - Status changed to At Flight Check
 - Scheduled Publication Date of August 10, 2023
- SFO RNAV (GPS) RWY 19L AMDT 4
 - Status changed to At Flight Check
 - Scheduled Publication Date of August 10, 2023
- SFO RNAV (GPS) Y RWY 19R AMDT 4
 - Status changed to At Flight Check
 - Scheduled Publication Date of August 10, 2023
- SFO RNAV (GPS) Z RWY 19R ORIG
 - Status changed to At Flight Check
 - Scheduled Publication Date of August 10, 2023

Open Comment Periods:

- GLS RWY 19R, AMDT 1 at SFO
 - Comment period ends May 18, 2023
The following changes are expected:
 - Missed approach procedure changed from “(Do not exceed 220 Kts until WIYXU) Climb to 600 then climbing left turn to 3000 direct WIYXU and track 103.90 to DUMBA and hold” to “Climb to 600 then climbing right turn to 3000 direct THHEO and hold”.
 - Additional administrative remarks were added that are not expected to change flight paths or altitudes.
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20GLS%20%20RWY%2019R%20AMDT%201&procedureName=GLS%20%20RWY%2019R%20AMDT%201&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20GLS%20%20RWY%2019R%20AMDT%201&procedureName=GLS%20%20RWY%2019R%20AMDT%201&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- GLS RWY 19L AMDT 1 at SFO
 - Comment period ends May 18, 2023
The following changes are expected:
 - Missed approach procedure changed from “Climb to 500 then climbing left turn to 4000 direct BAAIR and 108.90 track to KATFH and hold” to “Climb to 920 then climbing left turn to 4000 direct PRTL A and hold”.

- Additional administrative remarks were added that are not expected to change flight paths or altitudes.
- Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20GLS%20RWY%2019L%20AMDT%201&procedureName=GLS%20RWY%2019L%20AMDT%201&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20GLS%20RWY%2019L%20AMDT%201&procedureName=GLS%20RWY%2019L%20AMDT%201&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- ILS OR LOC RWY 19L AMDT 23 at SFO
 - Comment period ends May 18, 2023
The following changes are expected:
 - Primary missed approach procedure changed from “Climb to 520 then climbing left turn to 4000 on SFO VOR/DME R-101 to DUMBA INT/SFO 14.96 DME and Hold” to “Climb to 980 then climbing left turn to 4000 on SFO VOR/DME R-135 to PRTLA INT/SFO 15.75 DME and hold”.
 - Alternate missed approach procedure climb to altitude changed from “Climb to 520” to “Climb to 980”.
 - Additional administrative remarks were added that are not expected to change flight paths or altitudes.
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20ILS%20OR%20LOC%20RWY%2019L%20AMDT%2023&procedureName=ILS%20OR%20LOC%20RWY%2019L%20AMDT%2023&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20ILS%20OR%20LOC%20RWY%2019L%20AMDT%2023&procedureName=ILS%20OR%20LOC%20RWY%2019L%20AMDT%2023&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- RNAV (GPS) RWY 19L AMDT 4 at SFO
 - Comment period ends May 18, 2023
The following changes are expected:
 - Missed approach procedure changed from “Climb to 500 then climbing left turn to 3000 direct DUMBA and hold” to “Climb to 1100 then climbing left turn to 4000 direct PRTLA and hold”.
 - Additional administrative remarks were added that are not expected to change flight paths or altitudes.
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20RNAV%20\(GPS\)%20RWY%2019L%20AMDT%204&procedureName=RNAV%20\(GPS\)%20RWY%2019L%20AMDT%204&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical_Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20RNAV%20(GPS)%20RWY%2019L%20AMDT%204&procedureName=RNAV%20(GPS)%20RWY%2019L%20AMDT%204&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- RNAV (GPS) Y RWY 19R AMDT 4 at SFO
 - Comment period ends May 18, 2023
The following changes are expected:

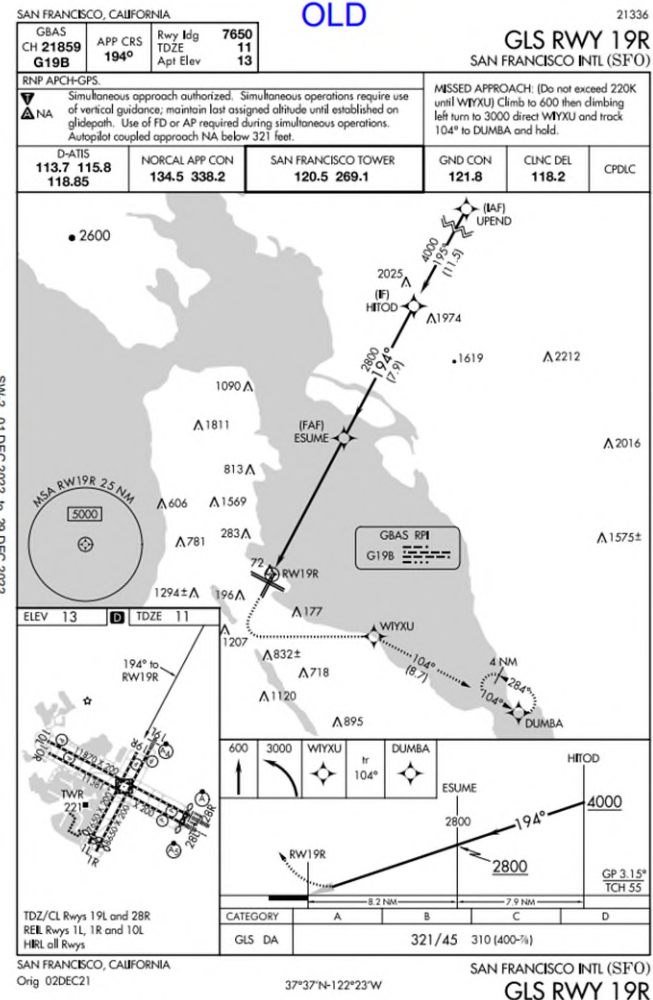
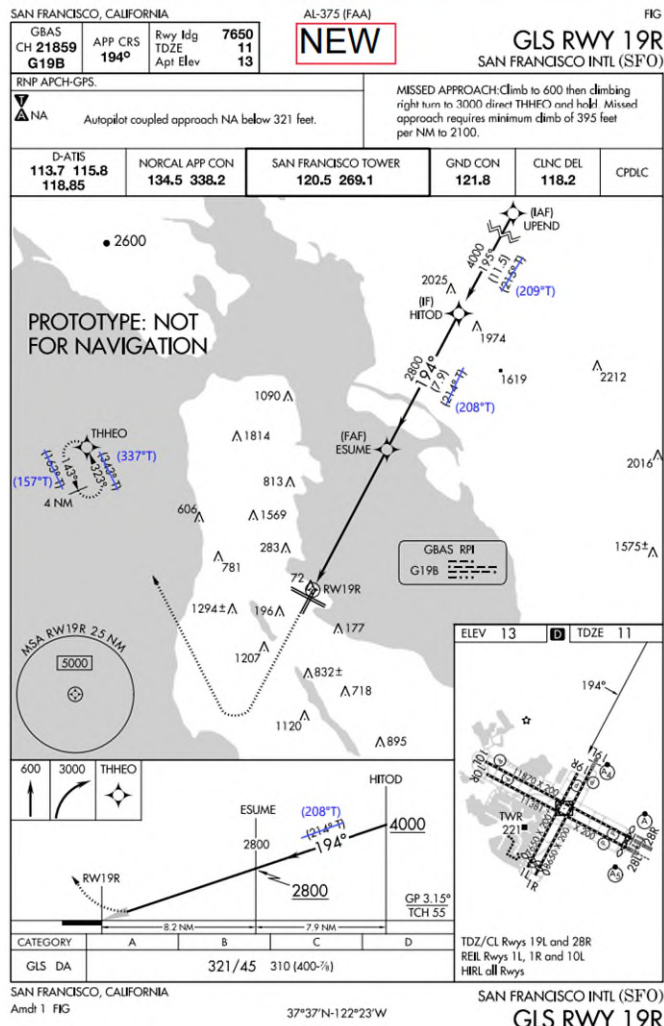
- Missed approach procedure changed from “Climb to 600 then climbing left turn to 3000 direct KATFH and hold” to “Climb to 1540 then climbing right turn to 3000 direct THHEO and hold”.
- Additional administrative remarks were added that are not expected to change flight paths or altitudes.
- Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20RNAV%20\(GPS\)%20Y%20RWY%2019R%20AMDT%204&procedureName=RNAV%20\(GPS\)%20Y%20RWY%2019R%20AMDT%204&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20RNAV%20(GPS)%20Y%20RWY%2019R%20AMDT%204&procedureName=RNAV%20(GPS)%20Y%20RWY%2019R%20AMDT%204&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)
- RNAV (GPS) Z RWY 19R ORIG at SFO
 - Comment period ends May 18, 2023
 - New procedure due to be published on August 10, 2023.
 - See pg. 10 for prototype instrument approach procedure chart.
 - Concerns can be submitted via [https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical Inquiries/?details=SFO%20\(%20KSFO\)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20RNAV%20\(GPS\)%20Z%20RWY%2019R%20ORIG&procedureName=RNAV%20\(GPS\)%20Z%20RWY%2019R%20ORIG&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/Aeronautical%20Inquiries/?details=SFO%20(%20KSFO)%20SAN%20FRANCISCO%20INTL,%20SAN%20FRANCISCO,%20CA%20%20RNAV%20(GPS)%20Z%20RWY%2019R%20ORIG&procedureName=RNAV%20(GPS)%20Z%20RWY%2019R%20ORIG&airportCode=%20SFO&airportName=SAN%20FRANCISCO%20INTL&airportState=CA)

Next Publication:

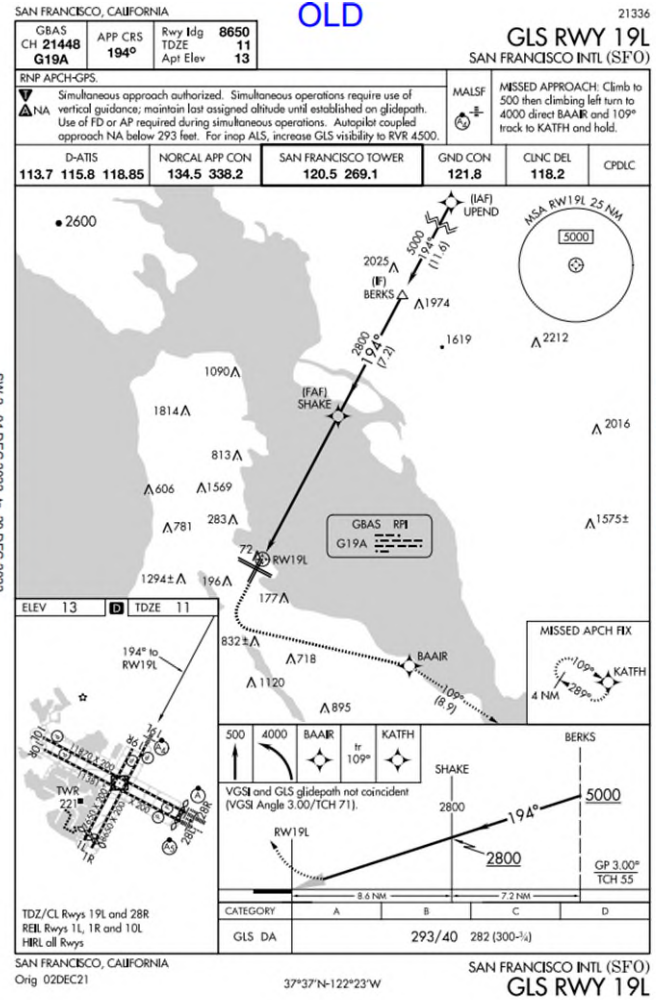
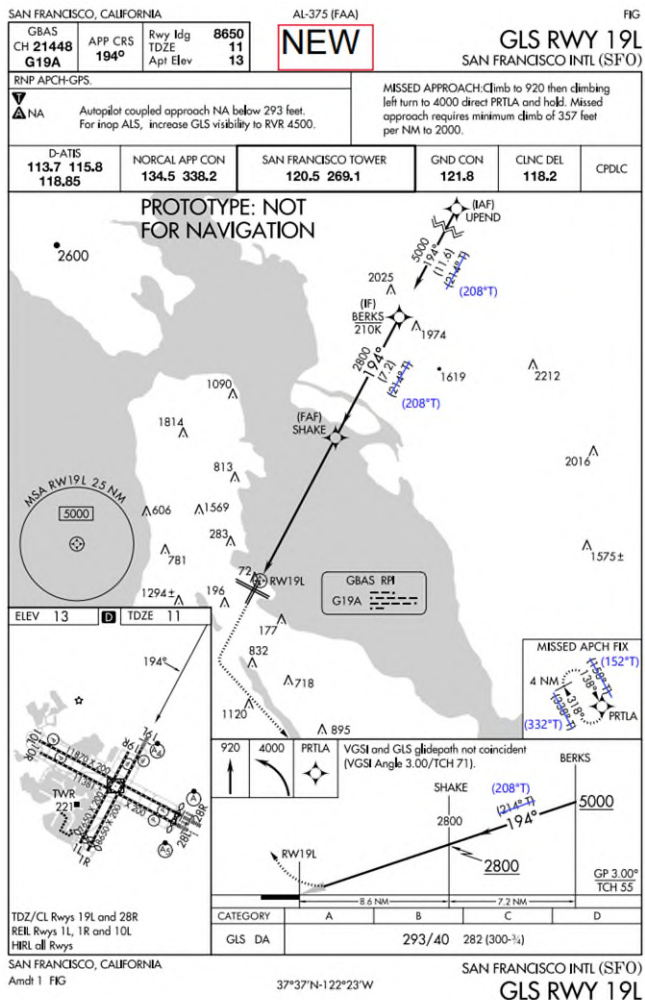
We do not expect any updates in the May 18, 2023 publication.



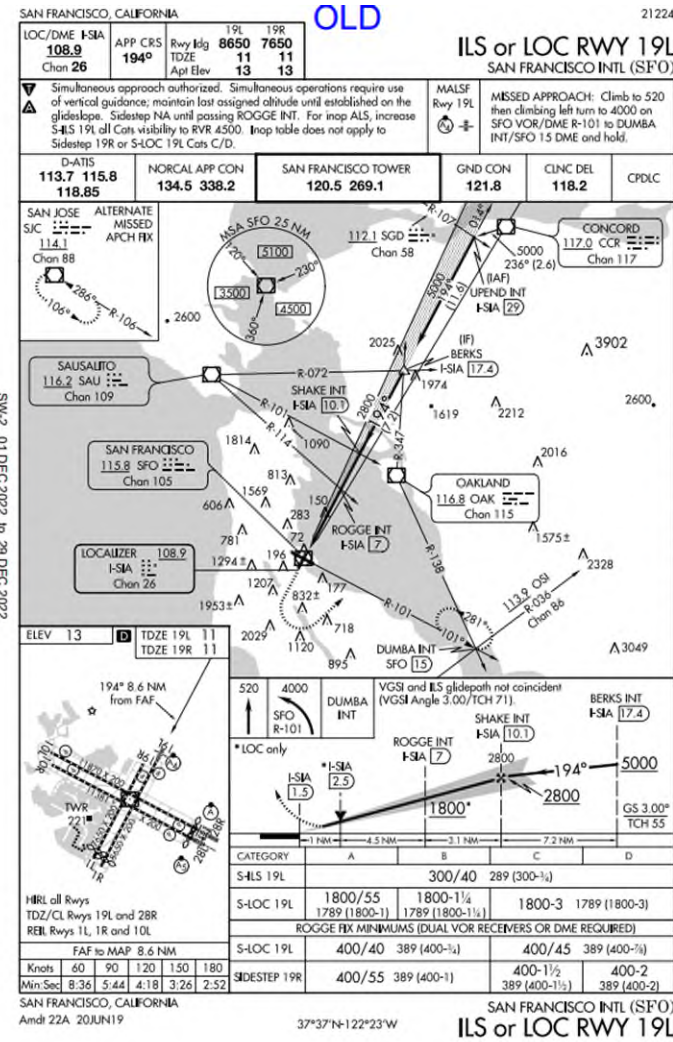
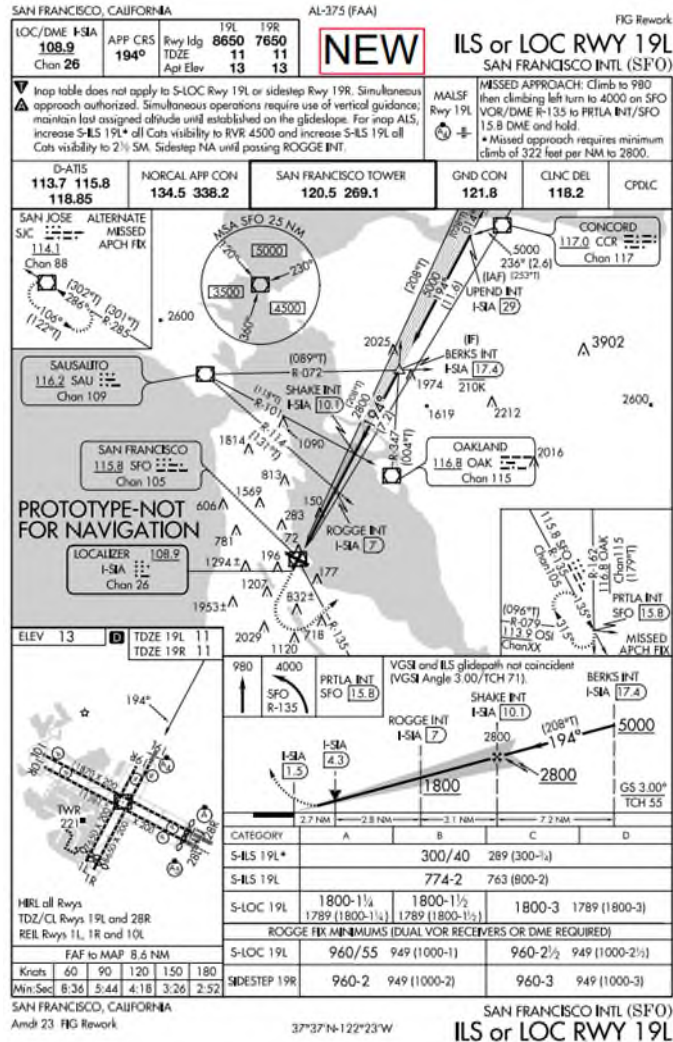
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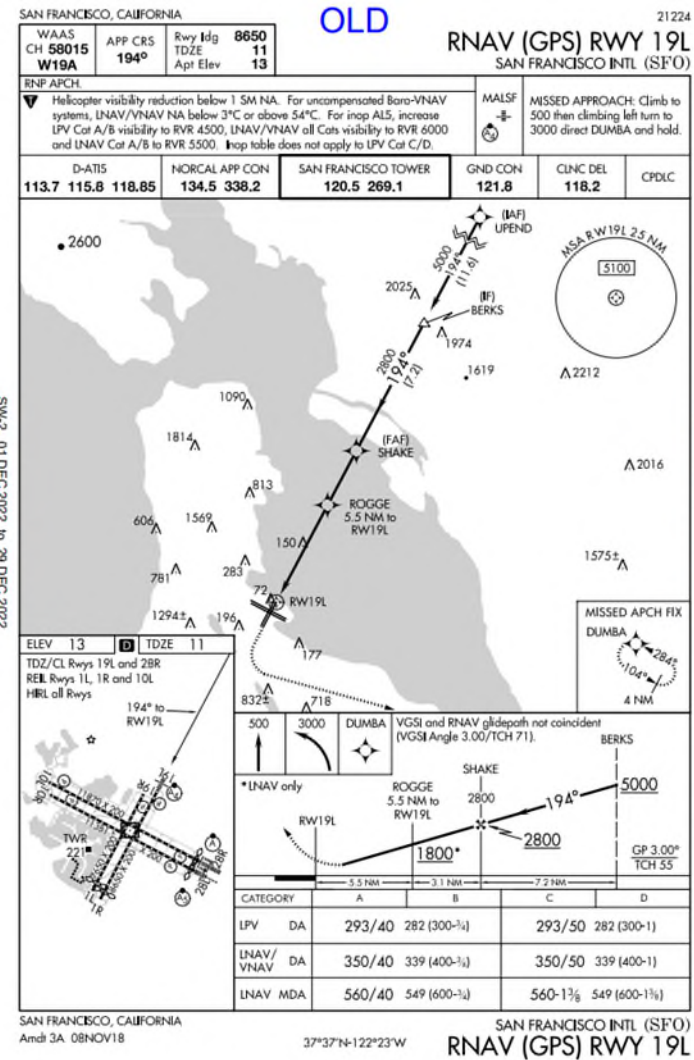
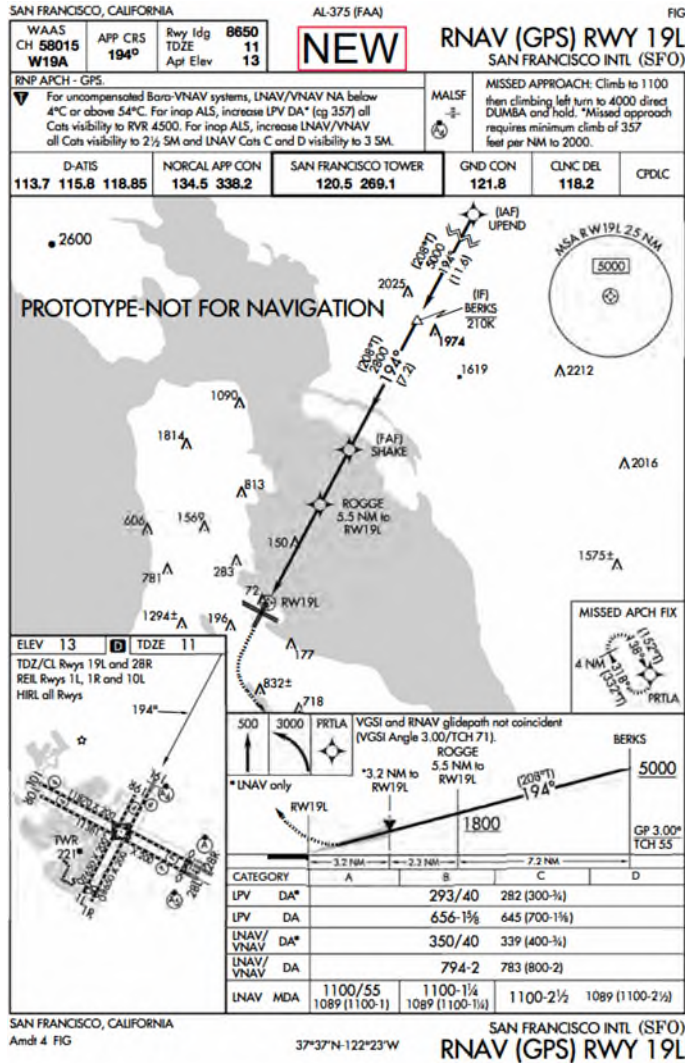
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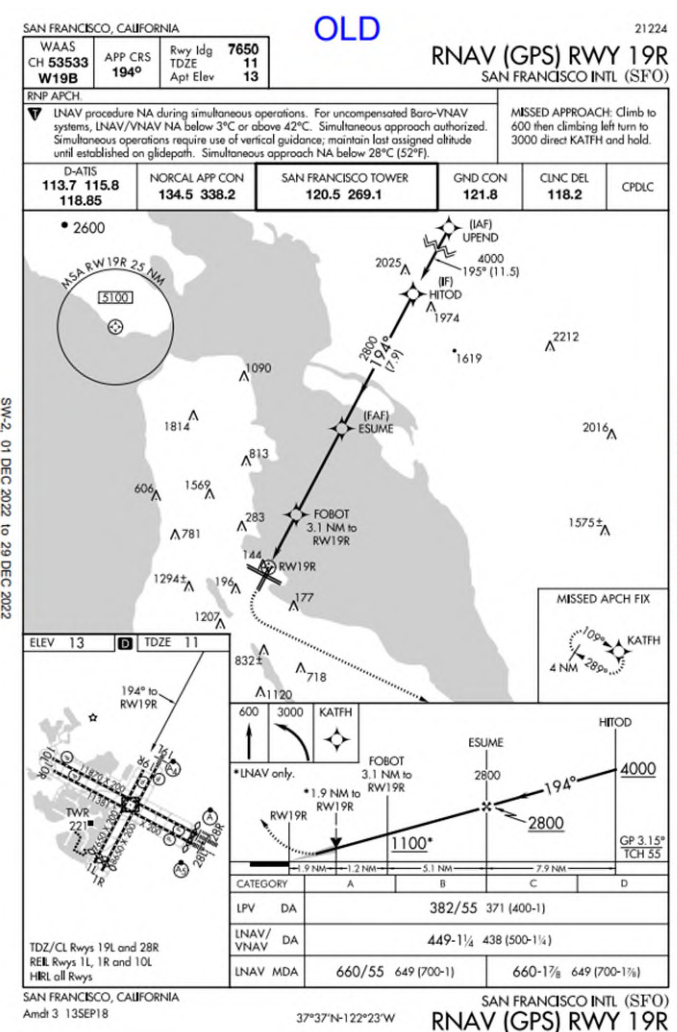
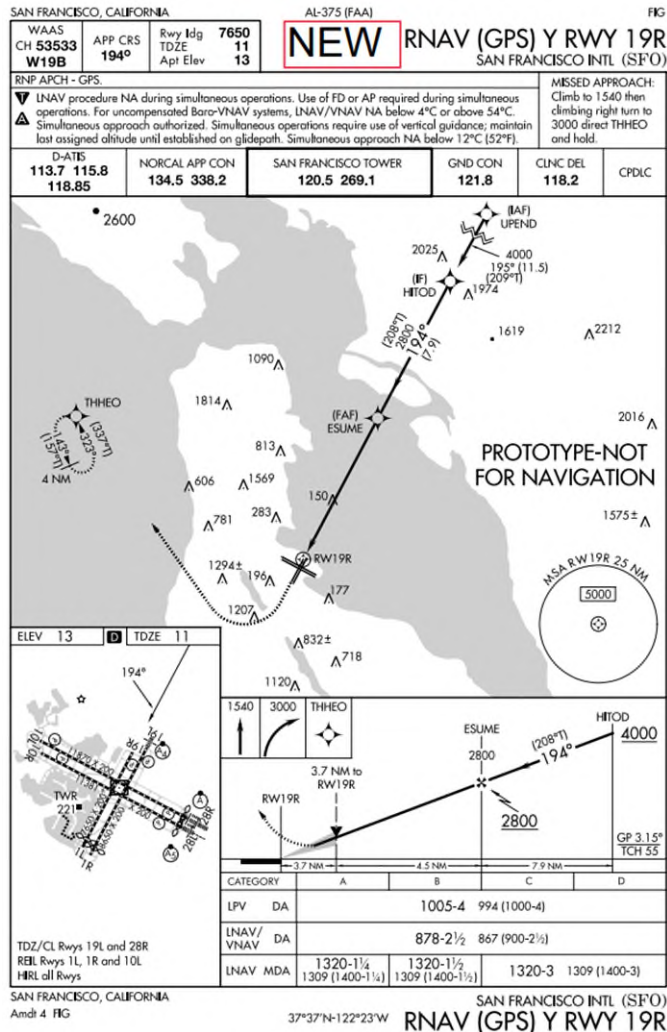
SFO ILS or LOC RWY 19L AMDT 23



SFO RNAV (GPS) RWY 19L AMDT 4



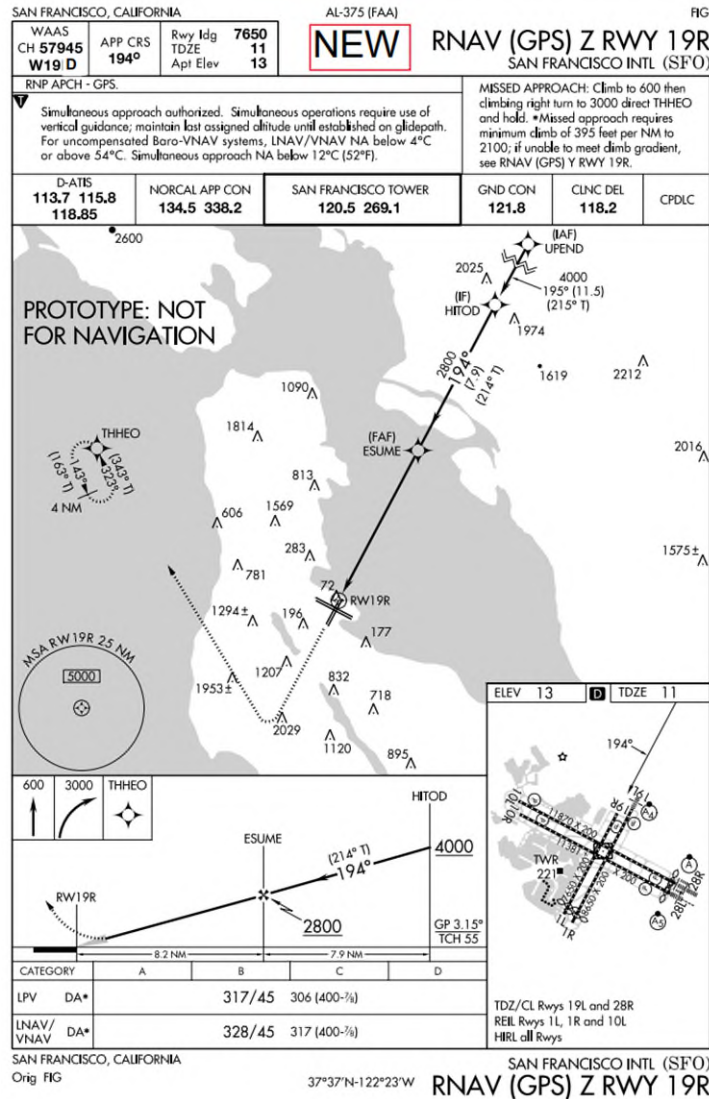
SFO RNAV (GPS) Y RWY 19R AMDT 4



SW-2, 01 DEC 2022 to 29 DEC 2022

SW-2, 01 DEC 2022 to 29 DEC 2022

SFO RNAV (GPS) Z RWY 19R ORIG



SFO Airport/Community Roundtable 2023 Meeting Schedule

	Meeting Date	Time	Venue
TWG	1/17/2023	4:00pm	Zoom
REG	2/1/2023	7:00pm	Zoom
LEG	2/14/2023	12:00pm	Zoom
REG	4/5/2023	7:00pm	Millbrae
GBN	4/7/2023	12:00pm	Millbrae
TWG	4/7/2023	2:00pm	Foster City
TWG	5/16/2023	3:30pm	Foster City
REG	6/7/2023	7:00pm	Chetcuti
WP	6/27/2023	12:00pm	Foster City
GBN	7/11/2023	3:00pm	Millbrae
LEG	7/20/2023	11:00am	Hillsborough
REG	8/2/2023	7:00pm	Millbrae
TWG	8/29/2023	3:30pm	Foster City
PNMP	9/5/2023*		TBA
REG	10/4/2023	7:00pm	Millbrae
TWG	11/1/2023*		Foster City
GBN	11/13/2023*		Millbrae
REG	12/6/2023	7:00pm	Chetcuti

Regular (6)
LEG (2)
TWG (5)
GBN (3)
PNMP (1)
Work Plan Sub (1)

NOTES:

Staff can accommodate 2 Subcommittee meetings in between meeting month

*Subcommittee meeting dates are subject to change



SFO Roundtable Regular Meetings & SFO Roundtable Ground-Based Noise Subcommittee Meetings

David J. Chetcuti Community Room
450 Poplar Avenue, Millbrae

PARKING: 1. Library parking lot (Poplar Street) adjacent to the Chetcuti Room
2. Parking lot on Library Avenue
3. City Hall parking lot (some restrictions). Take outdoor stairs up to Chetcuti Room
4. Nearby neighborhood on-street parking

ENTRANCE: Chetcuti building can typically be entered from glass door at front of building.

ACCESSIBILITY: Ramp from Library Parking Lot to Chetcuti Room.

