



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 SFO Airport Community 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 25 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 2024, 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.

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)).



SFO Roundtable Regular Meetings

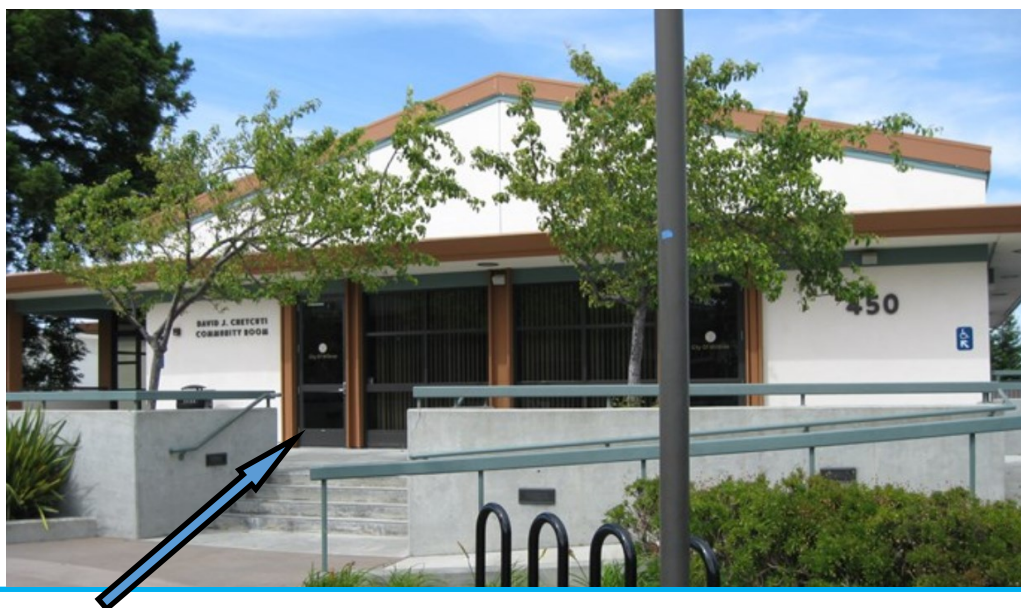
David J. Chetcuti Community Room

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.





Member Roster

October 2024

**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

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

TOWN OF ATHERTON
Stacy Holland
Alternate: Bill Widmer

CITY OF BELMONT
Robin Pang-Maganaris
Alternate: Davina Hurt

CITY OF BRISBANE
Terry O'Connell
Alternate: Madison Davis

CITY OF BURLINGAME
Andrea Pappajohn
Alternate: Peter Stevenson

TOWN OF COLMA
Joanne del Rosario
Alternate: John Goodwin

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

CITY OF EAST PALO ALTO
Martha Barragan
Alternate: Antonio Lopez

CITY OF FOSTER CITY
Sam Hindi
Alternate: Vacant

CITY OF HALF MOON BAY
Joaquin Jimenez
Alternate: Robert Brownstone

TOWN OF HILLSBOROUGH
Alvin Royse
Alternate: Christine Krolak

CITY OF MENLO PARK
Drew Combs
Alternate: Cecilia Taylor

CITY OF MILLBRAE
Alternate: Ann Schneider

CITY OF PACIFICA
Christine Boles
Alternate: Sue Vaterlaus

TOWN OF PORTOLA VALLEY
Judith Hasko
Alternate: Craig Hughes

CITY OF REDWOOD CITY
Kaia Eakin
Alternate: Chris Sturken

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 Nagales
Alternate: James Coleman

TOWN OF WOODSIDE
Paul Goeld
Alternate: Dick Brown

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS
Chief Pilot Lawrence Ellis, United Airlines

FEDERAL AVIATION ADMINISTRATION
Rachel Girvin, Regional Administrator
Faviola Garcia, Deputy Regional Administrator
Carlette Young, Supervisory Senior Advisor
Joseph Bert, Team Manager, Western Service Center

ROUNDTABLE STAFF
Vanessa Lee, Roundtable Coordinator
Kathleen Wentworth, Roundtable Senior Advisor
Diane Estipona, 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



Meeting Agenda

Regular Meeting

Meeting No.352
Wednesday, October 2, 2024 - 7:00 p.m.
VIA HYBRID ACCESS

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

Public may also join the virtual webinar:
<https://smcgov.zoom.us/j/93011857218>

Or Dial in:

US: +1(669)900-6833 Webinar ID: 930 1185 7218

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 the instructions at the end of the agenda.

HYBRID PUBLIC PARTICIPATION:

A list of attendees (using Zoom sign-in credentials) will be displayed periodically throughout the meeting.

Public Comment

*Written public comments can be emailed to SFORoundtable@smcgov.org and should include specific agenda items 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 staff as early as possible but no later than 10:00 am the day before the meeting at SFORoundtable@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

Al Royse, Roundtable Chairman

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

Al Royse, Roundtable Chairman

CONSENT AGENDA

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

1. Approval of Draft Minutes *(Page 9)*
 - a. June 5, 2024, Regular Meeting
 - b. August 7, 2024 Regular Meeting

2. Airport Director's Reports *(Page 18)*
 - a. May 2024
 - b. June 2024
 - c. July 2024
 - d. August 2024

REGULAR AGENDA

Public Comment received on Regular Agenda items prior to action.

3. **ACTION**: Consideration of Approval: Annual Budget FY 2024-25 *(Page 48)*

Kathleen Wentworth, Roundtable Coordinator
Attachment: Memo and FY2024-2025 Proposed Budget

4. **ACTION**: Consideration of Approval: Letter in Support of Provisions in the FAA Reauthorization *(Page 49)*

Al Royse, Roundtable Chairman
Attachment: Draft Letter to Pete Buttigieg, Secretary of Transportation and Michael Whitake, Administrator, Federal Aviation Administration

PRESENTATIONS

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

5. Using 20th Century Tools for a 21st Century Problem: Legal Tools for Addressing Airport Noise *(Page 51)*

Peter J. Kirsch, Partner, Kaplan Kirsch
Attachment: Using 20th Century Tools for a 21st Century Problem: Legal Tools for Addressing Airport Noise

6. Chairman Update
Al Royse, Roundtable Chairman

7. Airport Director Update
Ivar Satero, Airport Director

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

- 8. FAA Announcements and Update
Moifair Chin, FAA Community Engagement Officer

- 9. SFO Roundtable Technical Consultant Update
Eugene Reindel, HMMH, SFO Roundtable Technical Consultant
Attachment: Did You Know? CNEL vs What We Hear

10. Subcommittee Updates

- a. Technical Working Group Subcommittee (TWG)
Sam Hindi, TWG Subcommittee Chair
LINK: <https://sforoundtable.org/09-02-2024-technical-working-group-subcommittee-meeting/>
LINK: <https://www.youtube.com/watch?v=edI3pKA1E1A>
- b. Legislative Subcommittee
Al Royse, Roundtable Chairman
LINK: <https://sforoundtable.org/08-2024-legislative-subcommittee-meeting/>
LINK: <https://www.youtube.com/watch?v=a264n7qk-1I>
- c. Ground-Based Noise Subcommittee
No meeting to report on since the last Regular Roundtable Meeting

MEETING CLOSURE

- 11. Member and Subcommittee Communications / Announcements
Roundtable Members and Staff

- 12. Adjourn
Al Royse, Roundtable Chairman

Information Only

- i. HMMH FAA IFP Information Gateway Memo – August 2024
- ii. HMMH FAA IFP Information Gateway Memo – September 2024
- iii. SFO Roundtable Calendar of Upcoming Meetings
 - a. Roundtable Regular Meetings
 - i. December 4, 2024 at 7 pm at the Chetcuti Room, 450 Poplar Avenue, Millbrae
 - ii. February 5, 2025 at 7 pm at the Chetcuti Room, 450 Poplar Avenue, Millbrae
 - iii. April 2, 2025 at 7 pm at the Chetcuti Room, 450 Poplar Avenue, Millbrae
 - b. SFO Roundtable Upcoming Subcommittee Meetings
 - i. Technical Working Group:
November 19, 2024 at 3:30pm in the Foster City Council Chambers
Conference Room, 620 Civic Center Drive, Foster City

Consult the [SFO Roundtable Website](#) for the latest Roundtable meeting information.

****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 for which you are submitting a comment.
3. The 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 the 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, however, 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 want to distribute to the Membership and include in the official record, please hand it to the Clerk who will distribute the information to the Membership and Staff.

Via Teleconference (Zoom):

The meeting may be accessed through Zoom online at <https://smcgov.zoom.us/j/93011857218>

1. The webinar ID: 930 1185 7218. The meeting may also be accessed via telephone by dialing +1-669-900-6833, entering webinar 930 1185 7218 then pressing #. Members of the public can also attend this meeting physically at the David J. Chetcuti Community Room, 450 Poplar Ave | Millbrae, CA 94030.
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 a 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 the "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, kindly 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.

SFO Airport/Community Roundtable

Meeting No 350 -- Minutes

[Wednesday, June 5, 2024](#)

Call to Order / Roll Call / Declaration of a Quorum Present (00:00:30)

Roundtable Chairman Al Royse called to order the Regular Meeting of the SFO Airport/Community Roundtable on June 5, 2024, at 7:06 p.m., at the David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae, CA. A quorum (at least 13 Regular Members) was present as follows:

REGULAR MEMBERS PRESENT

Doug Yakel – City and County of San Francisco Airport Commission

Carol Ford – C/CAG Airport Land Use Committee (ALUC)

Robin Pang-Maganaris – City of Belmont

Terry O'Connell – City of Brisbane

Andrea Pappajohn – City of Burlingame

Martha Barragan – City of East Palo Alto

Sam Hindi – City of Foster City

Al Royse – Town of Hillsborough

Angelina Cahalan – City of Millbrae

Christine Boles – City of Pacifica

Judith Hasko – Town of Portola Valley

Mark Nagales – 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

Town of Atherton

Town of Colma

City of Daly City

City of Half Moon Bay

City of Menlo Park

City of Redwood City

City of San Bruno

City of San Carlos

City of San Mateo

Also present: Councilmember Rich Hedges – City of San Mateo

ROUNDTABLE STAFF

Kathleen Wentworth – Roundtable Coordinator

Diane Estipona – Roundtable Administrative Secretary

Maria Gonzalez – Planning Department Administrative Secretary

Eugene Reindel, HMMH – Roundtable Technical Consultant

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Office Manager
Kevin Bumen, Chief Financial and Commercial Officer
Luis Moreno, Project Manager, NIP
David Ong, Aircraft Noise Systems Manager
Anthony Carpeneti, Noise Abatement Specialist

FAA STAFF

Faviola Garcia, Deputy Regional Administrator
Moifair Chin, Community Engagement Officer

AIRLINE REPRESENTATIVES PRESENT

Glenn Morse, United Airlines

ADDITIONAL ATTENDEES PRESENT

Linda Wolin – Chief of Staff to Supervisor Dave Pine

Public Comments for Items NOT on the Agenda (00:11:20)

Chairman Royse opened public comments for items not on the agenda.

Remi Tan, resident of Pacifica, made a public comment (00:13:26)

Chairman Royse closed public comments for items not on the agenda.

Action to set Agenda and to Approve Consent Items 1-3 (00:16:47)

Chairman Royse made a correction on the April minutes. Member Mark Nagales made a correction to the February minutes.

Terry O'Connell **MOVED** to approve the consent items as corrected. The motion was seconded by Mark Nagales and **CARRIED** unanimously by roll call vote. (00:18:40)

4. ACTION: Approval of SFO Roundtable 2024-2025 Work Plan (00:23:35)

Chairman Royse highlighted the seven strategic goals of the work plan and Vice-Chair O'Connell emphasized that the noise impact on health will also be studied within the plan.

Chairman Royse opened public comments.

Remi Tan, resident of Pacifica, made a public comment (00:33:57)

Sam Hindi requested information on the legality of the noise curfew to which HMMH Technical Consultant, Gene Reindel, explained in further detail. (00:37:50)

PRESENTATIONS

5. Chairman Update (00:42:18)

Chairman Royse welcomed new committee member, Andrea Pappajohn, from the City of Burlingame who replaced Ricardo Ortiz.

Chairman Royse announced the upcoming subcommittee meetings in July for the Technical Working Group and the Legislative Subcommittee.

Chairman Royse also mentioned that future regular meetings will include presentations from NASA on Advance Air Mobility and from well-known aviation attorney Peter Kirsch.

Chairman Royse opened and closed public comments. No comments were received.

6. Airport Director Update 00:47:35)

Doug Yakel provided updates on the SFO summer passenger travel rates, flight operations, and terminal projects. Mr. Yakel mentioned the reopening of Runway 28L, the addition of two new airline services, and the Harvey Milk terminal opening.

Mr. Yakel also communicated that the current airport director, Ivar Satero, has announced in May 2024 that he will retire at the end of the year.

a. Aircraft Noise Office Update (00:51:45)

Bert Ganoung presented updates on the GBAS procedures, noise mitigation initiatives, and other projects.

Questions and discussion ensued among Roundtable members, Roundtable consultants, and the presenter regarding Agenda item #6. (00:57:00)

7. FAA Announcements and Update (00:59:00)

Moifair Chin confirmed that the FAA Reauthorization Act of 2024 was signed and passed in the White House which reauthorizes the FAA and related revenue authorities through September 30, 2028.

Ms. Chin cited the FAA website which included resources for community engagement and educational video series.

8. Supersonic Aircraft – NASA Quesst Mission (01:01:40)

Gautam Shah, Manager of the Supersonic Overflight and Community Response Program presented on the Commercial Supersonic Technology project at NASA. This program is intended to study the noise impact on residents who are exposed to this technology.

Questions and discussion ensued among Roundtable members, Roundtable consultants, and the presenter regarding Agenda item #8. (01:28:35)

Chairman Royse opened public comment.

Remi Tan, resident of Pacifica, made a public comment (01:48:11).

Darlene Yaplee, resident of Palo Alto, made a public comment (01:51:05).

Chairman Royse closed public comment.

9. Overview of Select 2024 FAA Reauthorization Noise & Environmental Provisions of Interest (01:54:55)

HMMH Technical Consultant, Gene Reindel, provided an overview for the FAA Reauthorization Act and highlighted three key provisions from a list of twenty-nine from the signed bill (01:55:55).

Questions and discussion ensued among Roundtable members, Roundtable consultants, and the presenter regarding Agenda item #9. (02:00:59)

10. Subcommittee Updates (02:06:23)

Chairman Royse reported on the Work Plan Subcommittee in agenda item #4 and no new updates were received for other subcommittees.

Public Comment (02:08:30)

Chairman Royse opened public comment.

Darlene Yaplee, resident of Palo Alto, made a public comment (02:07:35).

Remi Tan, resident of Pacifica, made a public comment (02:09:47).

Chair Royse closed public comments.

11. Member and Subcommittee Communications / Announcements (02:13:50)

Chairman opened and closed discussion. No comments were received.

12. Adjournment (02:14:00)

Chairman Royse adjourned the meeting at approximately 9:21 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.

SFO Airport/Community Roundtable

Meeting No 351 -- Minutes

[Wednesday, August 7, 2024](#)

Call to Order / Roll Call / Declaration of a Quorum Present (00:00:30)

Roundtable Chairman Al Royse called to order the Regular Meeting of the SFO Airport/Community Roundtable on August 7, 2024, at 7:04 p.m., at the David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae, CA.

REGULAR MEMBERS PRESENT

Cathy Widener – City and County of San Francisco Airport Commission*

Carol Ford – C/CAG Airport Land Use Committee (ALUC)

Cliff Lentz – City of Brisbane

Andrea Pappajohn – City of Burlingame

Joanne F. del Rosario – Town of Colma

Al Royse – Town of Hillsborough

Ann Schneider – City of Millbrae

Christine Boles – City of Pacifica

Chris Sturken – City of Redwood City

Rob Newsom – City of San Mateo

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

Town of Atherton

City of Belmont

City of Daly City

City of East Palo Alto

City of Foster City

City of Half Moon Bay

City of Menlo Park

Town of Portola Valley

City of San Bruno

City of San Carlos

City of South San Francisco

Quorum not present.

* Cathy Widener was a non-voting representative of Airport Director Ivar Satero.

ROUNDTABLE STAFF

Kathleen Wentworth – Roundtable Coordinator
Diane Estipona – Roundtable Administrative Secretary
Maria Gonzalez – Planning Department Administrative Secretary
Eugene Reindel, HMMH – Roundtable Technical Consultant

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Office Manager
Anthony Carpeneti, Noise Abatement Specialist

FAA STAFF

Faviola Garcia, Deputy Regional Administrator
Carlette Young, Supervisory Senior Advisor
Moifair Chin, Community Engagement Officer
Joe Bert, Team Manager, Western Service Center
Eric Tandberg, Air Traffic Control Specialist

AIRLINE REPRESENTATIVES PRESENT

Glen Morse, United Airlines

ADDITIONAL ATTENDEES PRESENT

Public Comments for Items NOT on the Agenda (00:09:08)

Chairman Royse opened public comments for items not on the agenda.

Remi Tan, resident of Pacifica, made a public comment (00:11:45)

Chairman Royse closed public comments for items not on the agenda.

Action to set Agenda and to Approve Consent Items 1-3 (00:13:40)

Chairman Royse deferred discussion due to no quorum present.

PRESENTATIONS

4. Chairman Update (00:14:52)

Chairman Royse announced the retirement of SFO Coordinator, Kathleen Wentworth.

Chairman Royse listed upcoming subcommittee meetings:

1. Legislative: August 14, 2024 @ 3:30 PM in Hillsborough City Hall

2. Technical Working Group (TWG): September 4, 2024 @ 3:30 PM in Foster City, City Hall

Chairman Royse reported on several contract updates. The Millbrae Community TV contract was renewed for 3 years, HMMH aviation technical consultant contract was extended for one year and the SFO Airport Commission agreement is currently in negotiation.

Chairman Royse mentioned future presentations from NASA and other industry representatives regarding Advanced Air Mobility. There will also be a special guest speaker, Peter Kirsch, who is a renowned Aviation Attorney.

Member Carol Ford suggested possible other guests from Archer.

Alternate Ann Schneider requested that if NASA presents in the future that they address SST aircraft go-arounds.

5. Airport Director Update (00:23:52)

Cathy Widener, SFO Chief External Affairs Officer, provided updates on behalf of the Airport Director which included airport passenger traffic information, taxiway improvements, and capital project milestones.

a. Aircraft Noise Office Update (00:27:24)

Bert Ganoung, SFO Airport Noise Office Manager, revealed the new logo for the SFO Airport, reported five new GBAS monitor installation, and communicated the status of data collection for existing initiatives.

6. FAA Announcements and Update (00:40:40)

Moifar Chin, FAA Community Engagement Officer, shared a resource information document with the SFO Roundtable – [FAA Online Noise Information + Resources](#). The document has also been posted on the SFO Roundtable website.

Joseph Bert, Team Manager, FAA Western Service Center, briefly presented on the KSFO Instrument Flight Procedure Updates which were effective as of July 11, 2024. (00:44:29)

7. SFO Roundtable Technical Consultant Update (01:03:20)

Gene Reindel, HMMH Technical Consultant, gave a short overview on airport curfews which included the historical and legal background for context as well as current restrictions.

Questions and discussion ensued among Roundtable members, Roundtable consultants, and the presenter regarding Agenda item #7. (01:08:56)

8. Subcommittee Updates (01:21:36)

Technical Working Group subcommittee updates are postponed due to subcommittee chair's absence.

Chairman Royse provided a brief update for the Ground-based Noise meeting on behalf of GBN Subcommittee chair, Terry O'Connell.

Questions and discussion ensued among Roundtable members, Roundtable consultants, and the presenter regarding Agenda item #8 (01:25:25)

Public Comment (02:08:30)

Chairman Royse opened public comment.

Darlene Yaplee, resident of Palo Alto, made a public comment (01:33:30).

Remi Tan, resident of Pacifica, made a public comment (01:35:37).

Chairman Royse closed public comments.

9. Member and Subcommittee Communications / Announcements (01:41:27)

Cliff Lentz, City of Brisbane Roundtable Alternate, made a public comment recognizing Kathleen Wentworth, the SFO Roundtable Coordinator. (01:39:34)

Member Christine Boles questioned if the NIITE/HUSSH departure status will be updated to which the Roundtable Coordinator confirmed the FAA will disclose more information soon. (01:41:44)

Member Rob Newsom questioned when we were to get more information regarding aircraft flyover procedures for the Peninsula. (01:42:50)

10. Adjournment (02:14:00)

Chairman Royse adjourned the meeting at approximately 9:10 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

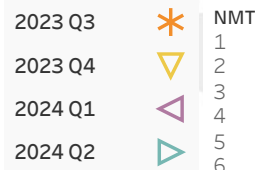
Presented at the August 7, 2024
Airport/Community Roundtable Meeting

Aircraft Noise Office
May 2024

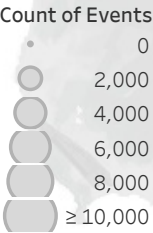
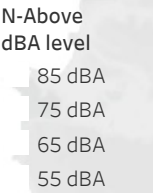


San Francisco
International
Airport

Nighttime N-Above 55 dBA Daily Average

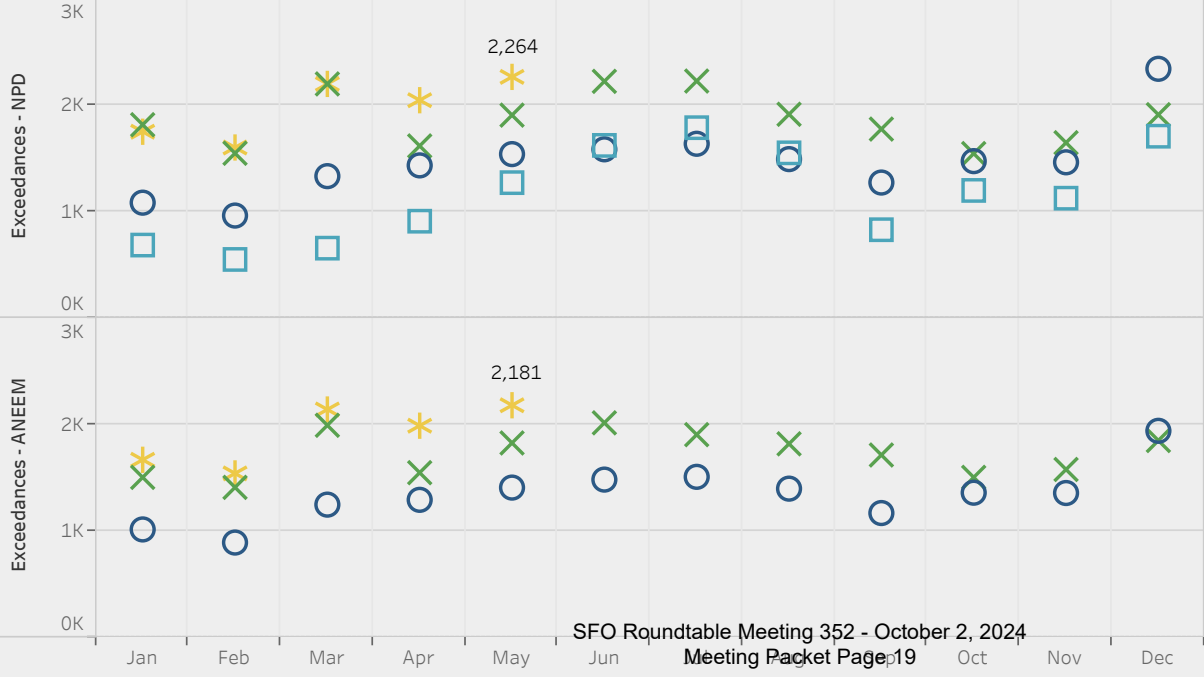


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

Significant Exceedances



Significant Exceedances (right) displays a total count of SFO aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.

Aircraft Noise Levels Details

May 2024

NMT	City	ANOMS						ANEEM			
		Aircraft			Community			Aircraft			
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	101	72	95	84	67	55	100	72	95	84
2	San Bruno	66	55	80	69	63	51	98	56	80	68
3	SSF	53	53	80	68	60	45	186	55	76	64
4	SSF	97	67	90	79	60	45	163	67	88	73
5	San Bruno	95	64	87	76	61	47	149	64	85	71
6	SSF	93	65	88	77	58	44	168	64	85	70
7	Brisbane	20	48	80	68	59	45	101	50	75	63
8	Millbrae	8	60	92	77	64	50	113	61	82	67
9	Millbrae	7	50	81	67	58	41	131	53	74	60
10	Burlingame	6	54	87	69	59	43	68	55	77	62
11	Burlingame	8	49	81	67	57	42	166	53	73	60
12	Foster City	473	63	81	70	59	43	498	63	81	70
13	Hillsborough	4	47	83	68	58	42	69	51	73	60
14	SSF	96	61	85	73	60	44	170	61	82	68
15	SSF	159	59	82	70	59	46	292	60	80	66
16	SSF	84	59	83	71	60	45	178	59	80	66
17	SSF	90	60	83	72	59	45	160	60	81	68
18	Daly City	87	64	87	76	61	46	155	63	85	71
19	Pacifica	77	60	84	74	57	42	119	60	83	69
20	Daly City	75	51	78	66	60	44	134	51	75	64
21	San Francisco	23	44	78	65	62	52	27	43	77	67
22	San Bruno	22	50	82	71	63	45	240	58	77	65
23	San Francisco	87	54	80	69	63	47	175	56	78	66
24	San Francisco	48	49	79	66	61	46	134	51	76	64
25	San Francisco	13	41	78	66	57	42	51	43	72	61
26	San Francisco	3	35	77	66	60	48	23	40	75	63
27	San Francisco	5	38	79	67	57	44	17	39	74	62
28	Redwood City	7	38	78	66	53	36	29	39	71	59
29	San Mateo	54	49	77	64	59	44	377	53	72	60

Noise Monitor's CNEL values (above) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft monthly CNELs from both ANOMS NPD and ANEEM algorithms for each monitor site are provided with daily average aircraft counts, the average Sound Exposure Level (SEL), and average Maximum Level (LMax). Noise levels from other noise sources in the community calculated by ANOMS is provided as Community CNEL. Ambient Level is represented by the LA90 noise value which is the noise level exceeded at the monitor for 90% of the time.

SFO N-Above NPD

SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	3,021	3,021	3,021	2,942	2,785	2,375	58:99	3,037	3,033	3,014	2,953	2,776	2,362
2	61:83	2,026	2,026	1,824	622	23	1	54:80	2,780	2,763	2,380	758	35	0
3	63:88	1,517	1,517	1,407	375	47	9	53:87	4,775	4,004	1,938	386	33	6
4	61:94	2,962	2,962	2,925	2,742	2,365	1,419	53:94	4,413	4,129	3,305	2,823	2,412	1,433
5	64:87	2,881	2,881	2,872	2,695	1,774	633	53:87	4,410	4,179	3,448	2,757	1,775	629
6	62:90	2,878	2,878	2,848	2,632	2,011	823	53:90	4,822	4,296	3,142	2,635	1,999	818
7	61:81	529	529	458	171	15	4	53:81	2,199	1,498	651	188	20	3
8	68:99	211	211	211	196	94	49	54:99	3,376	3,240	2,285	692	160	58
9	60:84	96	96	62	40	26	14	53:83	3,422	1,788	551	145	38	13
10	60:94	78	77	61	43	31	21	53:94	1,650	1,068	387	107	35	22
11	61:88	70	70	47	36	19	3	53:88	4,412	2,154	618	159	41	3
12	63:85	14,761	14,761	14,673	7,557	419	50	54:83	15,369	15,317	14,713	7,469	355	21
13	60:85	41	40	32	26	17	6	53:85	1,786	866	225	29	16	6
14	62:85	2,964	2,964	2,905	2,212	948	21	53:86	4,822	4,477	3,273	2,212	941	17
15	62:89	4,916	4,916	4,679	2,241	210	15	53:82	8,702	7,897	5,531	2,275	193	3
16	62:82	2,603	2,603	2,554	1,714	321	3	53:82	5,036	4,348	2,989	1,731	315	3
17	63:82	2,770	2,770	2,726	1,843	428	6	53:81	4,714	4,408	3,248	1,849	411	5
18	65:89	2,694	2,694	2,692	2,508	1,814	452	53:89	4,478	4,114	3,194	2,618	1,829	457
19	66:84	2,377	2,377	2,377	2,045	883	32	53:84	3,593	3,221	2,686	2,067	881	31
20	59:89	2,185	2,171	1,264	342	106	18	53:82	3,534	3,063	1,221	219	33	2
21	59:76	366	360	194	31	2	0	60:74	407	406	229	24	0	0
22	64:87	588	588	584	340	59	7	53:82	7,099	6,133	3,595	1,201	102	3
23	63:85	2,595	2,595	2,501	869	74	28	55:84	4,361	4,238	3,115	914	46	7
24	60:86	1,250	1,248	841	133	16	6	53:80	2,901	2,486	1,118	181	11	0
25	59:81	289	282	162	39	3	1	53:74	1,092	713	228	31	0	0
26	61:73	45	45	29	2	0	0	53:75	293	234	80	5	1	0
27	62:71	11	11	5	1	0	0	53:73	79	55	15	2	0	0
28	59:78	116	113	47	22	5	0	53:73	396	145	21	2	0	0
29	59:84	1,690	1,654	529	125	23	3	53:78	11,527	5,518	634	69	6	0

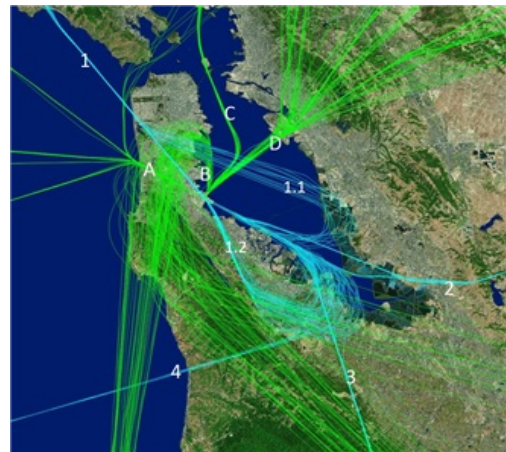
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent only SFO aircraft-related noise events.

Operations

May 2024

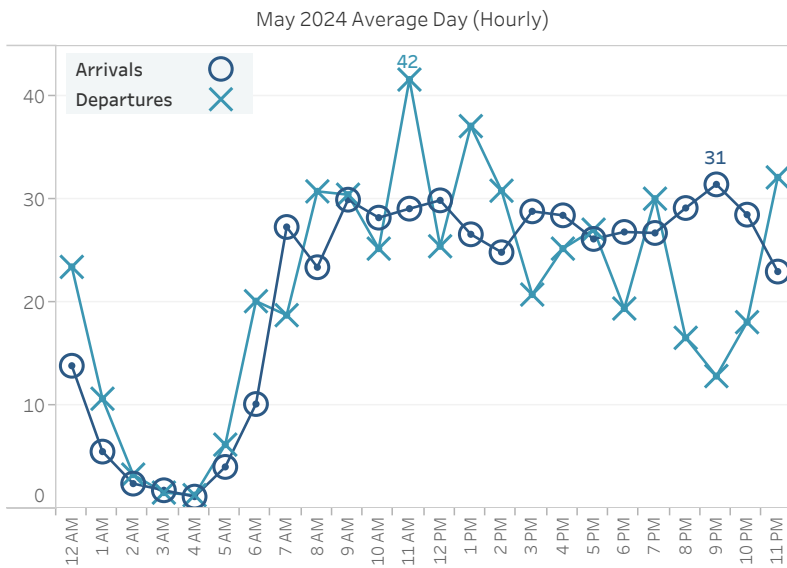
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
31,452	1,015	31,611	-7%

Major Arrival and Departure Routes (West Flow)



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

West Flow
99%



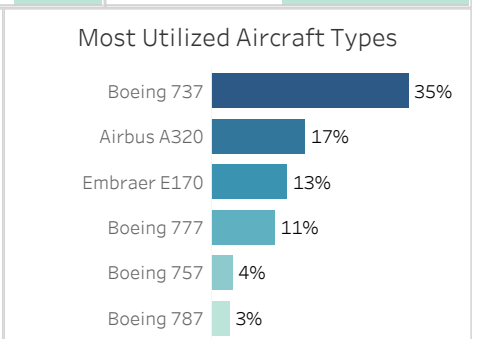
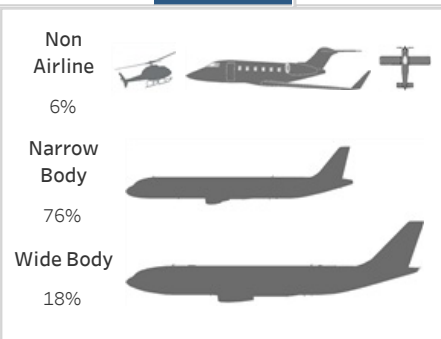
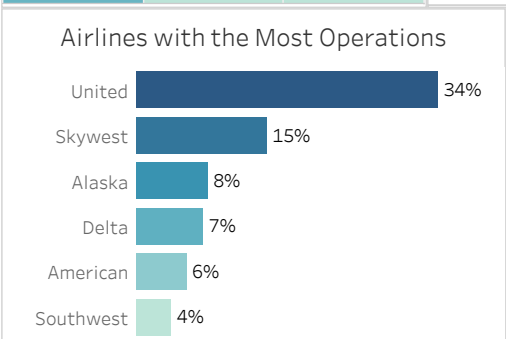
Top Destinations

Los Angeles	JFK	Seattle
7%	4%	4%

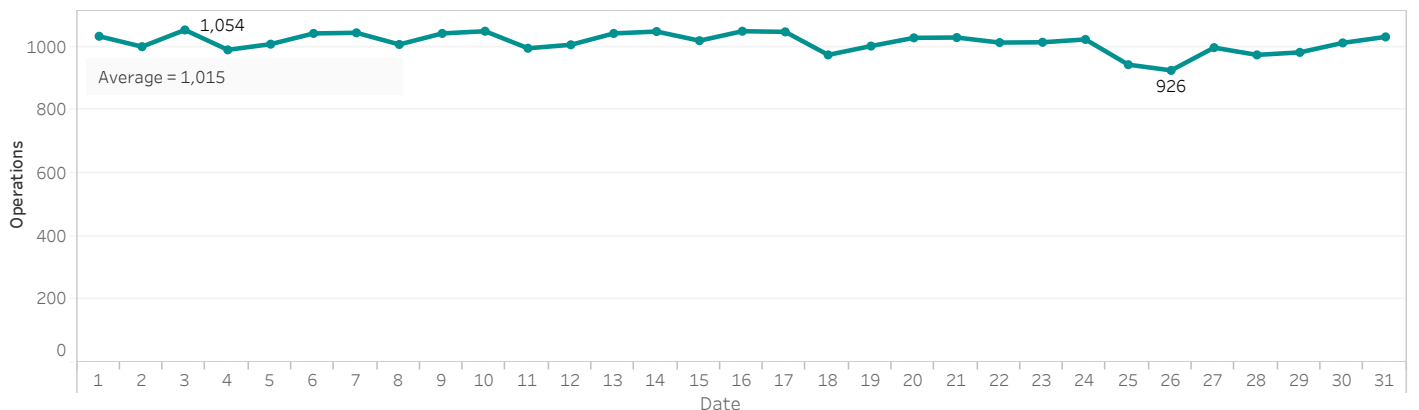
Down the Bay vs Peninsula

1.1 Down the Bay Visual	11%
1.2 BDEGA Arrival	89%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	34%	A. GAP	18%
2. DYAMD	35%	B. SSTIK	34%
3. SERFR	25%	C. NIITE	11%
4. PIRAT	6%	D. TRUKN RWY 01	37%
		D. TRUKN RWY 28	1%



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		81% 11,944
10 L/R		0% 41
19 L/R	1% 79	0% 36
28 L/R	99% 14,718	19% 2,784

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

	Departures
10 L/R	0% 1
01 L/R	50% 335
28 L/R	44% 292
19 L/R	6% 37

Runway Utilization Arrivals

28L	28R
0%	100%
Night (10pm-7am)	
28L	28R
0%	100%

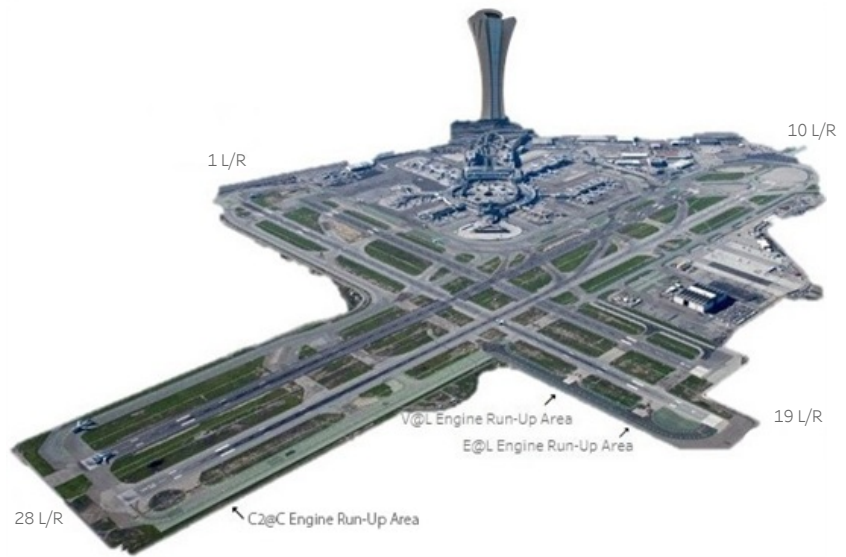
Nighttime Power Run-Ups

10pm-7am

American Airlines 5
United Airlines 10

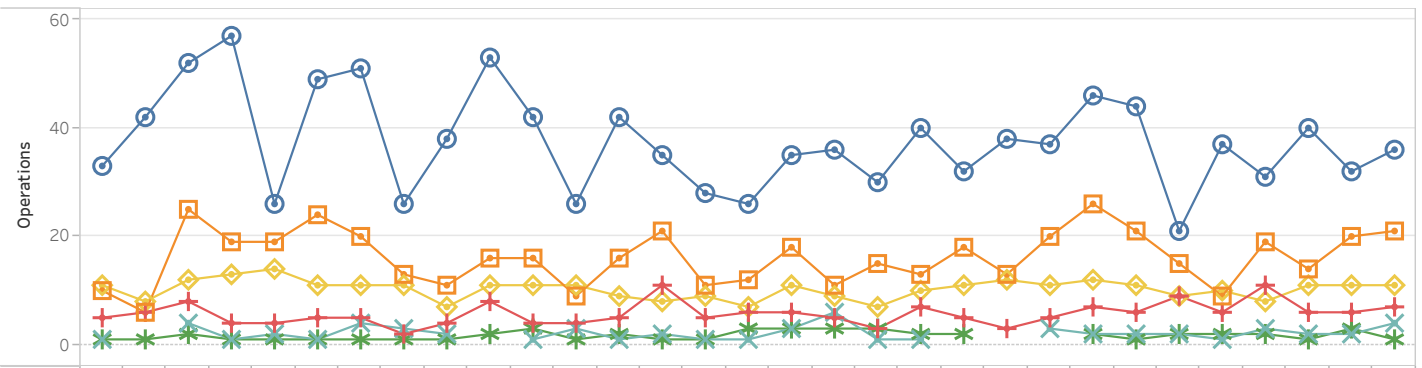
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	33	42	52	57	26	49	51	26	38	53	42	26	42	35	28	26	35	36	30	40	32	38	37	46	44	21	37	31	40	32	36
1 AM	10	6	25	19	19	24	20	13	11	16	16	9	16	21	11	12	18	11	15	13	18	13	20	26	21	15	9	19	14	20	21
2 AM	5	6	8	4	4	5	5	2	4	8	4	4	5	11	5	6	6	5	3	7	5	3	5	7	6	9	6	11	6	6	7
3 AM	1		4	1	2	1	4	3	2		1	3	1	2	1	1	3	6	1	1			3	2	2	2	1	3	2	2	4
4 AM	1	1	2	1	1	1	1	1	1	2	3	1	2	1	1	3	3	3	3	2	2			2	1	2	2	2	1	3	1
5 AM	11	8	12	13	14	11	11	11	7	11	11	11	9	8	9	7	11	9	7	10	11	12	11	12	11	9	10	8	11	11	11

Noise Reports

Reporters Annual AVG

Noise Reporters Location Map

May 2024

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	2	16
Belmont	1	21
Brisbane	10	187
Burlingame	26	64
Daly City	3	922
El Granada	1	1,223
Emerald Hills	6	841
Foster City	6	33
Hillsborough	8	60
Menlo Park	11	291
Millbrae	12	32
Montara	2	800
Pacifica	9	682
Portola Valley	27	11,367
Redwood City	5	273
San Bruno	6	255
San Francisco	15	3,634
San Mateo	16	402
South San Francisco	5	26
Woodside	7	2,891
Alameda	5	128
Ben Lomond	1	6
Berkeley	4	1,123
Boulder Creek	2	27
Capitola	2	23
Castro Valley	1	31
Cupertino	1	87
Danville	1	2
Felton	2	67
Fremont	3	91
Hayward	1	2
Los Altos	41	3,876
Los Altos Hills	11	926
Los Gatos	29	3,782
Moraga	3	144
Mountain View	12	3,050
Oakland	7	2,994
Orinda	2	173
Palo Alto	102	15,627
Richmond	3	153
San Jose	3	11
Santa Cruz	31	8,378
Scotts Valley	22	2,612
Soquel	19	2,282
Stanford	2	607
Sunnyvale	3	255
Watsonville	1	71
Grand Total	492	70,548

Reports Annual AVG

76,345

New Reporters

41

New Reporters Top City

Burlingame

Furthest Report

64 Miles

Reports per SFO Operation

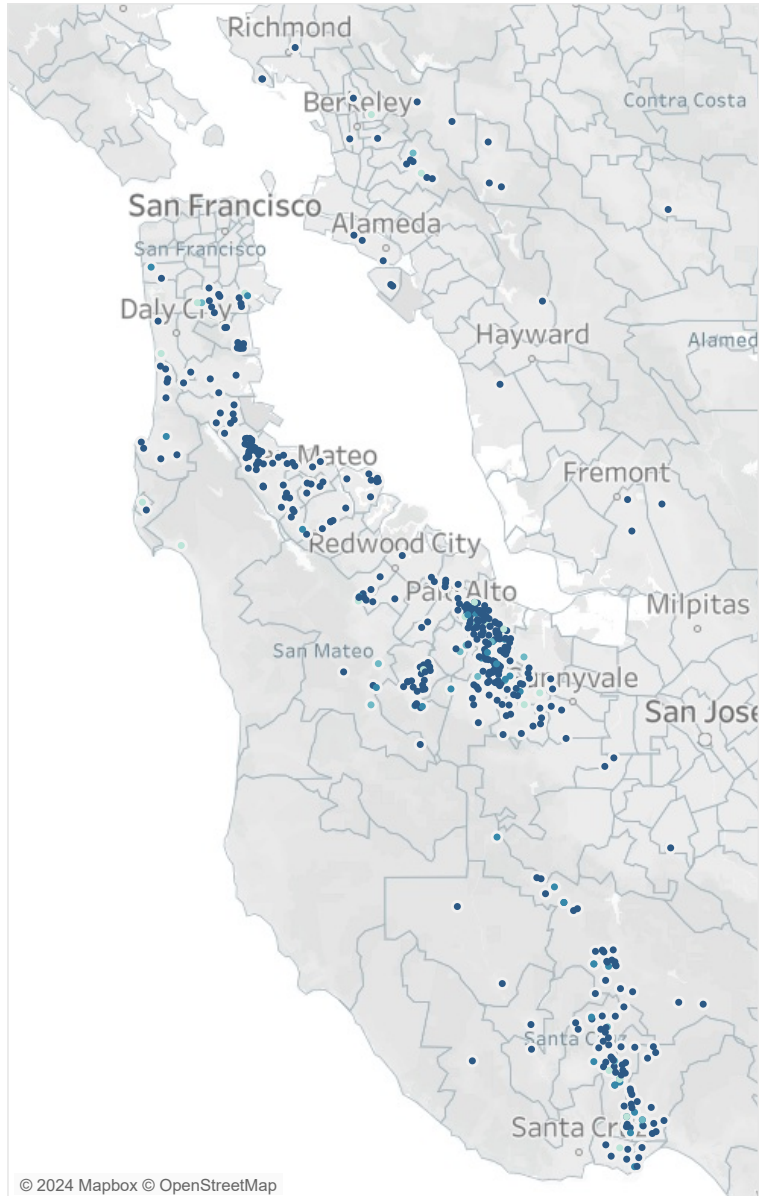
2

Top Aircraft Types

B737
A320
E75L

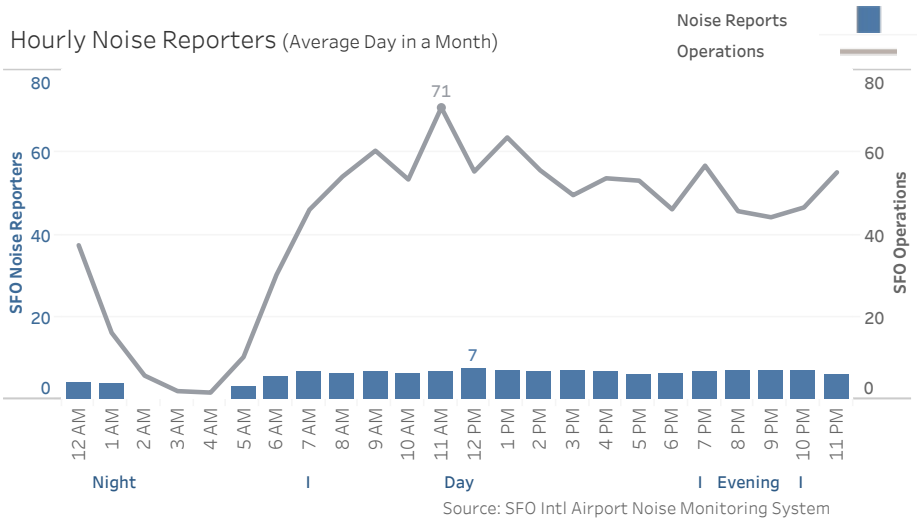
Top Flight Numbers

KAL214
UAL2097
UAL1272



© 2024 Mapbox © OpenStreetMap

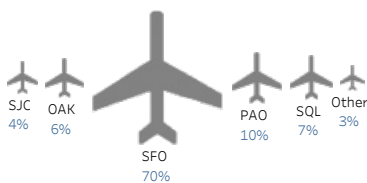
Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

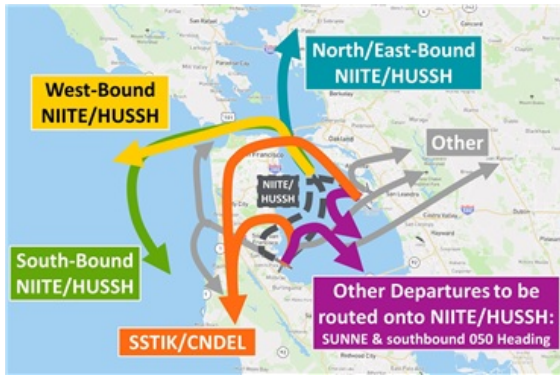
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

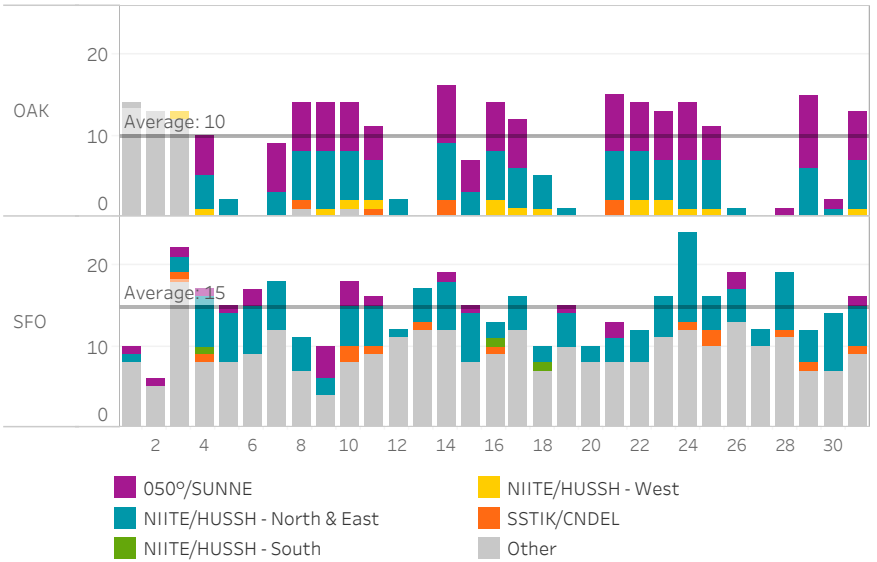


99% of noise reports correlate to a flight origin/destination airport.

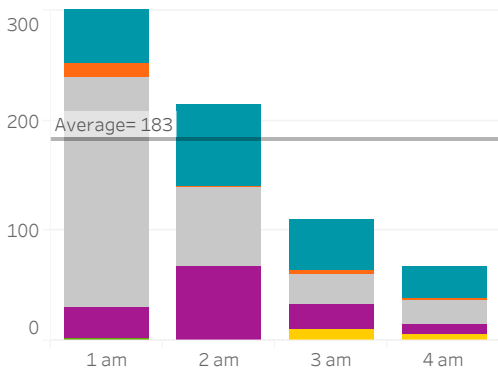
NIITE to GOBBS 1 am to 5 am (May 2024)



Count of Departures per Night



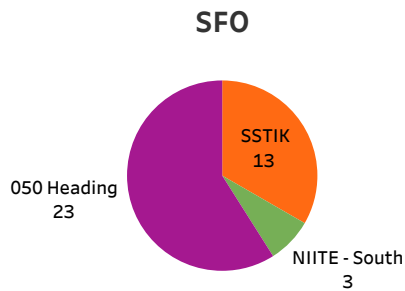
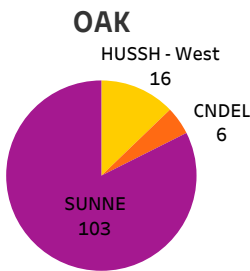
Average Total Departures per Hour



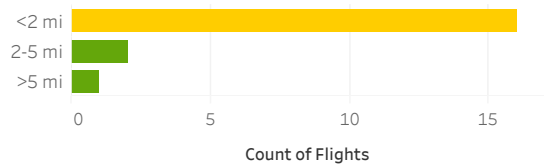
Departure Runway Usage

OAK			SFO					
10R	12	30	01L	01R	10L	19L	19R	28R
0%	14%	85%	4%	32%	0%	2%	3%	58%

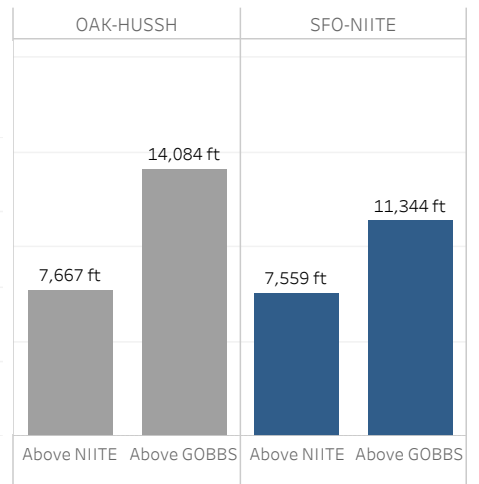
CNDEL and SSTIK Departures vs HUSSH and NIITE



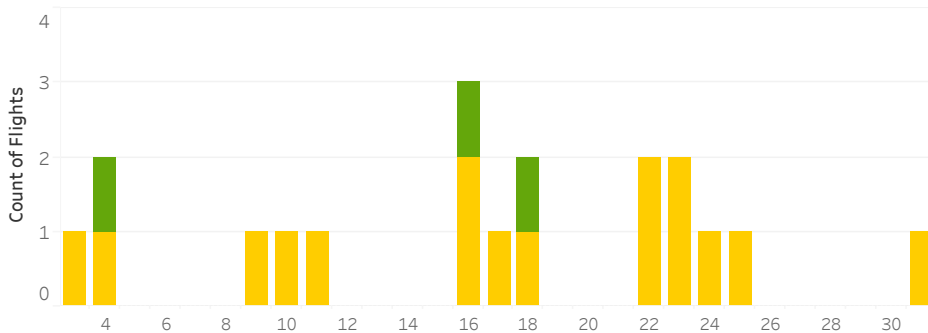
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Count of Flights





Airport Director's Report

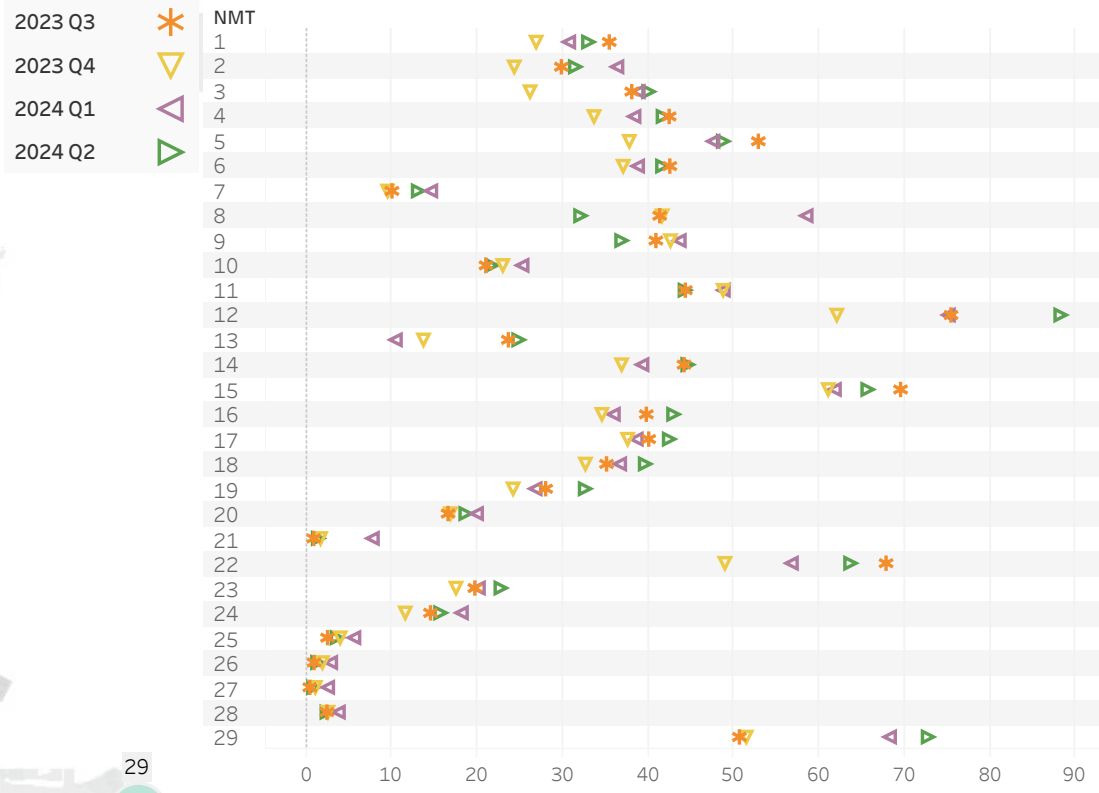
Presented at the August 7, 2024
Airport/Community Roundtable Meeting

Aircraft Noise Office
June 2024



San Francisco
International
Airport

Nighttime N-Above 55 dBA Daily Average

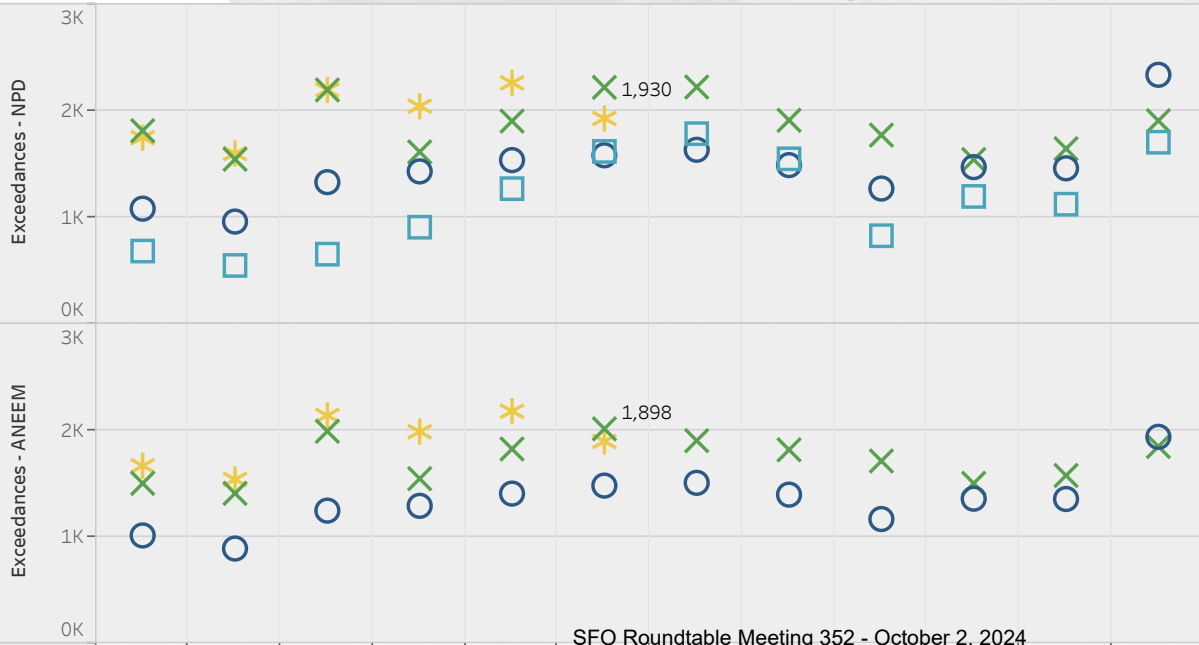


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

Significant Exceedances



Significant Exceedances (right) displays a total count of SFO aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.

Aircraft Noise Levels Details

NMT	City	ANOMS						ANEEM			
		Aircraft				Community		Aircraft			
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	124	73	94	83	67	56	123	72	94	83
2	San Bruno	64	55	80	68	63	51	91	56	80	68
3	SSF	56	53	80	68	61	46	182	55	76	64
4	SSF	108	67	90	78	61	47	166	67	88	75
5	San Bruno	116	66	88	76	62	48	174	65	86	72
6	SSF	106	64	87	76	59	46	153	64	86	72
7	Brisbane	20	49	80	68	60	45	90	50	78	64
8	Millbrae	8	49	84	73	65	50	127	55	78	67
9	Millbrae	7	38	76	64	59	43	135	52	74	61
10	Burlingame	4	37	77	64	60	44	79	50	75	63
11	Burlingame	7	39	78	65	58	43	167	52	73	60
12	Foster City	418	63	81	70	59	44	457	63	81	70
13	Hillsborough	2	35	79	65	59	43	77	50	73	61
14	SSF	106	61	84	72	60	46	158	61	82	69
15	SSF	142	58	82	69	60	47	257	59	79	66
16	SSF	97	58	82	70	62	48	162	59	80	67
17	SSF	98	59	82	70	60	47	139	59	81	68
18	Daly City	95	63	87	76	63	48	150	63	85	72
19	Pacifica	85	59	83	73	58	43	121	60	82	69
20	Daly City	71	49	78	66	61	46	95	49	75	63
21	San Francisco	31	45	77	64	64	53	24	42	78	68
22	San Bruno	55	55	81	70	63	46	256	59	78	66
23	San Francisco	71	52	80	69	62	47	140	54	78	66
24	San Francisco	50	49	78	66	61	48	106	49	76	65
25	San Francisco	14	40	76	65	64	43	38	41	72	61
26	San Francisco	5	36	76	65	61	49	21	40	75	64
27	San Francisco	5	39	79	67	58	46	14	39	75	63
28	Redwood City	6	36	76	65	51	36	32	39	70	58
29	San Mateo	82	50	77	64	60	43	333	53	72	60

Noise Monitor's CNEL values (above) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft monthly CNELs from both ANOMS NPD and ANEEM algorithms for each monitor site are provided with daily average aircraft counts, the average Sound Exposure Level (SEL), and average Maximum Level (LMax). Noise levels from other noise sources in the community calculated by ANOMS is provided as Community CNEL. Ambient Level is represented by the LA90 noise value which is the noise level exceeded at the monitor for 90% of the time.

SFO N-Above NPD

SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:99	3,578	3,578	3,578	3,420	3,127	2,592	59:99	3,513	3,512	3,495	3,422	3,128	2,575
2	61:89	1,897	1,897	1,708	481	31	6	55:83	2,496	2,466	2,096	597	37	2
3	62:86	1,544	1,544	1,382	368	59	13	53:84	4,413	3,832	2,031	433	39	3
4	62:96	3,198	3,198	3,148	2,936	2,472	1,450	53:96	4,285	4,131	3,590	3,155	2,627	1,504
5	62:88	3,395	3,395	3,373	3,058	2,053	814	53:88	4,995	4,870	4,134	3,120	2,049	810
6	62:90	3,179	3,179	3,133	2,824	2,029	628	54:90	4,354	4,066	3,265	2,797	2,012	623
7	61:83	468	468	401	139	25	5	53:85	1,619	1,102	520	148	32	4
8	68:90	230	230	230	206	60	18	54:85	3,683	3,540	2,694	794	120	21
9	61:76	75	75	27	4	2	0	53:79	3,271	1,819	609	116	17	0
10	60:77	45	42	18	2	1	0	53:80	1,732	1,231	510	105	6	1
11	60:75	40	39	18	5	0	0	53:79	4,227	2,057	682	132	17	0
12	64:86	12,634	12,634	12,561	7,004	572	15	54:85	13,680	13,406	12,665	6,996	536	7
13	59:74	17	16	6	4	0	0	53:73	2,077	1,226	298	16	0	0
14	62:86	3,156	3,156	3,076	2,122	719	21	54:84	4,402	4,185	3,302	2,113	703	15
15	61:87	4,262	4,262	3,954	1,786	197	23	53:83	7,291	6,715	4,606	1,824	174	9
16	62:89	2,910	2,910	2,781	1,604	214	2	53:83	4,446	4,170	3,169	1,654	210	1
17	61:84	2,930	2,930	2,790	1,646	245	8	54:81	3,980	3,827	3,063	1,669	237	6
18	65:101	2,848	2,848	2,845	2,564	1,697	322	53:88	4,190	4,033	3,453	2,811	1,795	344
19	65:85	2,533	2,533	2,533	1,954	617	24	53:85	3,564	3,302	2,812	1,968	614	23
20	59:88	1,906	1,880	957	223	73	18	53:82	2,364	2,034	835	107	15	1
21	59:77	445	421	180	32	1	0	61:75	254	254	180	31	1	0
22	64:87	1,526	1,526	1,515	852	99	6	53:85	7,317	6,615	4,160	1,550	186	6
23	63:85	2,007	2,007	1,898	618	57	11	53:84	3,211	3,087	2,206	629	35	5
24	59:87	1,231	1,228	715	143	20	8	53:77	1,958	1,731	865	202	9	0
25	58:77	292	269	120	29	6	0	53:77	770	527	156	27	1	0
26	59:77	71	68	34	5	2	0	54:77	221	175	73	9	1	0
27	63:81	31	31	22	7	3	1	54:81	92	74	29	6	2	1
28	59:79	77	72	26	7	2	0	53:68	387	107	10	0	0	0
29	59:83	2,526	2,464	784	184	45	7	53:83	9,928	5,237	623	47	6	1

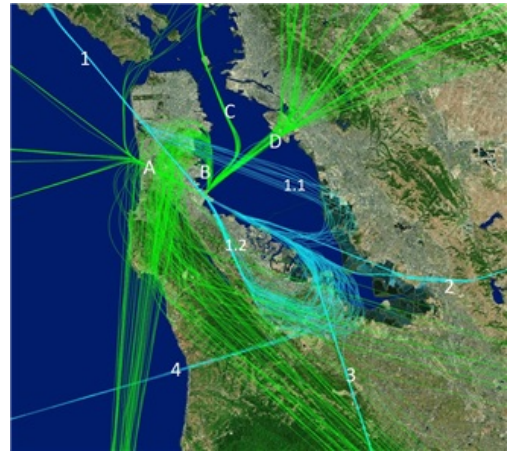
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent only SFO aircraft-related noise events.

Operations

June 2024

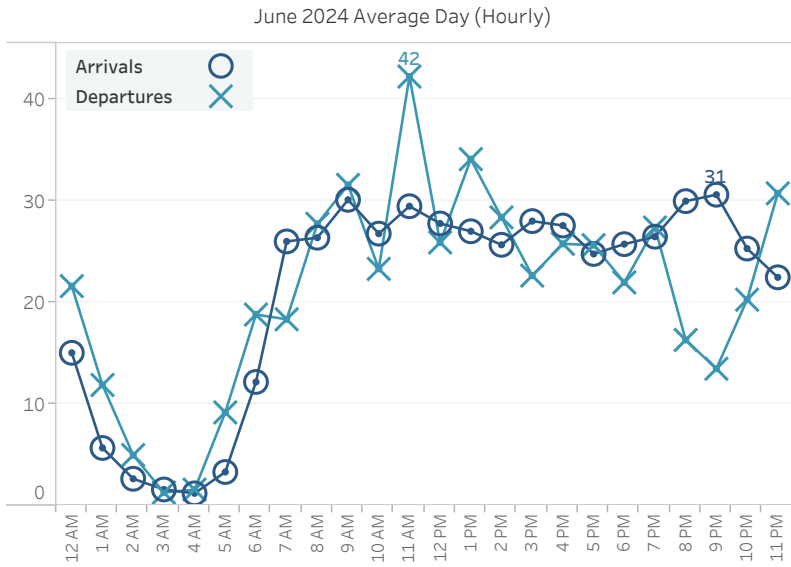
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
30,177	1,006	31,377	-9%

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%



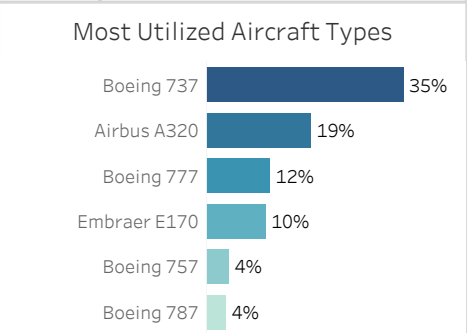
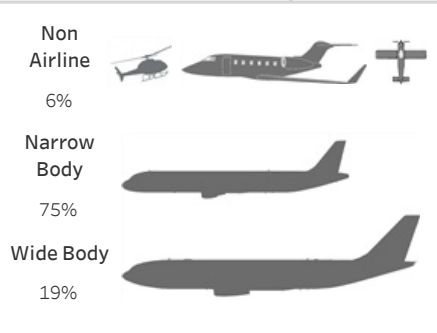
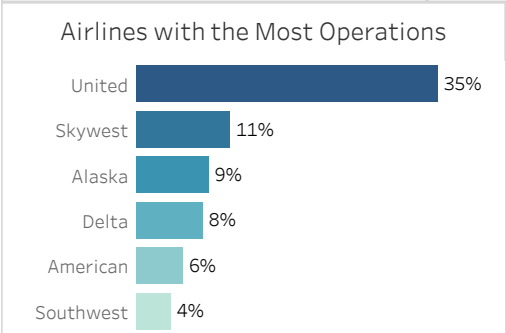
Top Destinations

Los Angeles	JFK	Seattle
6%	4%	4%

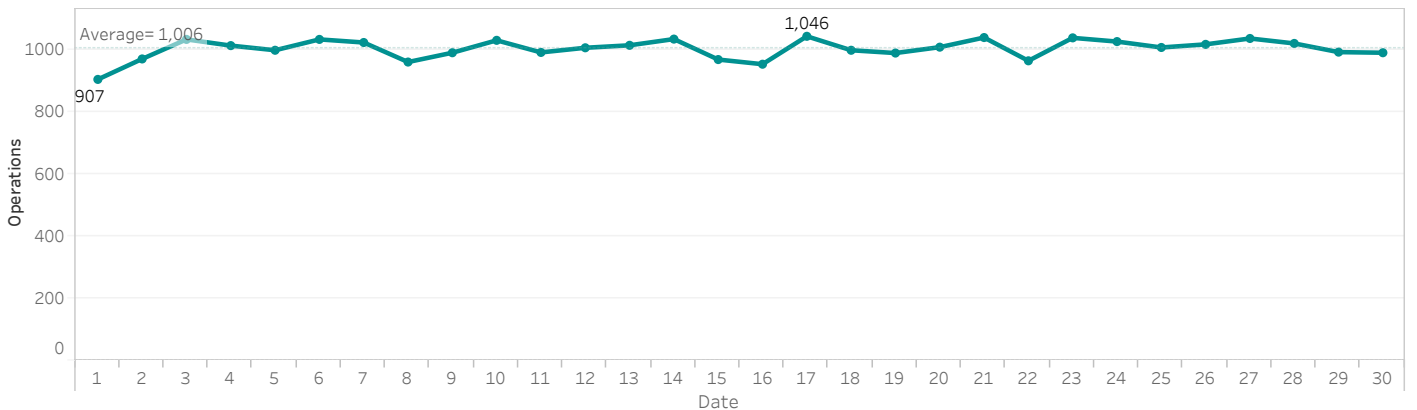
Down the Bay vs Peninsula

1.1 Down the Bay Visual	18%
1.2 BDEGA Arrival	82%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	31%	A. GAP	21%
2. DYAMD	38%	B. SSTIK	27%
3. SERFR	24%	C. NIITE	11%
4. PIRAT	7%	D. TRUKN RWY 01	38%
		D. TRUKN RWY 28	3%



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	0% 2	77% 10,901
19 L/R	0% 3	
28 L/R	100% 14,167	23% 3,291

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

	Departures
01 L/R	50% 409
28 L/R	50% 407

Runway Utilization Arrivals

28L	28R
13%	87%
Night (10pm-7am)	
9%	91%

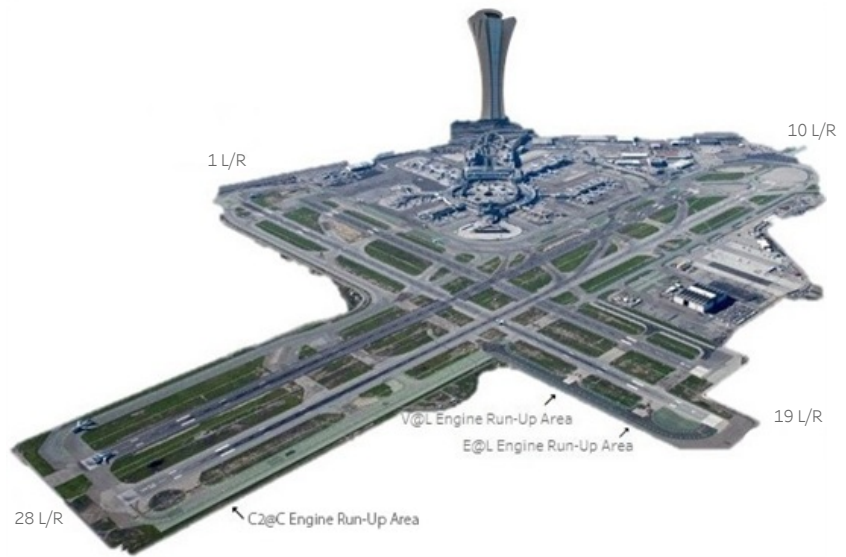
Nighttime Power Run-Ups

10pm-7am

American Airlines	3
United Airlines	9
Virgin Atlantic	1
Zip Air	1

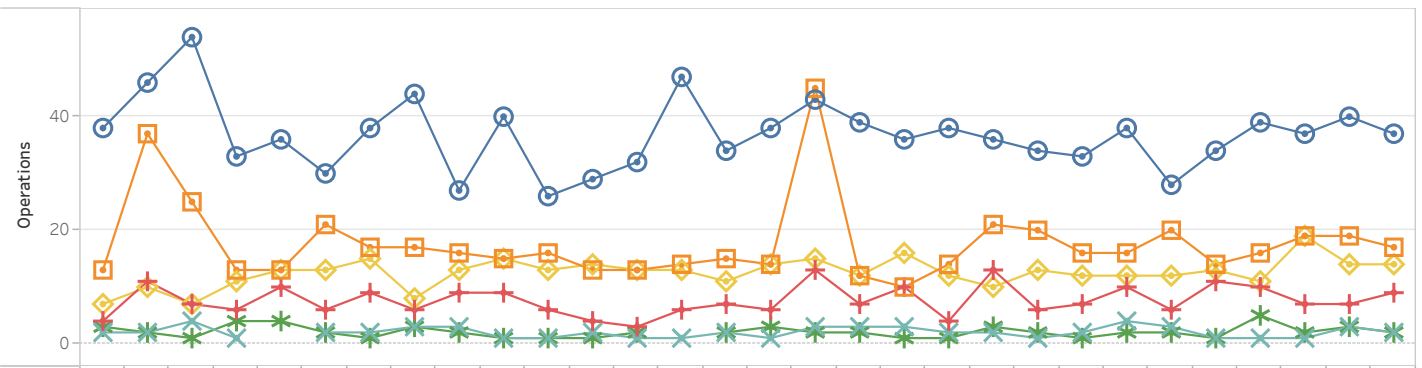
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	38	46	54	33	36	30	38	44	27	40	26	29	32	47	34	38	43	39	36	38	36	34	33	38	28	34	39	37	40	37
1 AM	13	37	25	13	13	21	17	17	16	15	16	13	13	14	15	14	45	12	10	14	21	20	16	16	20	14	16	19	19	17
2 AM	4	11	7	6	10	6	9	6	9	9	6	4	3	6	7	6	13	7	10	4	13	6	7	10	6	11	10	7	7	9
3 AM	2	2	4	1		2	2	3	3	1	1	2	1	1	2	1	3	3	3	2	2	1	2	4	3	1	1	1	3	2
4 AM	3	2	1	4	4	2	1	3	2	1	1	1	2		2	3	2	2	1	1	3	2	1	2	2	1	5	2	3	2
5 AM	7	10	7	11	13	13	15	8	13	15	13	14	13	13	11	14	15	12	16	12	10	13	12	12	12	13	11	19	14	14

Noise Reports

Reporters Annual AVG

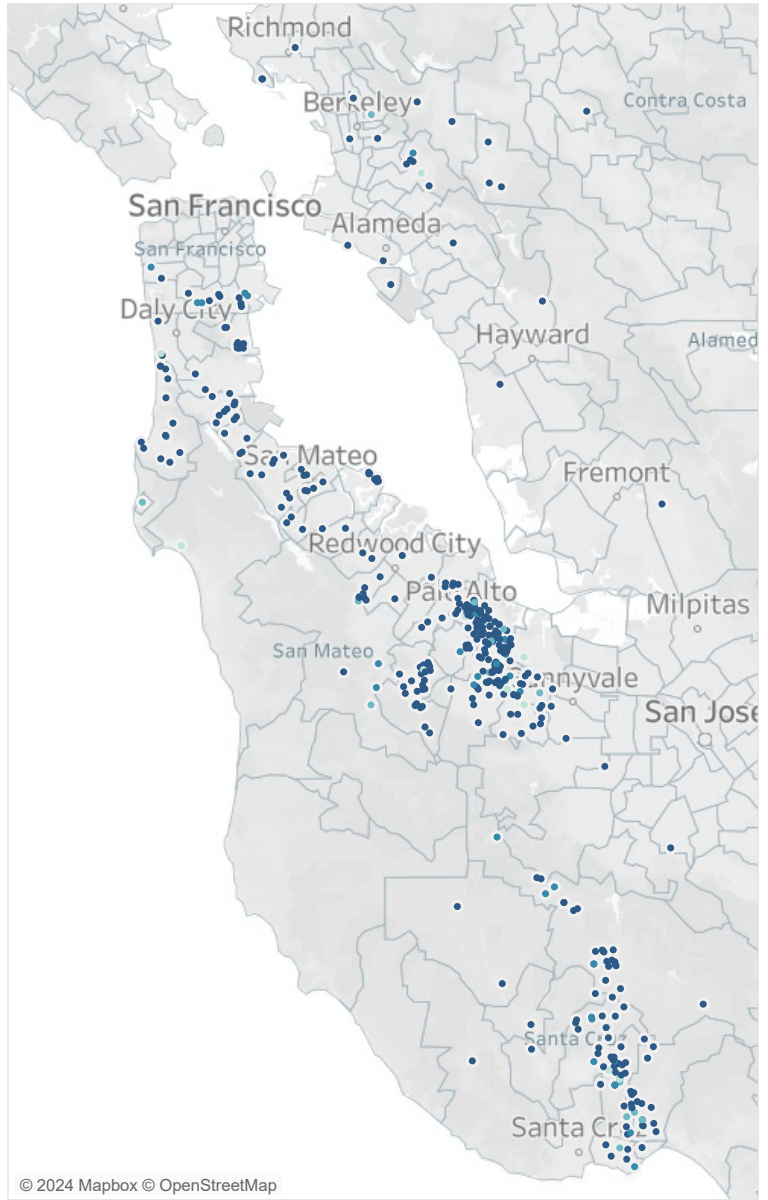
Noise Reporters Location Map

June 2024

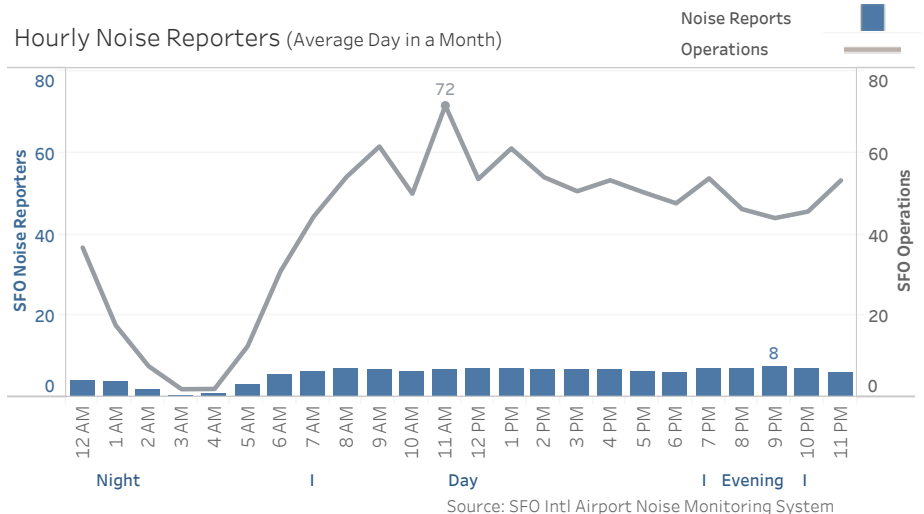
Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Roundtable		
Atherton	3	38
Belmont	2	6
Brisbane	11	104
Burlingame	3	13
Daly City	5	1,145
El Granada	1	1,218
Emerald Hills	6	565
Foster City	11	225
Hillsborough	5	42
Menlo Park	11	171
Millbrae	4	37
Montara	1	692
Pacifica	11	536
Portola Valley	30	9,925
Redwood City	4	326
San Bruno	10	137
San Carlos	2	4
San Francisco	13	2,033
San Mateo	10	108
South San Francisco	3	74
Woodside	5	1,786
Other		
Alameda	3	111
Ben Lomond	1	2
Berkeley	4	775
Boulder Creek	2	3
Capitola	1	21
Castro Valley	1	19
Cupertino	1	133
Felton	2	68
Fremont	1	62
Hayward	1	6
Lafayette	1	11
Los Altos	41	4,494
Los Altos Hills	10	1,021
Los Gatos	27	3,284
Moraga	3	129
Mountain View	12	2,660
Oakland	7	2,554
Orinda	2	125
Palo Alto	90	13,419
Richmond	3	83
San Jose	1	4
Santa Cruz	29	7,343
Scotts Valley	20	2,782
Soquel	17	2,189
Stanford	1	298
Sunnyvale	2	128
Watsonville	1	62
Grand Total	435	60,971

504
Reports Annual AVG
74,411
New Reporters
13
New Reporters Top City
San Mateo
Furthest Report
64 Miles
Reports per SFO Operation
2
Top Aircraft Types
B737 A320 B777
Top Flight Numbers
KAL214 TAI560 UAL1986

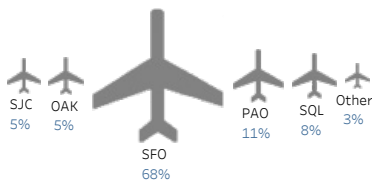


Hourly Noise Reporters (Average Day in a Month)



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

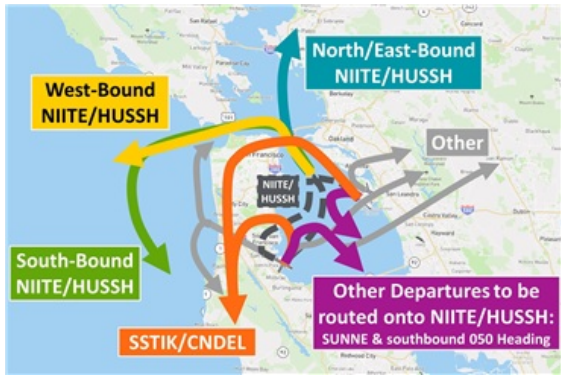
Noise Reports by Airport



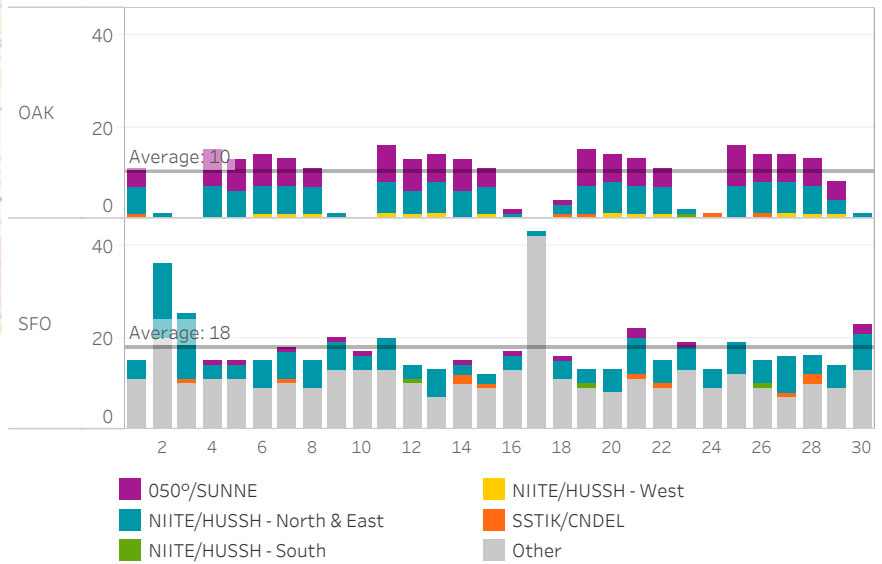
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

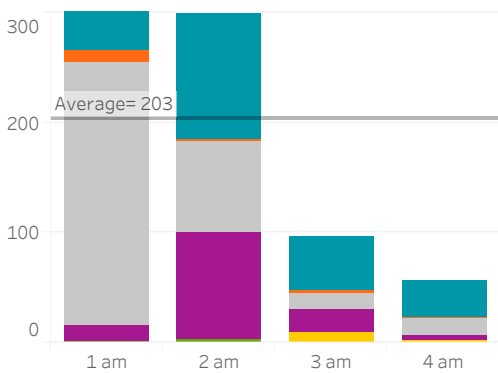
NIITE to GOBBS 1 am to 5 am (June 2024)



Count of Departures per Night



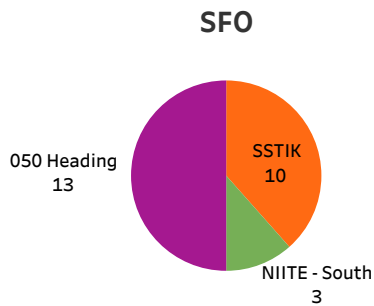
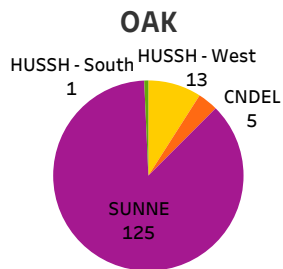
Average Total Departures per Hour



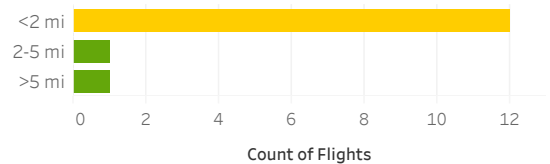
Departure Runway Usage

OAK		SFO			
28L	30	01L	01R	28L	28R
0%	100%	4%	27%	13%	56%

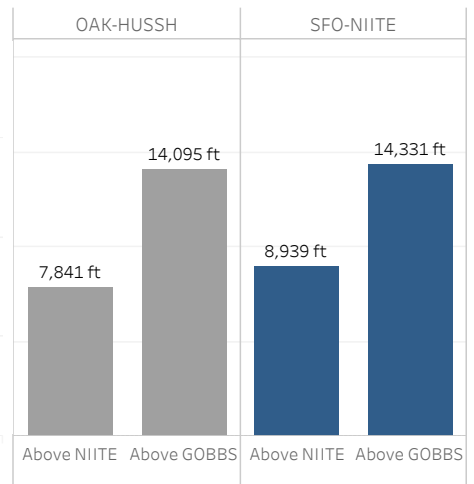
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Harvey Milk Terminal Terminal 1

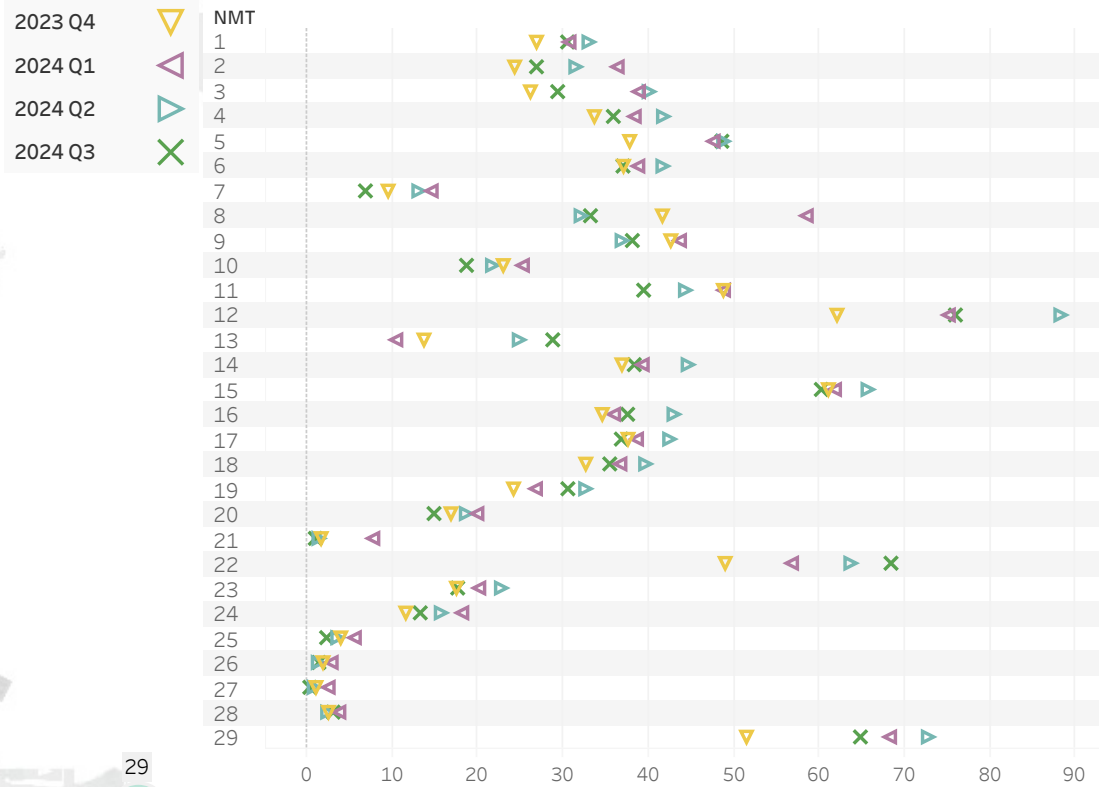
SFO

Airport Director's Report

Presented at the October 2, 2024
Airport/Community Roundtable Meeting

Aircraft Noise Office
July 2024

Nighttime N-Above 55 dBA Daily Average

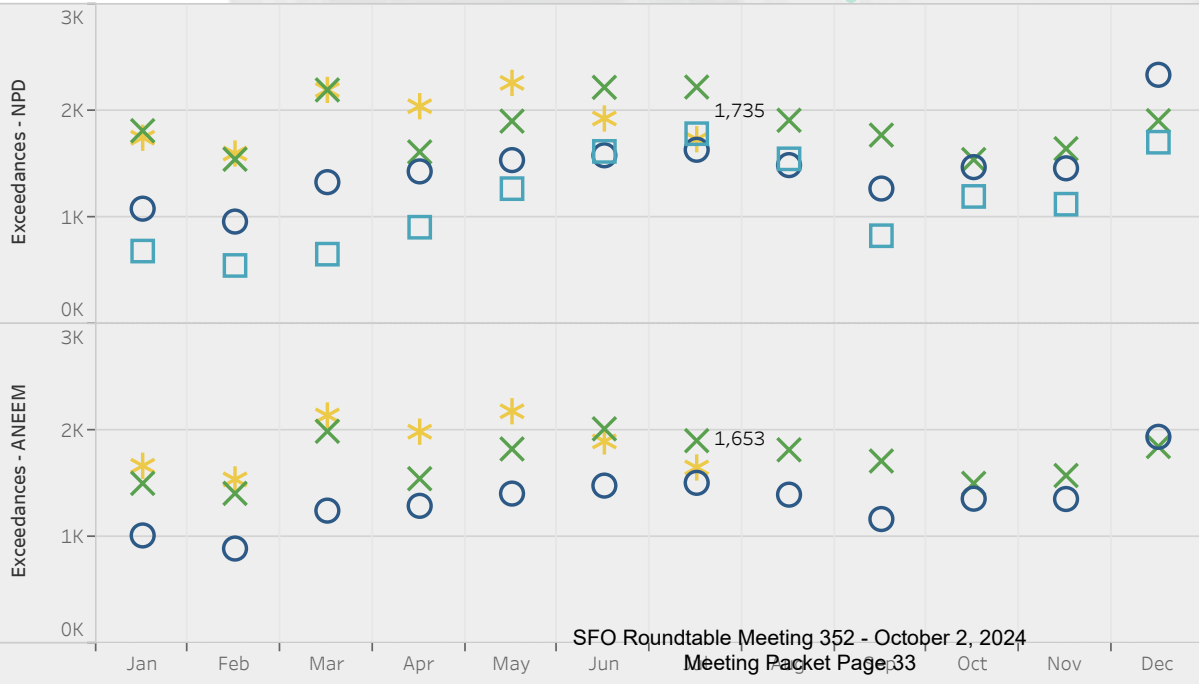


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

Significant Exceedances



Significant Exceedances (right) displays a total count of SFO aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.

Aircraft Noise Levels Details

July 2024

NMT	City	ANOMS						ANEEM			
		Aircraft			Community			Aircraft			
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	120	73	95	84	70	56	109	73	95	86
2	San Bruno	68	54	80	68	64	51	90	55	80	68
3	SSF	43	51	79	67	68	47	141	52	75	63
4	SSF	113	67	90	78	61	47	151	67	89	74
5	San Bruno	110	66	89	77	65	48	169	66	87	73
6	SSF	107	63	87	75	60	46	148	63	85	71
7	Brisbane	15	45	78	67	57	44	67	47	73	61
8	Millbrae	12	51	85	73	66	50	121	55	78	67
9	Millbrae	8	41	76	64	59	42	150	53	73	60
10	Burlingame	4	35	75	64	58	42	62	48	72	60
11	Burlingame	8	38	76	64	57	41	181	51	71	59
12	Foster City	355	62	82	71	58	42	420	63	81	69
13	Hillsborough	2	31	78	65	57	42	79	49	72	60
14	SSF	105	59	83	71	70	46	155	59	81	68
15	SSF	141	56	80	68	61	46	255	57	78	65
16	SSF	95	57	82	70	61	46	156	57	80	67
17	SSF	98	57	81	70	59	45	143	58	80	67
18	Daly City	97	62	86	75	62	46	147	62	85	71
19	Pacifica	84	58	83	72	65	41	122	58	82	69
20	Daly City	83	51	78	65	68	43	108	49	75	63
21	San Francisco	39	47	77	64	63	52	24	42	78	68
22	San Bruno	68	57	82	71	71	46	272	60	79	66
23	San Francisco	79	53	80	69	71	46	149	54	78	66
24	San Francisco	63	50	78	66	67	47	117	49	76	65
25	San Francisco	18	40	75	64	57	42	45	41	72	61
26	San Francisco	7	39	77	65	60	46	29	41	75	64
27	San Francisco	6	41	80	67	61	45	17	39	74	62
28	Redwood City	7	38	78	64	53	36	40	40	70	58
29	San Mateo	87	49	77	64	59	42	358	53	72	60

Noise Monitor's CNEL values (above) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft monthly CNELs from both ANOMS NPD and ANEEM algorithms for each monitor site are provided with daily average aircraft counts, the average Sound Exposure Level (SEL), and average Maximum Level (LMax). Noise levels from other noise sources in the community calculated by ANOMS is provided as Community CNEL. Ambient Level is represented by the LA90 noise value which is the noise level exceeded at the monitor for 90% of the time.

SFO N-Above NPD

SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:100	3,551	3,551	3,551	3,386	3,187	2,821	58:100	3,353	3,349	3,335	3,284	3,122	2,776
2	61:84	2,056	2,056	1,785	598	59	9	55:82	2,574	2,543	2,142	670	70	3
3	62:89	1,171	1,171	949	158	31	7	53:82	3,530	2,816	1,245	153	14	1
4	61:98	3,462	3,462	3,370	3,094	2,691	1,643	53:98	4,296	4,123	3,546	3,111	2,686	1,637
5	62:91	3,331	3,331	3,298	3,018	2,310	1,194	53:89	5,058	4,919	4,119	3,086	2,293	1,184
6	61:91	3,300	3,300	3,231	2,903	1,947	453	53:91	4,352	4,035	3,268	2,867	1,914	442
7	61:79	362	362	285	59	4	0	53:79	1,292	761	351	62	3	0
8	68:88	329	329	329	289	80	19	54:86	3,640	3,533	2,657	821	124	20
9	59:79	84	82	25	6	4	0	53:80	3,872	1,930	600	147	20	1
10	60:76	54	54	8	2	1	0	53:77	1,526	834	144	33	6	0
11	59:76	50	48	11	5	1	0	53:78	4,623	1,717	416	77	7	0
12	64:84	11,136	11,136	11,067	7,545	825	23	53:84	13,001	12,210	11,142	7,510	785	11
13	61:68	7	7	3	0	0	0	53:71	2,148	1,155	267	7	0	0
14	62:87	3,199	3,199	3,034	1,866	458	17	53:84	4,465	4,198	3,253	1,854	453	15
15	61:92	4,405	4,405	3,905	1,162	75	16	53:92	7,619	6,893	4,379	1,143	58	11
16	62:84	2,955	2,955	2,799	1,570	187	4	53:83	4,526	4,080	3,044	1,572	180	2
17	61:84	3,018	3,018	2,766	1,464	151	5	53:87	4,263	4,038	3,020	1,453	149	5
18	64:101	3,003	3,003	3,002	2,706	1,765	351	53:88	4,326	4,047	3,345	2,775	1,780	353
19	65:92	2,605	2,605	2,605	1,923	452	18	53:85	3,683	3,289	2,834	1,928	458	17
20	59:90	2,288	2,227	1,011	269	113	25	53:83	2,782	2,285	862	122	25	3
21	59:77	659	616	243	32	3	0	61:75	341	341	226	33	1	0
22	64:93	1,967	1,967	1,953	1,214	134	16	53:84	8,065	7,183	4,789	2,094	257	10
23	63:94	2,360	2,360	2,188	669	53	11	53:81	3,763	3,569	2,449	699	37	3
24	59:87	1,647	1,639	930	135	21	10	53:79	2,403	2,073	991	197	9	0
25	58:80	468	422	188	32	2	1	53:75	965	635	198	16	0	0
26	59:76	142	140	65	9	1	0	54:75	397	308	99	18	1	0
27	62:77	19	19	9	6	1	0	54:77	69	45	10	3	1	0
28	59:77	128	120	35	6	1	0	53:68	626	155	14	0	0	0
29	59:81	2,751	2,663	720	249	50	5	53:81	10,954	5,749	723	100	11	1

Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent only SFO aircraft-related noise events.

Operations

July 2024

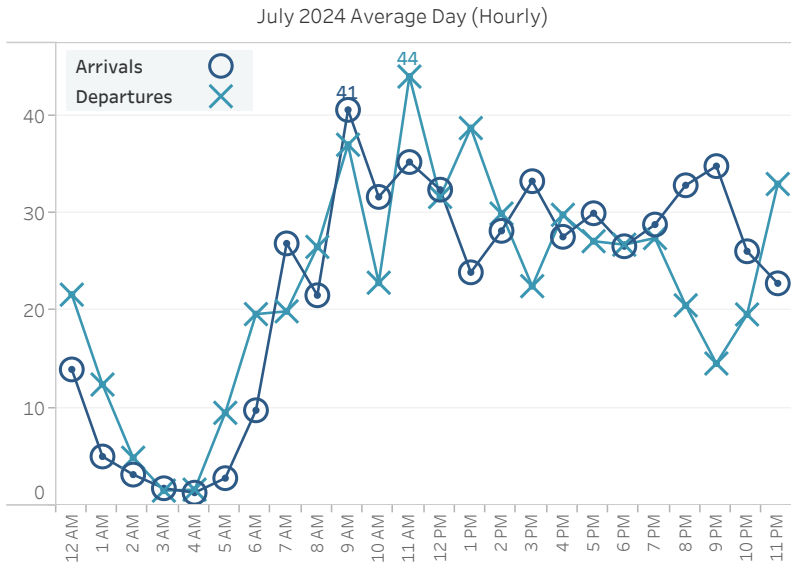
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
33,605	1,084	31,329	-2%

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%



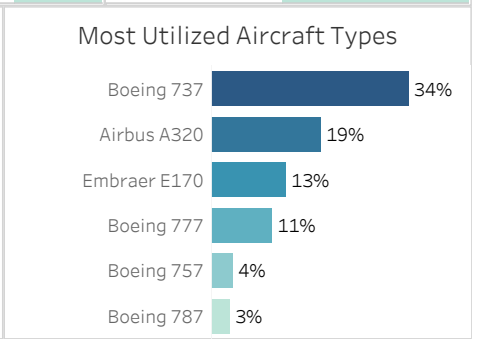
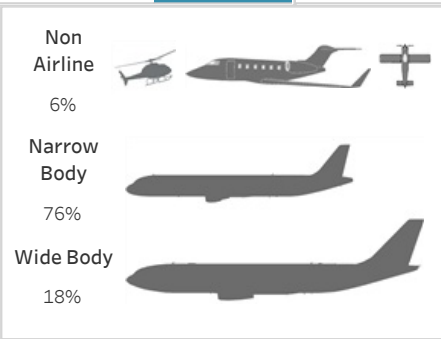
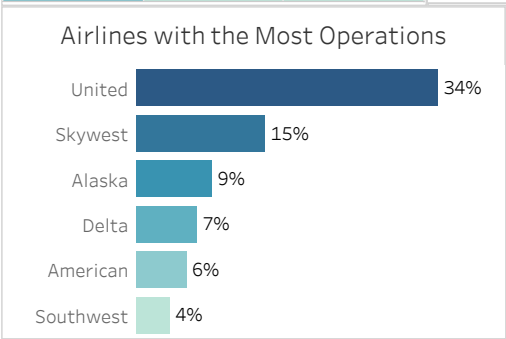
Top Destinations

Los Angeles	Seattle	JFK
6%	4%	4%

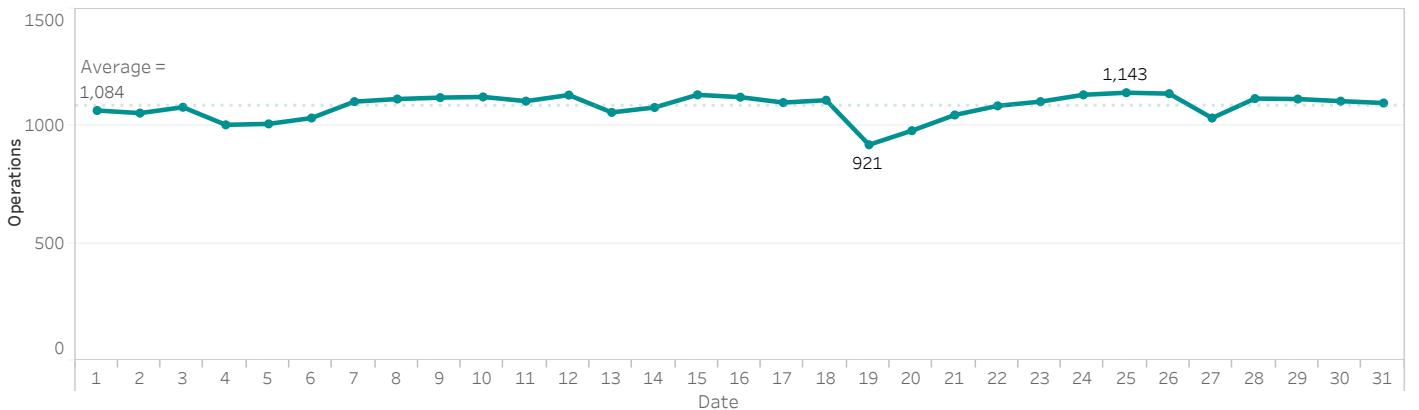
Down the Bay vs Peninsula

1.1 Down the Bay Visual	33%
1.2 BDEGA Arrival	67%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	33%	A. GAP	19%
2. DYAMD	36%	B. SSTIK	28%
3. SERFR	25%	C. NIITE	12%
4. PIRAT	6%	D. TRUKN RWY 01	40%
		D. TRUKN RWY 28	1%





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		 81% 12,863
28 L/R	 100% 15,797	 19% 2,927

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

	Departures
01 L/R	 58% 494
28 L/R	 42% 364

Runway Utilization Arrivals

28L	28R
 40%	 60%
Night (10pm-7am)	
28L	28R
 23%	 77%

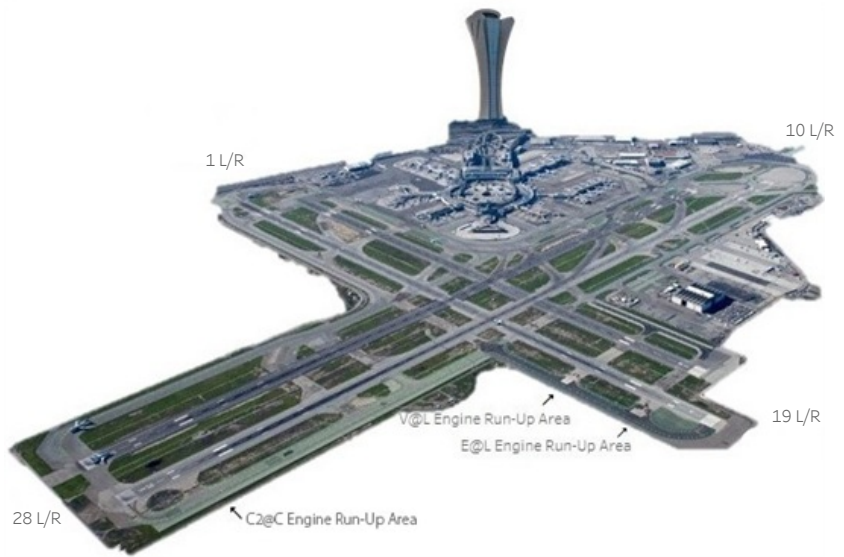
Nighttime Power Run-Ups

10pm-7am

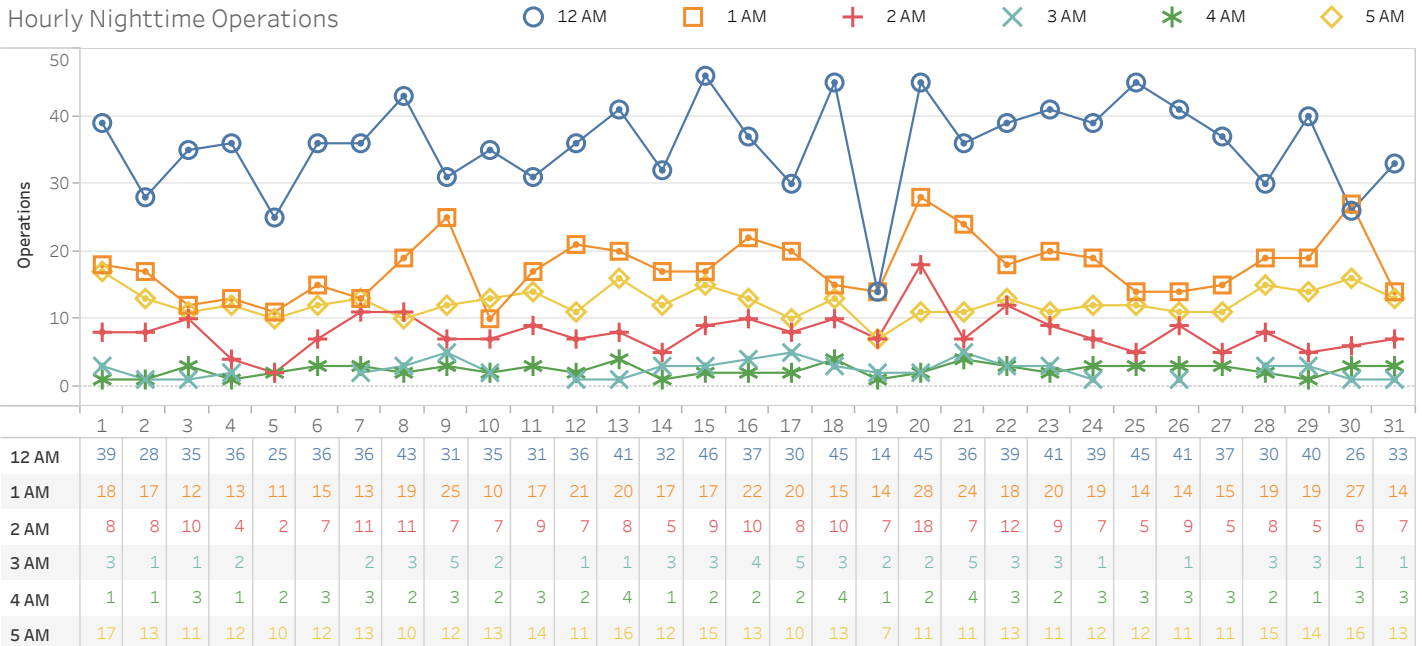
American Airlines	5
Delta Airlines	1
United Airlines	6

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



Noise Reports

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	3	104
Belmont	1	1
Brisbane	8	55
Burlingame	2	2
Daly City	7	951
East Palo Alto	1	1
El Granada	1	442
Emerald Hills	5	573
Foster City	25	4,541
Hillsborough	4	23
Menlo Park	10	284
Millbrae	5	41
Montara	1	660
Pacifica	9	697
Portola Valley	24	10,870
Redwood City	5	523
San Bruno	7	235
San Carlos	1	3
San Francisco	17	2,470
San Mateo	5	87
South San Francisco	8	92
Woodside	4	1,211
Alameda	3	36
Ben Lomond	1	3
Berkeley	5	1,032
Boulder Creek	2	2
Capitola	2	7
Castro Valley	1	10
Cupertino	1	33
Felton	2	82
Fremont	2	71
La Honda	1	4
Lafayette	1	34
Los Altos	35	3,975
Los Altos Hills	9	805
Los Gatos	26	3,876
Moraga	2	84
Mountain View	7	2,607
Oakland	8	2,840
Orinda	2	245
Palo Alto	86	16,641
Richmond	3	295
Santa Cruz	32	9,690
Scotts Valley	23	3,554
Soquel	17	2,561
Stanford	2	317
Sunnyvale	3	127
Watsonville	1	54
Grand Total	430	72,851

Reporters Annual AVG

501

Reports Annual AVG

74,713

New Reporters

14

New Reporters Top City

Foster City

Furthest Report

64 Miles

Reports per SFO Operation

2

Top Aircraft Types

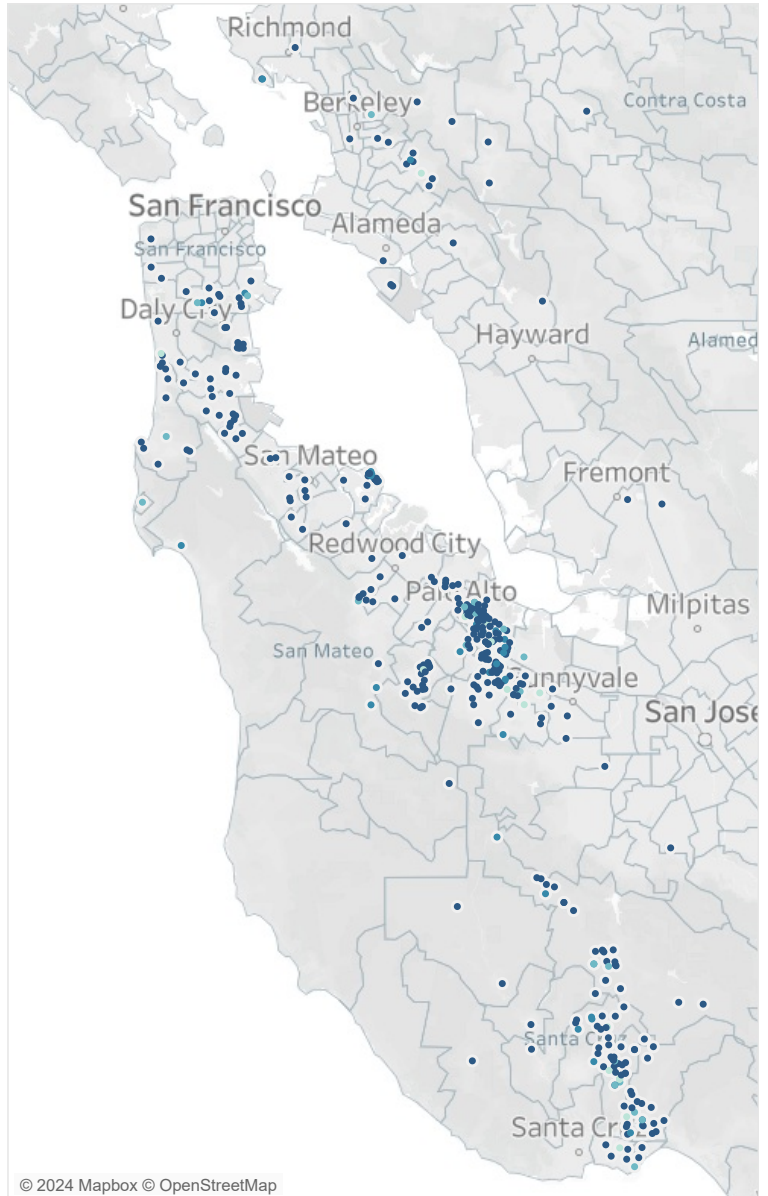
B737
A320
E75L

Top Flight Numbers

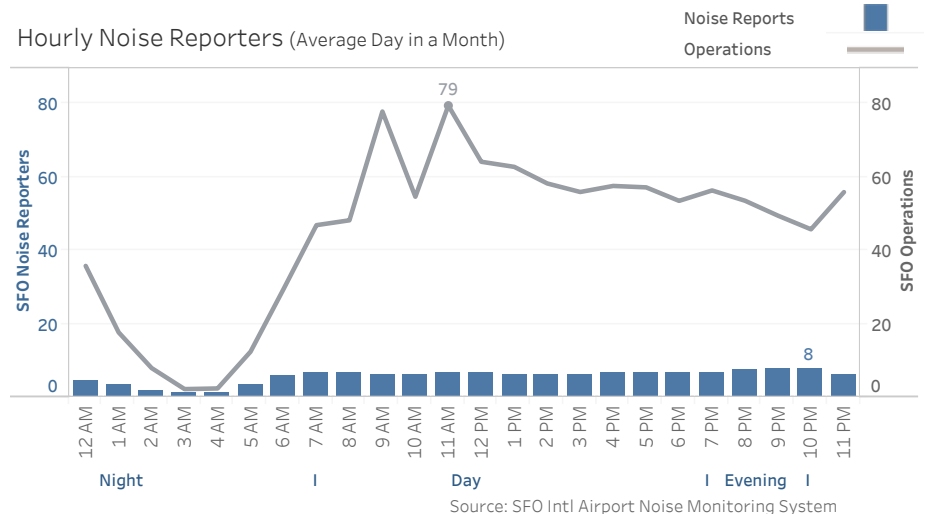
UAL2247
TAI560
UAL552
UAL2145

Noise Reporters Location Map

July 2024

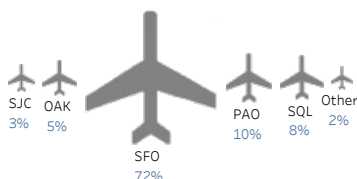


Hourly Noise Reporters (Average Day in a Month)



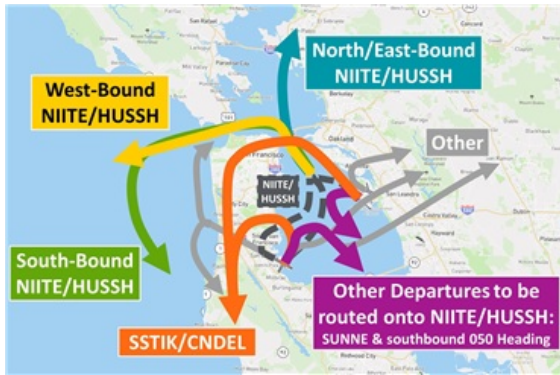
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

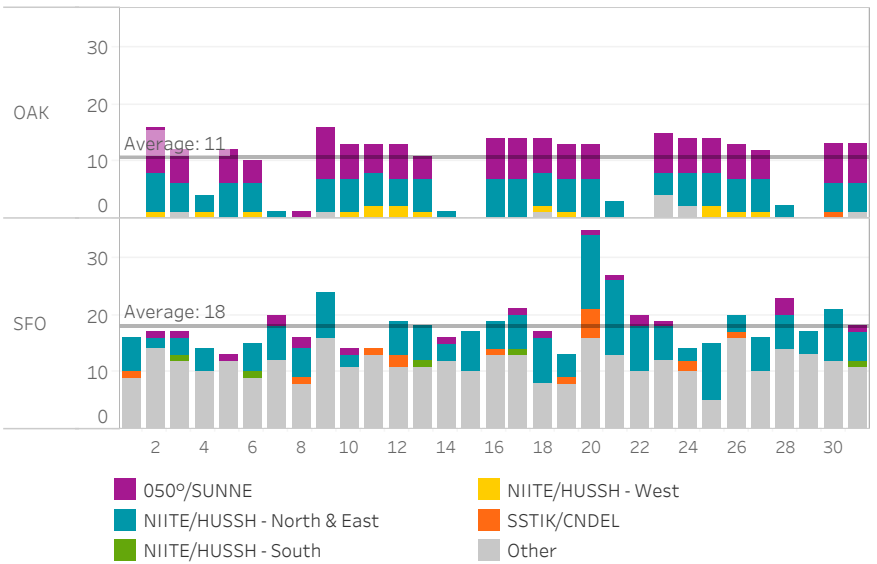


99% of noise reports correlate to a flight origin/destination airport.

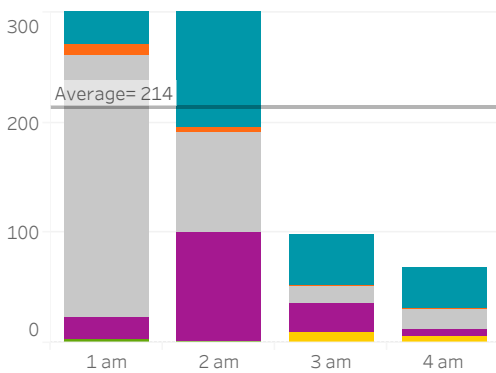
NIITE to GOBBS 1 am to 5 am (July 2024)



Count of Departures per Night



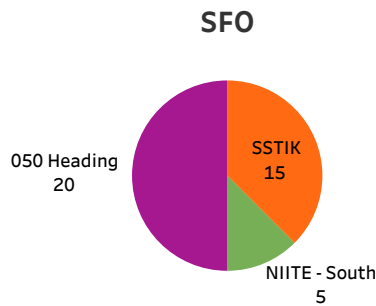
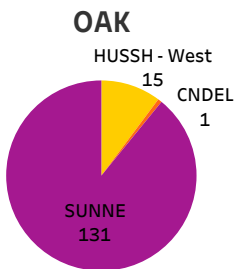
Average Total Departures per Hour



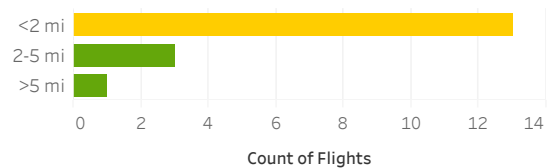
Departure Runway Usage

OAK		SFO			
28L	30	01L	01R	28L	28R
0%	100%	10%	28%	25%	37%

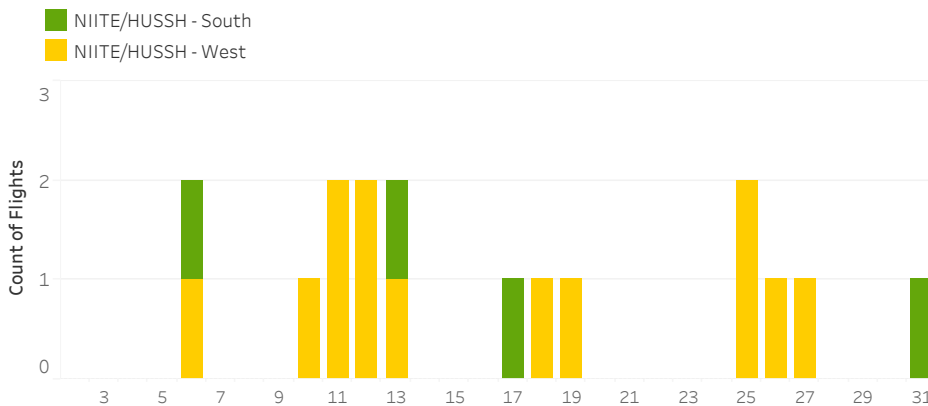
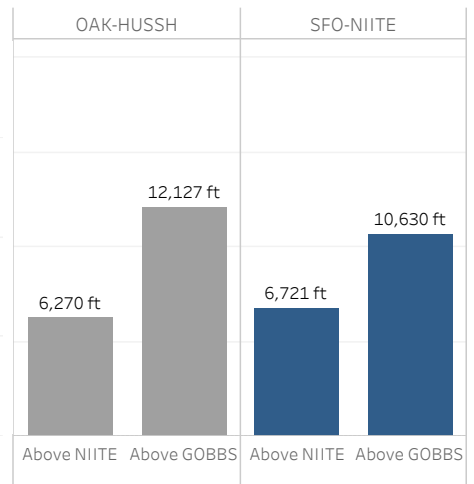
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Harvey Milk Terminal Terminal 1

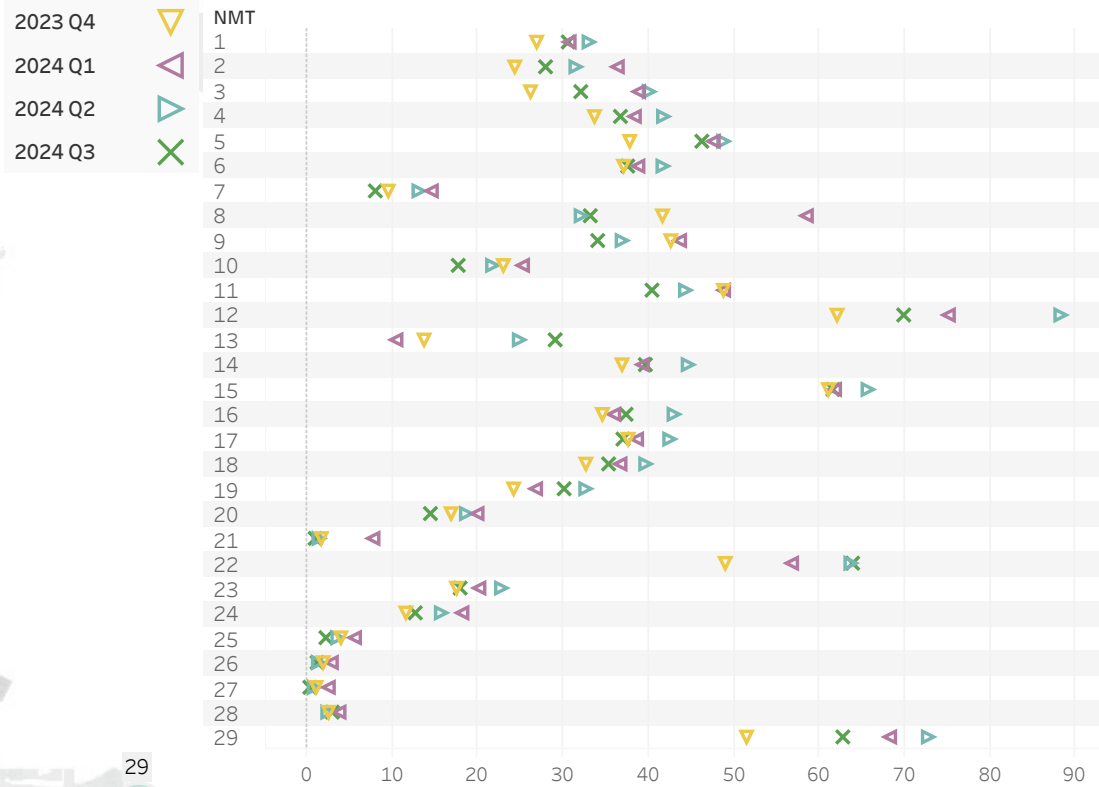
SFO

Airport Director's Report

Presented at the October 2, 2024
Airport/Community Roundtable Meeting

Aircraft Noise Office
August 2024

Nighttime N-Above 55 dBA Daily Average

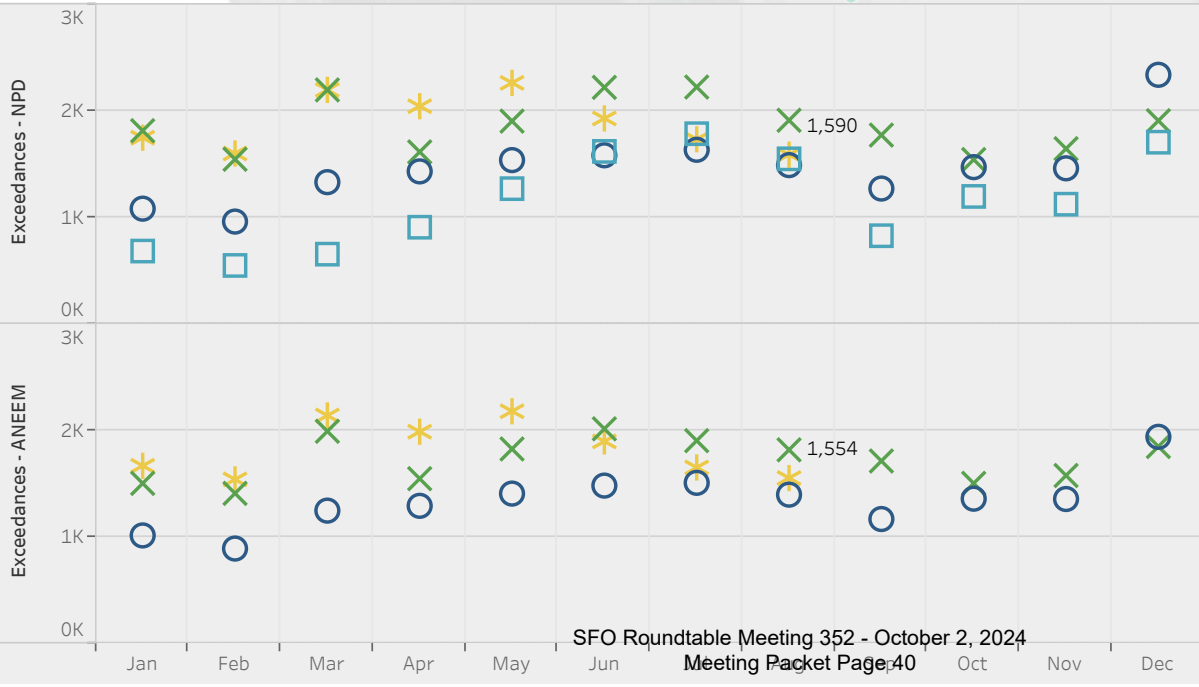


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



The map displays the N-Above counts at each NMT by N-Above Noise Level based on SFO aircraft noise events. Darker circles represent louder noise events and larger circles represent a larger number of noise events relative to the N-Above noise level. Values are derived from the ANEEM algorithm.

Significant Exceedances



Significant Exceedances (right) displays a total count of SFO aircraft noise events that produced a noise level higher than the maximum allowable decibel value established for a particular monitoring site.

Aircraft Noise Levels Details

August 2024

NMT	City	ANOMS						ANEEM			
		Aircraft			Community			Aircraft			
		Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)	CNEL (dBA)	Ambient Level (dBA)	Noise Events (AVG Day)	CNEL (dBA)	SEL (dBA)	LMax (dBA)
1	San Bruno	118	72	94	84	67	56	116	72	94	84
2	San Bruno	67	54	83	68	63	51	88	55	80	68
3	SSF	42	51	81	68	61	43	180	54	75	63
4	SSF	112	67	90	78	59	45	166	67	88	73
5	San Bruno	110	65	89	77	61	47	161	65	87	73
6	SSF	108	64	87	75	57	44	166	64	85	70
7	Brisbane	16	46	89	68	58	44	82	48	74	62
8	Millbrae	9	49	87	73	65	50	110	54	78	67
9	Millbrae	6	37	93	64	57	41	129	50	72	60
10	Burlingame	4	36	86	65	58	42	62	46	73	61
11	Burlingame	7	37	86	65	56	42	180	51	71	59
12	Foster City	358	62	83	71	58	42	425	63	81	69
13	Hillsborough	3	34	91	66	57	43	86	49	72	60
14	SSF	105	59	84	71	60	44	183	60	81	67
15	SSF	139	56	83	69	59	46	286	57	78	65
16	SSF	96	58	84	70	60	46	169	58	80	66
17	SSF	101	58	83	70	59	44	153	58	80	67
18	Daly City	99	63	86	75	61	46	159	63	84	70
19	Pacifica	85	59	85	72	55	39	126	59	82	69
20	Daly City	82	50	80	65	61	43	107	49	75	63
21	San Francisco	28	44	81	64	61	53	25	41	77	67
22	San Bruno	63	54	81	71	61	44	262	58	77	65
23	San Francisco	82	52	80	69	60	46	155	54	78	66
24	San Francisco	54	48	88	65	60	46	118	49	75	63
25	San Francisco	16	40	77	65	56	41	45	41	72	61
26	San Francisco	5	37	96	67	59	46	23	40	75	63
27	San Francisco	5	36	87	67	62	44	17	38	74	62
28	Redwood City	6	36	93	65	53	39	32	40	71	58
29	San Mateo	100	51	81	64	58	42	365	53	73	60

Noise Monitor's CNEL values (above) are derived from actual measured events and are used to validate the 65dBA CNEL noise footprint. Aircraft monthly CNELs from both ANOMS NPD and ANEEM algorithms for each monitor site are provided with daily average aircraft counts, the average Sound Exposure Level (SEL), and average Maximum Level (LMax). Noise levels from other noise sources in the community calculated by ANOMS is provided as Community CNEL. Ambient Level is represented by the LA90 noise value which is the noise level exceeded at the monitor for 90% of the time.

SFO N-Above NPD

SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:100	3,539	3,539	3,539	3,422	3,231	2,808	58:100	3,505	3,501	3,475	3,406	3,207	2,791
2	61:88	2,065	2,065	1,836	564	16	3	56:78	2,628	2,591	2,153	587	9	0
3	62:88	1,181	1,181	986	168	42	14	53:88	4,594	3,545	1,498	167	33	10
4	61:95	3,463	3,463	3,414	3,134	2,728	1,605	53:95	4,754	4,493	3,674	3,186	2,739	1,609
5	63:91	3,345	3,345	3,337	3,089	2,344	1,159	53:88	4,810	4,641	3,901	3,128	2,341	1,160
6	61:91	3,341	3,341	3,277	2,948	1,971	435	53:91	4,903	4,451	3,417	2,943	1,968	433
7	62:81	403	403	311	91	10	2	53:81	1,671	1,015	409	101	12	2
8	68:89	254	254	254	222	51	17	53:89	3,310	3,185	2,186	559	104	21
9	59:75	75	72	25	5	1	0	53:78	3,287	1,403	372	87	15	0
10	60:72	55	53	15	3	0	0	45:81	1,456	834	223	48	7	1
11	60:81	32	32	12	4	1	1	47:81	4,595	1,822	480	93	17	1
12	64:86	10,479	10,479	10,431	6,828	605	18	53:84	12,241	11,618	10,495	6,817	590	10
13	60:81	28	25	5	2	1	1	53:72	2,378	1,223	255	10	0	0
14	61:86	2,717	2,717	2,627	1,619	391	7	51:85	5,203	4,772	3,497	1,990	488	10
15	62:89	4,303	4,303	3,900	1,281	73	17	53:86	8,559	7,476	4,494	1,288	59	8
16	62:89	2,979	2,979	2,822	1,542	205	3	53:79	4,870	4,352	3,070	1,551	201	0
17	61:86	3,110	3,110	2,934	1,561	196	7	53:81	4,595	4,304	3,174	1,538	177	3
18	64:88	3,058	3,058	3,053	2,694	1,693	312	53:88	4,662	4,285	3,462	2,764	1,712	315
19	65:85	2,628	2,628	2,628	1,960	577	22	53:85	3,788	3,366	2,832	1,964	577	22
20	59:90	2,381	2,336	1,055	296	97	26	53:81	2,841	2,329	870	142	20	2
21	59:75	487	457	167	22	0	0	61:75	343	343	192	20	3	0
22	64:86	1,843	1,843	1,836	1,071	82	9	53:81	7,769	6,545	3,952	1,448	112	4
23	63:85	2,467	2,467	2,291	711	56	5	53:81	3,961	3,729	2,545	708	27	2
24	59:80	1,445	1,439	705	76	11	1	53:78	2,618	2,171	819	124	4	0
25	58:79	397	371	174	46	6	0	53:78	969	649	205	23	2	0
26	59:78	91	89	35	4	1	0	54:78	334	228	63	9	1	0
27	62:83	10	10	3	3	2	1	53:73	85	47	3	1	0	0
28	59:75	97	95	18	4	2	0	53:70	495	160	12	0	0	0
29	59:85	3,162	3,096	953	300	84	13	53:80	11,164	6,012	734	73	7	1

Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent only SFO aircraft-related noise events.

Operations

August 2024

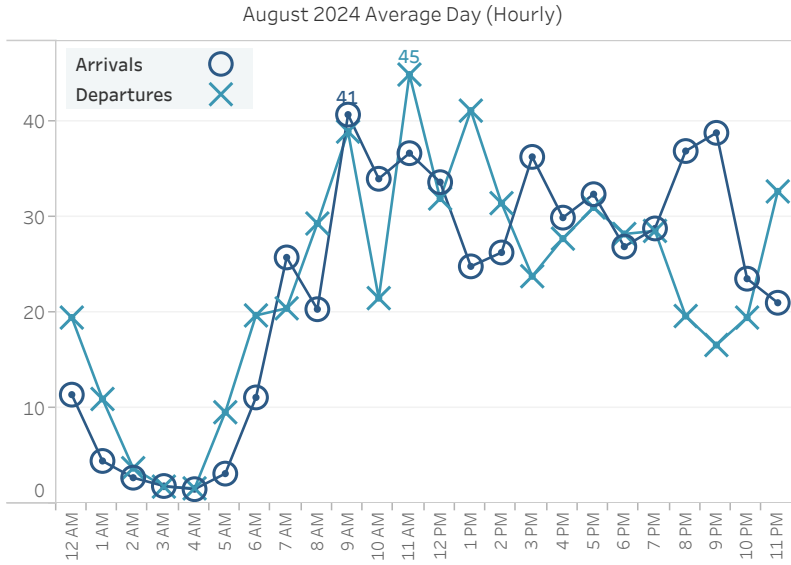
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
34,242	1,105	31,323	0%

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%



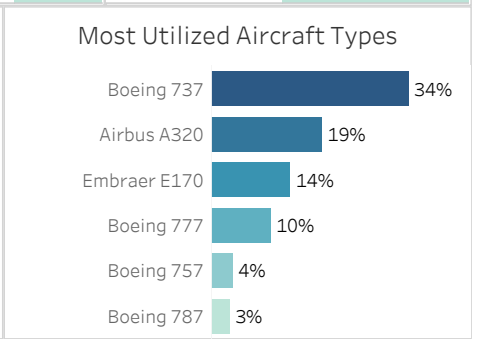
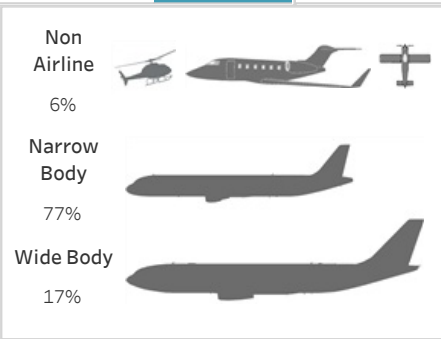
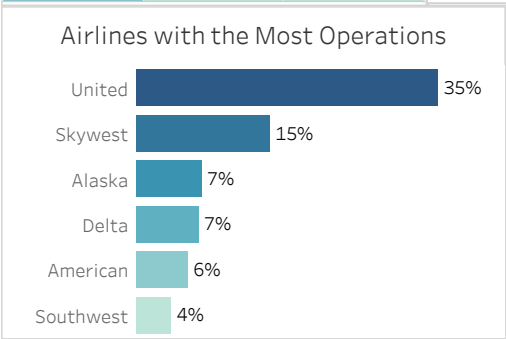
Top Destinations

Los Angeles	Seattle	San Diego
6%	4%	3%

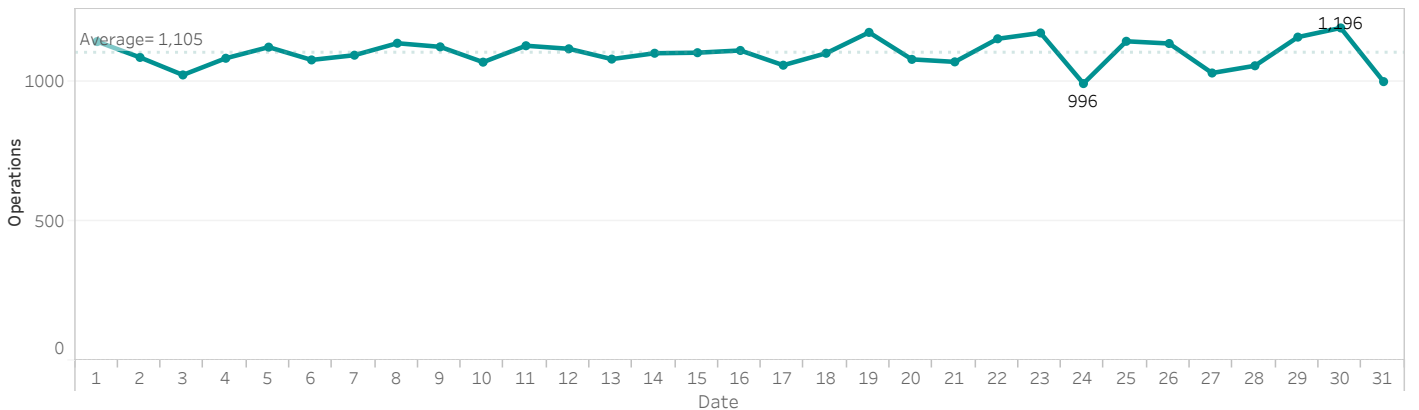
Down the Bay vs Peninsula

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

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	33%	A. GAP	19%
2. DYAMD	34%	B. SSTIK	28%
3. SERFR	27%	C. NIITE	12%
4. PIRAT	6%	D. TRUKN RWY 01	40%
		D. TRUKN RWY 28	1%



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		81% 13,107
10 L/R		0% 1
28 L/R	100% 16,119	19% 3,014

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

	Departures
10 L/R	0% 1
01 L/R	52% 422
28 L/R	47% 382

Runway Utilization Arrivals

28L	28R
35%	65%
Night (10pm-7am)	
28L	28R
21%	79%

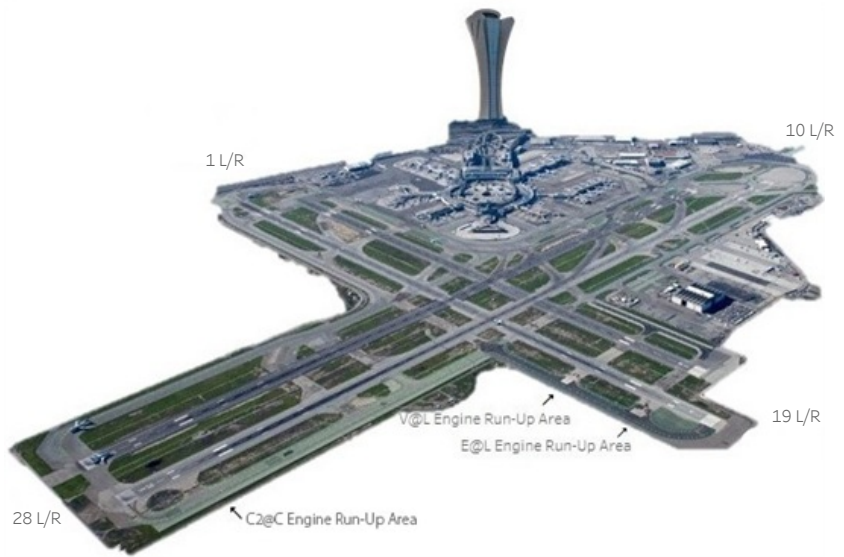
Nighttime Power Run-Ups 10pm-7am

10pm-7am

Alaska Airlines	1
American Airlines	1
JetBlue Airways	1
United Airlines	8

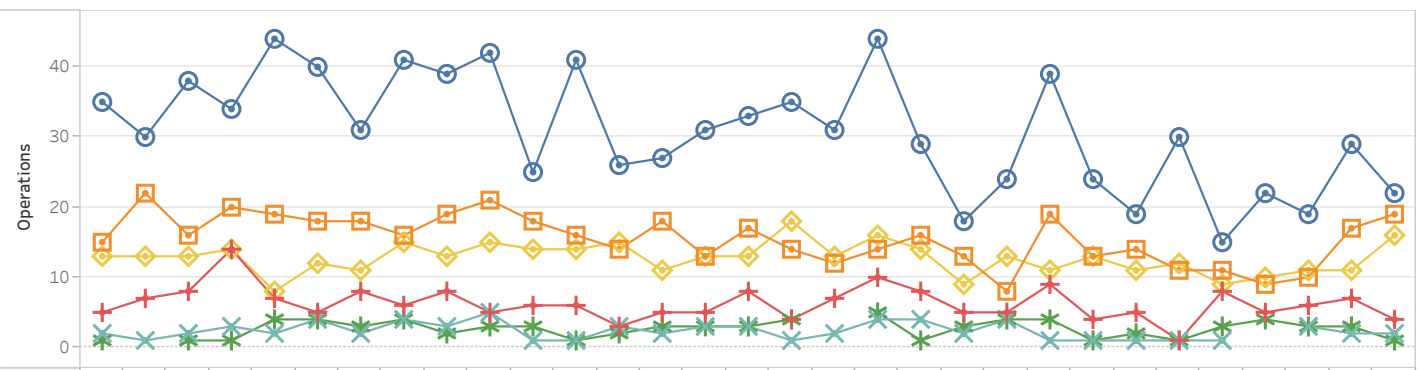
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	35	30	38	34	44	40	31	41	39	42	25	41	26	27	31	33	35	31	44	29	18	24	39	24	19	30	15	22	19	29	22
1 AM	15	22	16	20	19	18	18	16	19	21	18	16	14	18	13	17	14	12	14	16	13	8	19	13	14	11	11	9	10	17	19
2 AM	5	7	8	14	7	5	8	6	8	5	6	6	3	5	5	8	4	7	10	8	5	5	9	4	5	1	8	5	6	7	4
3 AM	2	1	2	3	2	4	2	4	3	5	1	1	3	2	3	3	1	2	4	4	2	4	1	1	1	1	1	3	2	2	
4 AM	1		1	1	4	4	3	4	2	3	3	1	2	3	3	3	4		5	1	3	4	4	1	2	1	3	4	3	3	1
5 AM	13	13	13	14	8	12	11	15	13	15	14	14	15	11	13	13	18	13	16	14	9	13	11	13	11	12	9	10	11	11	16

Noise Reports

Reporters Annual AVG

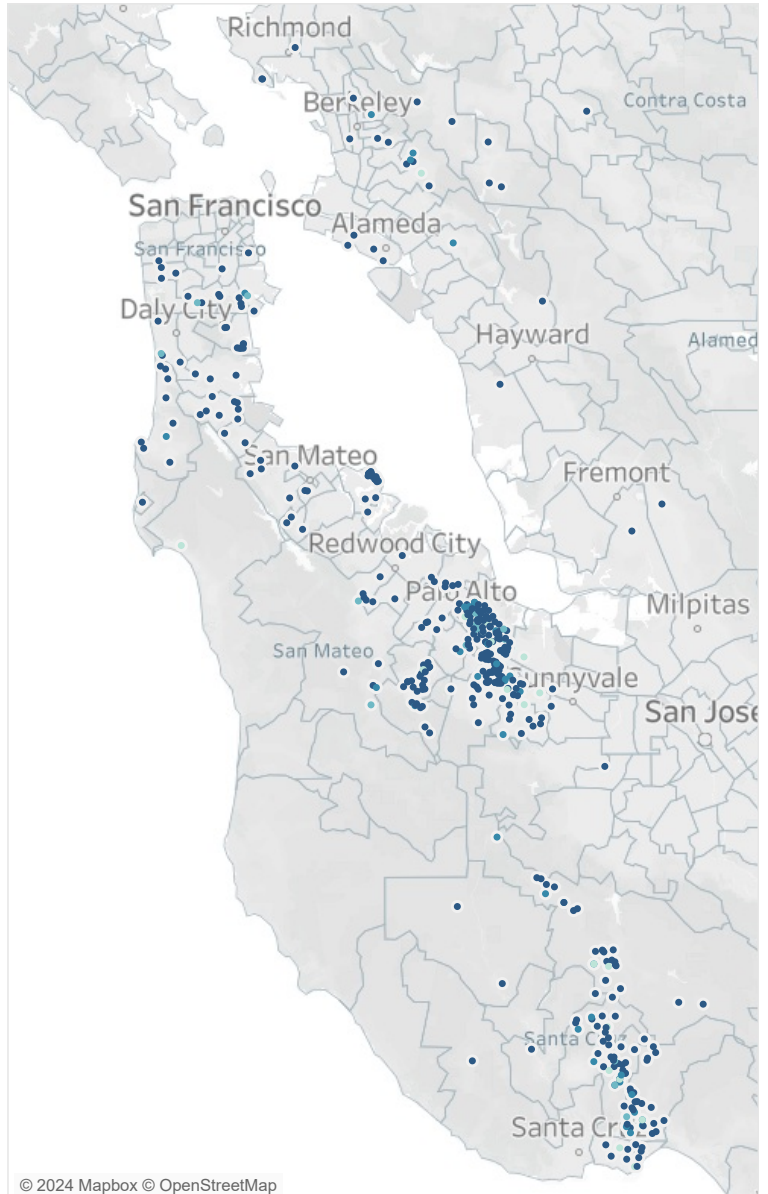
Noise Reporters Location Map

August 2024

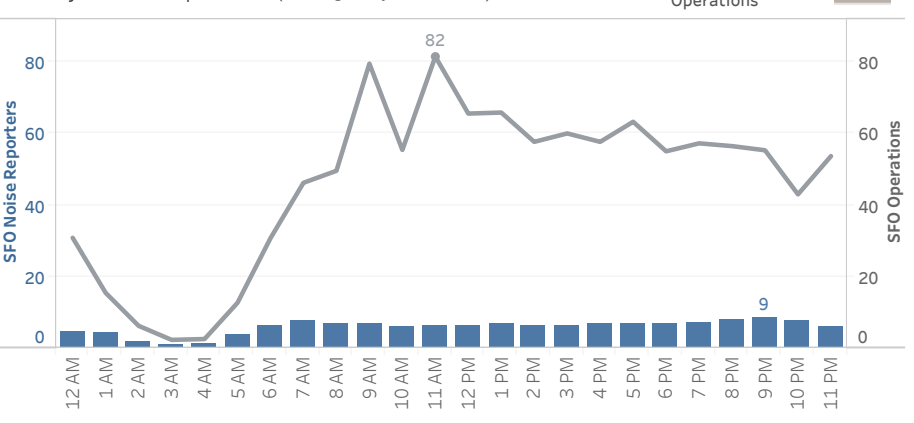
Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	3	59
Brisbane	8	96
Burlingame	2	4
Daly City	5	815
El Granada	1	846
Emerald Hills	3	126
Foster City	25	2,650
Hillsborough	3	26
Menlo Park	10	171
Millbrae	2	20
Montara	1	233
Pacifica	8	669
Portola Valley	29	13,362
Redwood City	6	486
San Bruno	7	147
San Francisco	17	2,195
San Mateo	5	229
South San Francisco	4	114
Woodside	6	1,907
Alameda	4	291
Berkeley	5	673
Boulder Creek	2	4
Capitola	3	34
Castro Valley	1	31
Cupertino	1	32
Felton	2	104
Fremont	2	73
Hayward	1	1
Lafayette	1	72
Los Altos	45	4,846
Los Altos Hills	12	966
Los Gatos	28	4,672
Moraga	3	64
Mountain View	7	3,214
Oakland	7	2,616
Orinda	2	238
Palo Alto	102	18,393
Richmond	3	158
Santa Cruz	33	7,745
Scotts Valley	21	3,585
Soquel	23	3,077
Stanford	3	351
Sunnyvale	1	126
Watsonville	1	63
Grand Total	458	75,584

492
Reports Annual AVG
73,402
New Reporters
10
New Reporters Top City
San Francisco
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737 A320 E75L
Top Flight Numbers
KAL214 UAL2145 AAR286

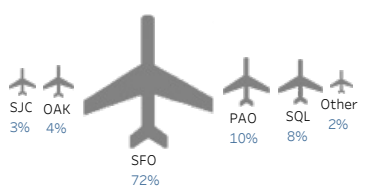


Hourly Noise Reporters (Average Day in a Month)



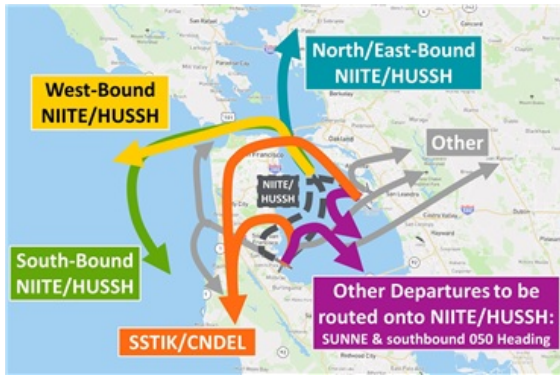
Notes:
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

Noise Reports by Airport

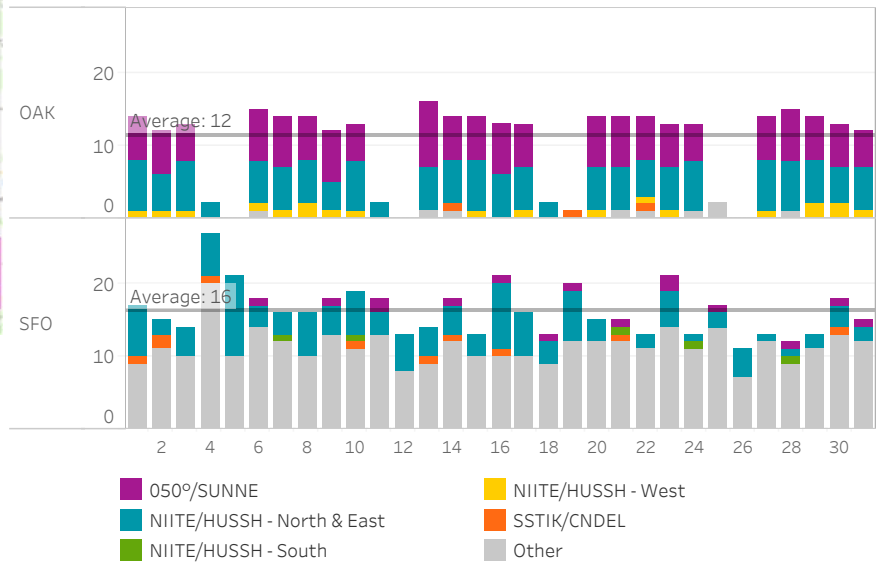


99% of noise reports correlate to a flight origin/destination airport.

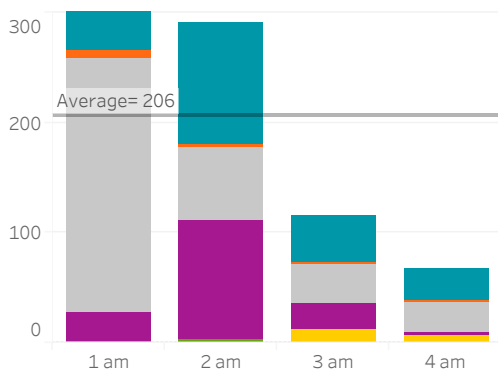
NIITE to GOBBS 1 am to 5 am (August 2024)



Count of Departures per Night



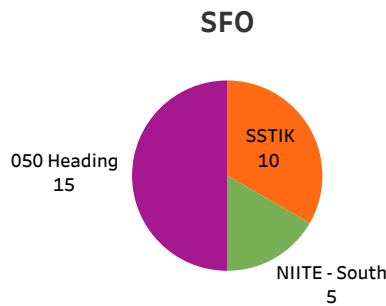
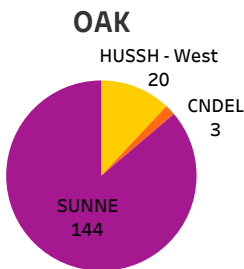
Average Total Departures per Hour



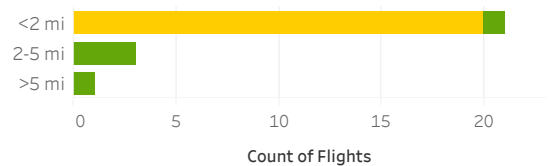
Departure Runway Usage

OAK		SFO				
28L	30	01L	01R	10L	28L	28R
0%	100%	11%	17%	0%	16%	57%

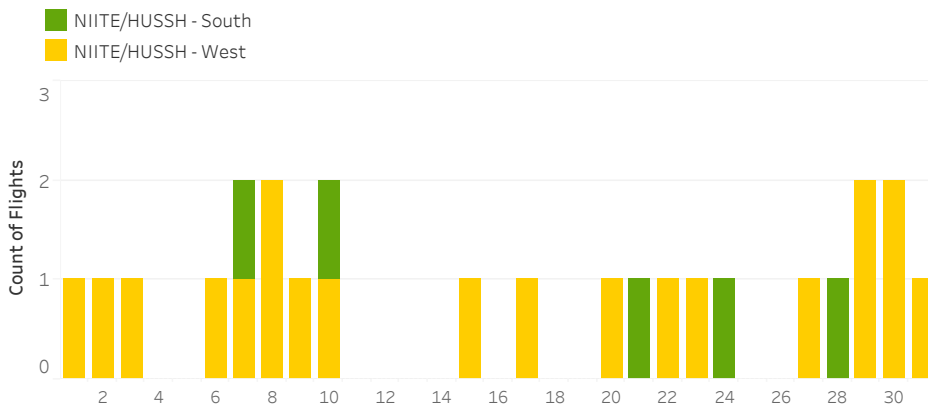
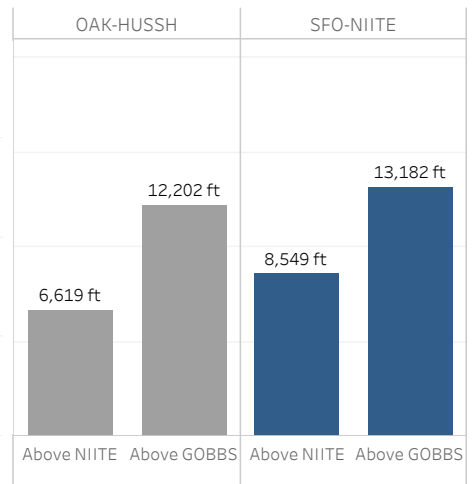
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





September 26, 2024

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

TO: SFO Airport/Community Roundtable Members
FROM: Kathleen Wentworth, SFO Roundtable Coordinator
RE: Proposed FY 2024-2025 SFO Roundtable Budget

EXECUTIVE SUMMARY

A proposed Roundtable FY 2024-2025 budget is submitted as required by the Roundtable Bylaws Article VIII. Funding/Budget:

5. *The Roundtable shall adopt an annual budget at a Regular Meeting or at a Special Meeting held between May 31 and October 31 of each calendar year. The budget must be approved by a majority of the Representatives/Alternates who are present at that meeting.*
6. *The adopted Roundtable Budget may be amended at any time during the fiscal year, as needed. Such action shall occur at a Regular Roundtable Meeting and be approved by a majority of the Roundtable Representatives present at that meeting.*

FY2023-2024 Actuals: FY 2023-2024 expenditures were significantly lower than planned largely because of reduced staff costs, of approximately \$19,979, the savings from the Roundtable Administrative Secretary position salary and benefits when that position went unfilled for four months. Revenue reflected a slight decrease that was a result of dues from two cities being received or processed after June 30, 2024. (Also pending is receipt of 2023-2024 dues from one additional city.)

FY2024-2025 Budget: Comparing the proposed FY 2024-2025 Budget with the FY 2023-2024 approved budget, planned revenue will remain unchanged, but planned expenses as compared to the 2023-2024 budget will be higher, most of it due to one-time staffing expenses and staff training. It is recommended that a Roundtable Trust Fund contribution of \$33,490 be transferred to the Budget A: Sources/ Revenue/ Other Sources/ Fund Balance Contribution to balance the budget. The Roundtable Trust Fund balance at the close of FY 2023-2024 was \$518,256.50.

RECOMMENDATION

Approval of the proposed attached 12-month Roundtable budget for FY 2024-2025.

REVENUE

FY 2024-2025 revenue remains unchanged with the twenty cities in San Mateo County and C/CAG contributing \$1500 each, San Mateo County contributing \$12,000, and the City and County of San Francisco (SFO Airport) contributing \$220,000.

EXPENSES



Staffing and Coordination: 2024 has seen a complete turnover in Roundtable staffing. After four months of being without a Roundtable Administrative Secretary (October 2023-February 2024), that position was filled in February 2024. In September 2024, the new Roundtable Coordinator began work and will replace the outgoing Roundtable Coordinator. Costs for salaries and benefits will be slightly increased due to job position re-classifications, step advancement and anticipated estimated cost-of-living increases.

Increased reclassification expenses are due to:

- 1) HR reclassification of the Roundtable Secretary job class from Administrative Secretary II to an Administrative Secretary III, reflecting the actual job duties performed.
- 2) Reclassification of the Roundtable Coordinator job classification from a Planner III to a Management Analyst position. This allows the Roundtable to broaden the recruiting pool by deleting the narrow job classification of Planner III to a broader job classification of Management Analyst which recognizes the management skills needed for the Coordinator position.

Related to this new staffing, it is proposed that the budget include a one-time increase in staffing costs to provide “double-staffing” job training overlap for the Roundtable Coordinator position. Since Roundtable Regular meeting and subcommittee meeting dates are widely spaced apart, this would provide the incoming Roundtable Coordinator with on-the-job training alongside the outgoing Roundtable Coordinator at these upcoming meetings as well as the processes leading up to and following each meeting, along with other Coordinator tasks. This “double-staffing” will also enable the outgoing Roundtable Coordinator to allocate some time to conclude work on specialized aviation Roundtable projects.

The outgoing Roundtable Coordinator would continue working as part of this “double staffing” for about two and a half months after the hire date of the new Coordinator (remaining until after the December 4, 2024 Roundtable meeting) at an approximate cost (salary and benefits) of approximately \$18,227. (Interestingly, the proposed cost to “double-staff” the Coordinator position in the FY 2024-2025 budget is close to the cost savings (\$19,979) due to the Roundtable Administrative Secretary position not being filled for four months during FY 2023-2024, allowing that amount to remain in the Trust Fund at the start of this FY 2024-2025).

Administration/Operations: There are no significant changes. However, we understand that San Mateo County will be undertaking a review of the actual cost to provide some services to the Roundtable. Any changes would likely be made in FY 2025-26.

Projects, Programs & Other: Because of the very specific meeting requirements and topics undertaken by the Roundtable, staff training is specialized. We are proposing the addition of a new expense category of *Staff Professional Development*. The Roundtable Administrative Secretary will attend multi-day training offered by the California Special Districts Association for Board Secretary/Clerks and the new Roundtable Coordinator will attend a virtual Airport Noise Course by HMMH. (Funding is separate from the HMMH contract services). These training opportunities are necessary to perform the job tasks and are a one-time expense. The cost of these two training courses, which are budgeted for a combined \$3000 will be listed in the Budget as *B/Expenses/Projects, Programs & Other/ Staff Professional Development*. In addition, the budget includes modest increases in the expected cost of the Fly Quiet awards and transportation for the TRACON field trip.

Attachment: FY 2024-2025 Proposed Budget with FY 2023-2024 Actuals Report

SFO Airport/Community Roundtable
 FY 2023-2024 PROPOSED BUDGET

A	SOURCES	2023-2024	2023-2024 ACTUAL	2024-2025
	Revenue	BUDGET	ACTUALS	BUDGET
	San Francisco Airport Commission	\$ 220,000	220,000.00	\$ 220,000
	Roundtable Membership	\$ 43,500	40,500.00	\$ 43,500
	<i>In Kind Contributions*</i>			
		\$ 263,500	260,500.00	\$ 263,500
	Other Sources			
	Fund Balance Contribution	\$ 9,490	0	\$ 33,490
	SOURCES TOTAL	\$ 272,990	260,500.00	\$ 296,990

B	EXPENSES	2023-2024	2023-2024	2023-24
	Staffing & Coordination	BUDGET	ACTUALS	BUDGET
	County of San Mateo Coordination Services	\$ 155,000	125,030.87	\$ 175,000
	Roundtable Aviation Technical Consultant	\$ 90,000	92,571.06	\$ 90,000
		\$ 245,000	217,601.93	\$ 265,000

ADMINISTRATION / OPERATIONS	BUDGET	ACTUALS	BUDGET
Meeting Rooms * In-Kind		-	\$ -
Postage / Printing	\$ 1,500	1,800.00	\$ 1,800
Website	\$ 1,800	-	\$ 1,800
Data Storage & Conference Services	\$ 990	990	\$ 990
Miscellaneous Office Expenses/Equipment	\$ 3,000	1,187.78	\$ 3,000
Video Services	\$ 8,000	4,054.00	\$ 8,000
	\$ 15,290	8,031.78	\$ 15,590

PROJECTS, PROGRAMS, & OTHER	BUDGET	ACTUALS	BUDGET
Noise Conferences Attendance, Coordinator	\$ 1,500	215	\$ 1,500
Noise Conferences Attendance, Members	\$ 3,000	150	\$ 3,000
TRACON Field Trip(s)	\$ 950	1,372.98	\$ 1,500
Airport Noise Report subscription	\$ 2,500	2,500.00	\$ 2,500
N.O.I.S.E. Membership	\$ 4,300	4,300.00	\$ 4,300
Fly Quiet Awards	\$ 450	-	\$ 600
Special Study	\$ -	-	\$ -
Staff Professional Development	\$ -	-	\$ 3,000
	\$ 12,700	8,537.98	\$ 16,400

EXPENSES TOTAL	\$ 272,990	234,171.69	\$ 296,990
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C	UNCOMMITTED FUNDS / YEAR END BALANCE	2023-24 ACTUAL	2024-25
			PROJECTED
	Fund Balance	518,256	\$ 444,766
	Contingency Reserve	0	\$ 40,000
	END OF YEAR UNCOMMITTED FUNDS TOTAL	518,256	\$ 484,766

*Meeting venues are thanks to in-kind contributions from Millbrae, Brisbane, Foster City, Hillsborough and the County of San Mateo.



October 2, 2024

The Honorable Pete Buttigieg
Secretary, Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

The Honorable Michael Whitaker
Administrator, Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Re: FAA Reauthorization Community Noise Provisions

Dear Secretary Buttigieg and Administrator Whitaker:

We are writing to support comments made in a September 12, 2024 letter to you from forty Members of Congress about select provisions of the 2024 FAA Reauthorization.

Established in 1981, the San Francisco Airport/Community Roundtable, (Roundtable) represents the more than 1.5 million residents in the City and County of San Francisco and San Mateo County. The pre-eminent goal of the SFO Airport/Community Roundtable is to improve all aircraft procedures and operations which have detrimental noise impacts to residents whether from ground operations or flight operations.

A special focus for the SFO Airport/Community Roundtable is nighttime airplane noise especially as a health issue. Documented in peer-reviewed scientific and medical journals, noise adversely and seriously affects blood pressure, cardiovascular and other health issues in adults. Studies with children indicate that aircraft noise can result in an increase in children's blood pressure and can cause negative impacts on children's education as shown by lower levels in cognitive testing, task perseverance, long term memory, short term memory and reading achievement. Additional SFO Roundtable comments can be found in our response to the FAA Request for Comments on Review of the Civil Aviation Noise Policy FAA-2023-0855-0001.

The importance of robust community engagement with the FAA cannot be overstated. And effective

FAA community engagement is not just talking to the community, but also listening collaboratively to what the community says.

We would urge you to implement the Aircraft Noise Advisory Committee (Section 792 of the FAA Reauthorization) in accordance with the statutory deadline and to ensure that its community appointees are individuals who can effectively and impartially represent the diverse aircraft noise impact experience.

We look forward to the FAA's expeditious implementation of the other FAA Reauthorization provisions that might give communities a more effective voice in working to decrease the impact of aircraft noise on their communities.

Please convey our continued appreciation and thanks to the FAA employees who work every day to keep our skies safe.

Very respectfully,

A handwritten signature in blue ink that reads "Al Royse". The signature is fluid and cursive, with a long horizontal stroke at the end.

Al Royse, Chairman
SFO Airport/Community Roundtable
Member, Hillsborough Town Council

Attachments: September 12, 2024 Letter from Forty Members of Congress to the Honorable Pete Buttigieg and Michael Whitaker
July 18, 2024 Letter from Aviation-Impacted Communities Alliance to the Honorable Pete Buttigieg

Attachment via Link: [SFO Roundtable Comments on the FAA Civil Aviation Noise Policy FAA-2023-0855-0001](#)

cc: Representatives Anna Eshoo, Kevin Mullin, Nancy Pelosi
Raquel Girvin, FAA Regional Administrator, Western-Pacific Region
Members of the SFO Airport/Community Roundtable

Congress of the United States

Washington, DC 20515

September 12, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

The Honorable Michael Whitaker
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Dear Secretary Buttigieg and Administrator Whitaker:

We write in support of the Aviation-Impacted Communities Alliance's (AICA) letter to Secretary Buttigieg dated July 18, 2024, with the subject line, "Communities seek sufficient representation for FAA committees and community feedback provisions in FAA Reauthorization Act of 2024." Airplane noise is an issue today in part because the FAA has continually failed to consider community input over the years. On the heels of the bipartisan passage of the FAA Reauthorization Act of 2024 ("Reauthorization"), we urge the FAA to ensure robust community participation throughout implementation of the Reauthorization's airplane noise provisions.

Members of airport-adjacent communities as far as 20 miles away from a major airport have long known what the FAA has only recently acknowledged: that aviation noise poses a far greater daily nuisance and health risk than originally anticipated. Studies show that aviation noise disrupts sleep, causes chronic stress, and leads to higher risk of cardiovascular disease, hypertension, and mental illness. These risks, combined with the FAA's past failures to recognize the effects of its aviation noise policies, underscore the importance of incorporating community feedback into policy conversations.

Section 792 of the Reauthorization forms an Aircraft Noise Advisory Committee (ANAC) to evaluate and offer changes to the FAA's current aviation noise policies. Importantly, the Reauthorization mandates that the ANAC include multiple representatives of airport-adjacent communities, in addition to industry professionals. In their letter, the AICA requests a minimum of four community representatives on the ANAC and proposes a handful of parameters for the FAA to consider during the selection process. We support these suggestions and urge the FAA to ensure a robust ratio of community representatives to industry professionals.

In addition, we encourage the FAA to prioritize formation of the ANAC in order to meet the statutory deadline of November 12, 2024. The FAA and local airport authorities receive thousands of noise complaints every month, making it clear that the agency's current noise policies are not working for airport-adjacent communities. It is essential that the FAA move quickly to establish the ANAC so that communities can experience relief sooner rather than later.

The Reauthorization includes various other provisions that require the FAA to consult with communities, including Section 786 requiring the FAA to update Part 150, Section 793 regarding the coordination of FAA's community engagement on noise issues, and Section 916 creating an

unmanned and autonomous flight advisory committee. We echo AICA's request that the FAA ensure vigorous community participation in its implementation of these statutes while considering factors such as the number of and accessibility of opportunities for community members to participate.

Members of the affected communities are the most qualified to testify to the realities and effectiveness of the FAA's aviation noise policies. Therefore, the FAA must do its part to solicit community feedback and ensure that it informs the agency's decisions and strategy to reduce aviation noise impacts.

Sincerely,



Thomas R. Suozzi
Member of Congress




Eleanor Holmes Norton
Member of Congress



Stephen F. Lynch
Member of Congress



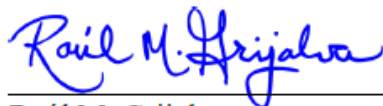
Mike Quigley
Member of Congress



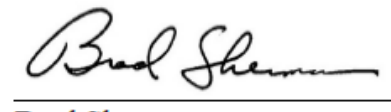
Jerrold Nadler
Member of Congress



Barbara Lee
Member of Congress



Raúl M. Grijalva
Member of Congress



Brad Sherman
Member of Congress



Kevin Mullin
Member of Congress



Ed Case
Member of Congress



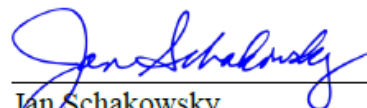
Scott H. Peters
Member of Congress



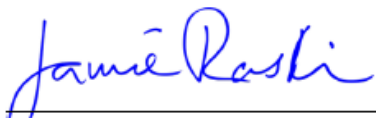
Raja Krishnamoorthi
Member of Congress



Ro Khanna
Member of Congress



Jan Schakowsky
Member of Congress



Jamie Raskin
Member of Congress



Young Kim
Member of Congress



Brian Fitzpatrick
Member of Congress



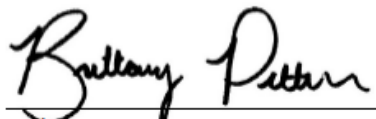
Nikema Williams
Member of Congress




Ayanna Pressley
Member of Congress



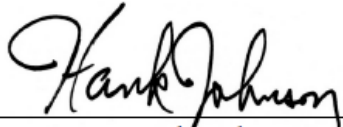
Mike Levin
Member of Congress



Brittany Pettersen
Member of Congress



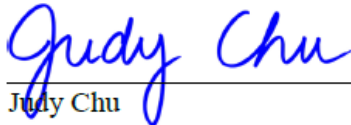
Katherine M. Clark
Member of Congress



Henry C. "Hank" Johnson, Jr.
Member of Congress



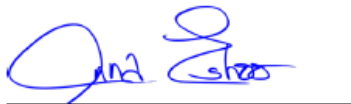
Anthony D'Esposito
Member of Congress



Judy Chu
Member of Congress



Nick LaLota
Member of Congress



Anna G. Eshoo
Member of Congress



Adam Smith
Member of Congress



Seth Moulton
Member of Congress



Joe Neguse
Member of Congress



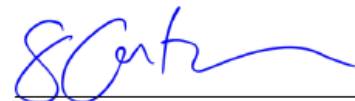
Pramila Jayapal
Member of Congress



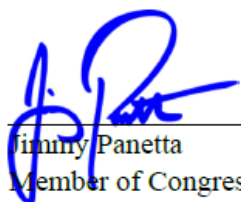
Lori Trahan
Member of Congress



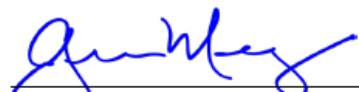
Dan Goldman
Member of Congress




Sean Casten
Member of Congress




Jimmy Panetta
Member of Congress




Grace Meng
Member of Congress




Tony Cárdenas
Member of Congress



Alexandria Ocasio-Cortez
Member of Congress



Jason Crow
Member of Congress



Donald S. Beyer Jr.
Member of Congress

Letter to the Honorable Pete Buttigieg: Request from 91 Community Organizations



July 18, 2024

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Communities Seek Sufficient Representation for FAA Committees and Community Feedback Provisions in FAA Reauthorization Act of 2024

Dear Secretary Buttigieg,

We applaud the FAA's Office of Environment and Energy, who lead the FAA Noise Policy Review, for notably including grassroots community groups as key stakeholders for the first time on national initiatives:

- [FAA and AICA virtual panel discussion on FAA Noise Policy Review](#)
- [Joint presentation by FAA and AICA on the panel discussion at the Aviation Noise & Emissions Symposium 2024](#), and
- [Panel session on FAA Noise Policy at NOISE-CON 2024](#) with FAA, AICA, Airlines for America, ACI-NA, and Penn State University.

We look forward to the continued collaboration and meaningful dialog as key stakeholders for FAA's Noise Policy Review for **Sec.792. Aviation Noise Advisory Committee (ANAC)** as well as in additional community engagement provisions in FAA Reauthorization Act of 2024. Historically, the 91 impacted communities that we collectively represent have had no effective voice in any FAA Advisory Committees. These committees are weighted in favor of members within the aviation industry and have disproportionate representation, such examples include the NextGen Advisory Committee (NAC), the Advanced Aviation Advisory Committee (AAAC), and the Research, Engineering and Development Advisory Committee (REDAC).

To ensure the inclusion of aviation-impacted communities by grassroots organizations representing impacts from Commercial and General Aviation, **we request that you direct the FAA to sufficiently represent grassroots impacted communities for FAA Advisory Committees and community engagement provisions in the FAA Reauthorization Act of 2024.** The FAA Administrator has discretion on committee membership composition, appoints the committee members, and specifies the purview of and who is included for community engagement.

The FAA asserts "Communities concerns regarding noise have and continue to be a primary factor underlying the FAA's noise-related policies", *inter-noise 2023*. We can think of no better opportunity than the intent of **Sec.792. ANAC**, with the directive for "a report on any recommended changes to current aviation noise policies", to have sufficient representation of impacted communities to honor the required coverage and fulfillment of the Noise Policy Review scope. **13%** (643) of the comments for FAA

Noise Policy Review Federal Register Notice were an endorsement of the comment made by the Aviation-Impacted Communities Alliance (AICA).

Sufficient representation of communities for **Sec.792. ANAC** would be a minimum of four members to cover the purview of the noise policy, who collectively have in-depth understanding of and are substantially and directly impacted by Commercial Aviation and General Aviation including extensive NextGen overflights (SIDS, STARS and Approaches), helicopter flights, flight training, and near airport issues from geographically diverse regions. The community representatives should have no financial conflict of interest for aviation related individual or private organization gain from the FAA¹, include both Roundtable and Non-Roundtable members, have not served as previous FAA Advisory Committee members representing community or environmental stakeholders, and have a proven track record of working with impacted communities and grassroots organizations.

Furthermore, two health experts should be members of the committee per **Sec.792. ANAC** “at least 1 representative of each of...institutions of higher education”. We recommend an emissions expert as well as a physical and mental health expert who are currently or previously affiliated with institutions of higher education; have published articles on the impacts of aircraft noise and/or emissions on health; have served on academic, government and community committees addressing adverse effects of noise on health; and have experience working with communities affected by aircraft noise.

In addition to **Sec.792. ANAC**, sufficient grassroots community inclusion is needed in FAA Reauthorization Act of 2024 provisions: **Sec.786. Part 150 Noise Standard Update** - community feedback, **Sec.793. Community Collaboration Program** - interviews and recommendations solicited from impacted residents adversely impacted, and **Sec.916. Unmanned and Autonomous Flight Advisory Committee (UAFAC)** - community advocate member. Both **Sec.792. ANAC** and **Sec.916. UAFAC** will likely operate as Federal Advisory Committees in accordance with the Federal Advisory Committee Act (FACA) requiring Federal advisory committees “to be fairly balanced in terms of the points of view represented and the functions to be performed by the advisory committee.” 5 U.S.C. app. 2 § 5. The FACA provision clearly asserts the intent of sufficient representation by impacted communities and not just or overly weighted by aviation interests.

The [DOT letter to the Quiet Skies Caucus dated 6/30/22](#) states “Fundamentally, the agency agrees community input is important” and then lists a number of concrete actions that demonstrate its commitment to this concept such as the FAA Noise Portal, noise related directives in the 2018 FAA Reauthorization Act, and “enhanced community engagement initiatives”. Unfortunately, many of the community actions taken by the FAA have not been effective or improved engagement based on AICA’s solicitation of feedback from its community groups via the [FAA Community Engagement Scorecard](#), for example, when asked the question: “Do the following national programs improve community engagement?”, the response for the FAA Noise Portal was 81% Not Improve, 14% Not Familiar, and 5% Blank. There were similar responses to additional FAA community engagement initiatives. For the **FAA’s Metrics Report from the 2018 FAA Reauthorization Act**, the Quiet Skies Caucus issued a press release

¹No organizations funded by and/or whose members include airlines, aircraft manufacturing companies, or aviation services. No non-academic consulting or services firms who have or will receive funding by the FAA.

[“Norton, Bass and 27 House Members send Letter to Federal Aviation Administration Following Inadequate Report on Aircraft Noise Mitigation Efforts”](#) including Representative Norton stating “Along with my colleagues, I find the FAA's report wholly inadequate” and “I fought successfully to include provisions in the enacted 2018 FAA Reauthorization Act that mandated that the FAA evaluate alternative airplane noise metrics and provide Congress a report of its findings, but this report shows the FAA didn't evaluate those alternative metrics. The FAA must provide Congress a report that meets the standards enacted in law, and it should take care to answer the questions raised in this letter as well.”

We believe that sufficient community representation by aviation-impacted community representatives would increase the likelihood of successful outcomes for FAA initiatives and support a national airspace system that works for all. Members of [our AICA groups nationwide](#) have qualified individuals ready to serve on FAA Advisory Committees and provide thoughtful feedback from the impacted community perspective for 2024 FAA Reauthorization provisions. As subscribers to FAA's future updates on FAA Noise Policy Review, we look forward to receiving information on applying for **ANAC**, as well as continued FAA engagement with the AICA groups in the spirit of the missives on actual community engagement and the issues that substantially affect them.

Thank you for considering our request on behalf of aviation-impacted communities.

Signatories:

National Organizations

aiREFORM
Aviation-Impacted Communities Alliance (AICA)
Citizens for Quiet Skies
Concerned Residents Against Airport Pollution (C.R.A.A.P.)
National Quiet Skies Coalition
NextGenNoise.Org
Quiet Communities, Inc.
Sky Justice National Network

State/Local Organizations

Advocates for Viable Airport Solutions, CA
Airport Concerned Citizens (ACC) of Georgetown, TX
Airport Impact Relief Incorporated (AIR Inc.), MA
Alliance for a Regional Solution to Airport Congestion (ARSAC), CA
Arlington County Quiet Skies Coalition (ACQSC), VA
ATL Neighbors Needing Quiet Skies, GA
Auburndale Improvement Association, Inc., Flushing, Queens, NY
Bay Area Jet Noise, CA
BOS Fair Skies, MA
Browne Park Civic Association, NY
Burbank for Quiet Skies, CA
Charlotte Airport Community Roundtable, NC
Citizens Against Airport Noise and Pollution (CAANP), CA
Citizens Against Gillespie Expansion and Low Flying Aircraft (C.A.G.E.L.F.A), CA
Citizens Against Runway Expansion (C.A.R.E.), IL
Citizens for Airpark Safety, MD

Citizens 4 Quiet Skies - Goodyear, AZ
Coalition to Prevent Expansion of Westchester Airport, NY
Coalition to Transform East Hampton Airport, NY
Concerned Residents of Palo Alto, CA
FAiR Chicago, IL
FumeFighters United VNY, CA
GrotonAyerBuzz of Ayer, MA
GRRift (Gilpin Residents Refuse Increased Flight Traffic), CO
H.A.R.N.E.S.S. (Helping Aviation Respect Neighbors, Environment, Sustainability & Silence), OR
Hull Neighbors for Quiet Skies, MA
Keep It Down Up There, CA
Keystone Point Neighborhood Association, FL
King County International Airport Community Coalition (KCIACC), WA
Logan Aircraft Noise Working Group, MA
Long Beach SANER (Small Aircraft NoisE Reduction Group), CA
Los Angeles Area Helicopter Noise Coalition (LAAHNC), CA
Lower Makefield Township Trenton-Mercer Airport Review Panel, PA
Melrose Place Against Nuisance, Baton Rouge, LA
Montgomery County Quiet Skies Coalition, MD
Mothers Out Front East Boston, MA
Northwest Bayside Civic Association, NY
Oregon Aviation Watch, OR
Pacific Sky Watch, CA
Palisades Community Association, DC
Plane Sense 4 Long Island, NY
Quiet Florida, FL
Quiet Skies, AL
Quiet Skies Boulder County, CO
Quiet Skies Coalition, WA
Quiet Skies Hawaii, HI
Quiet Skies Jefferson County, CO
Quiet Skies LA, CA
Quiet Skies La Jolla/San Diego, CA
Quiet Skies Lake Arrowhead, CA
Quiet Skies Long Beach, CA
Quiet Skies Maui, HI
Quiet Skies Northeast Miami-Dade County, FL
Quiet Skies Over Arapahoe County, CO
QuietskiesPacifica94044, CA
Quiet Skies Puget Sound, WA
Quiet Skies Santa Monica Mountains, CA
Quiet Skies Woodland Hills, CA
Reduce Jet Noise Naples, FL
San Francisco's Concerned Residents Experiencing Annoying Aircraft Maneuvers (S.C.R.E.A.A.M.), CA
Save Our Skies Alliance, CO
Save Our Skies East Bay (S.O.S.E.B.), CA
Save Our Skies LA (SOSLA), CA
Save Our Skies Santa Cruz, CA

Serra Mesa Community Council, CA
SCANA (Scottsdale Coalition for Airplane Noise Abatement), AZ
Sherman Oaks & Encino for Quiet Skies, CA
Sky Posse Los Altos, CA
Sound Defense Alliance (S.D.A.), WA
South Flow Alliance, VA
STOP Jet Noise NOW! SFOAK North S.F. Bay Area, CA
Still Protecting Our Newport (SPON), CA
Stop the Chop, NY/NJ
Studio City for Quiet Skies, CA
Sunnyvale / Cupertino Airplane Noise Group – Save My Sunny Skies, CA
10,000 Hawks, CT
350 Seattle, WA
Trenton Threatened Skies, NJ
Truckee Communities for a Better Airport, CA
Twin Cities Metro Airport Neighbors for Change, MN
UproarLA, CA
Vashon Island Fair Skies, WA
West Adams for Quiet Skies, CA

Cc:

The Honorable Eleanor Holmes Norton and Stephen F. Lynch, Quiet Skies Caucus Co-Chairs
Members of the Quiet Skies Caucus
FAA Administrator Michael G. Whitaker

USING 20TH CENTURY TOOLS FOR A 21ST CENTURY PROBLEM:

LEGAL TOOLS FOR ADDRESSING AIRPORT NOISE

Peter J Kirsch
Kaplan Kirsch LLP

October 2, 2024

This evening's presentation

- How we got here today (what has changed since 2021 presentation)
- A brief history of noise measurement and reporting
- Today's inflection point
- A modest proposal for addressing cooperation and communication



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Ut lectus tellus, fringilla in risus in, fringilla congue libero. Morbi tristique leo sed turpis bibendum, sed tempus ligula volutpat. Mauris rutrum odio nec aliquam interdum. Vivamus congue magna a ultricies rutrum. In eu mollis mi. Vestibulum nec sem lorem. Etiam non sagittis augue. Nunc interdum cursus efficitur. In hac habitasse platea dictumst. Duis at enim ut quam accumsan bibendum. Suspendisse pulvinar mauris sed ex sagittis malesuada. Donec vulputate dolor quis enim dictum tempus. Curabitur finibus ultricies dictum. Praesent elementum, felis vitae luctus aliquam, magna est elementum augue, ac fringilla diam tellus sit amet nisl. Phasellus purus odio, lacinia non erat quis, volutpat cursus nibh. Quisque convallis interdum massa sed congue.

Pellentesque congue purus ac lorem facilisis venenatis. Cras finibus turpis nec feugiat egestas. Vestibulum et arcu tincidunt, bibendum augue sit amet, posuere magna. Ut et tempor lorem, nec tincidunt lectus. Aenean luctus eget elit vel aliquet. Phasellus ultricies metus nibh, at gravida odio facilisis nec. Mauris tristique felis felis. Cras nec condimentum dolor, vel scelerisque erat. In et gravida augue. Sed eget enim id mauris tristique euismod.

What you expect to hear from lawyers



Lets take a trip.....

INTERNET ARCHIVE

WayBack Machine





1970s





Wikipedia <https://en.wikipedia.org/wiki/1970s> in



SFO Roundtable Meeting



Wikipedia https://en.wikipedia.org/wiki/Rotary_dial





Wikipedia https://en.wikipedia.org/wiki/McDonnell_Douglas_DC-10



Wikipedia https://en.wikipedia.org/wiki/Boeing_747



Wikipedia https://en.wikipedia.org/wiki/Boeing_727



Equal
65 dB DNL

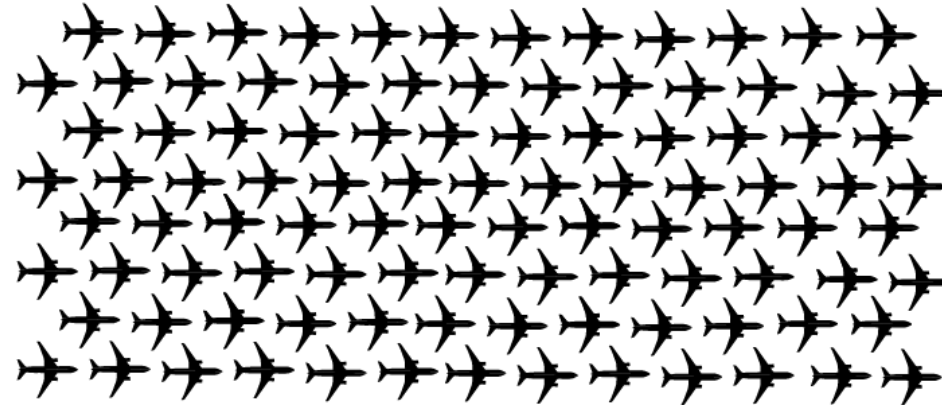
—1 event per day = 114.4 dBA SEL —



—10 events per day = 104.4 dBA SEL —



—100 events per day = 94.4 dBA SEL —



How DNL and 65 dB were selected

- Noise Control Act of 1972
 - EPA to select cumulative noise metric
 - Publish “levels of ...noise ... requisite to protect public health and welfare with adequate margin of safety”
- Technical studies including 1974 “Levels Document”
- FAA Noise Policy 1976
 - Balance between “desirable and technical and financially achievable”



More history

- Aviation Safety and Noise Abatement Act of 1979
 - Establish single system of noise measurement
 - Identify land uses normally compatible with various noise exposures
- Part 150 regulations (1980)
- Airport Noise and Capacity Act and Part 161 (1990)
- FAA Proposed Noise Policy (2000)



Important distinctions

- **Regulation** of noise (Part 36)
- **Reporting** of noise (ASNA and Part 150)
- **Planning** for future noise (Part 150; AIP/PFC)
- **Mitigation** of noise (Part 150; AIP/PFC)
- **Abatement** of noise (some environmental statutes)

Bootstrapping ASNA and Part 150

- NEPA: FAA Orders 1050, 5050, various directives and A/C
- Section 4(f) and Section 106 criteria
- Part 161 analysis
- Multiple court decisions over 50 years
 - FAA discretion
 - Deference
 - No meaningful alternative



Evolution in legal importance of 65dB DNL

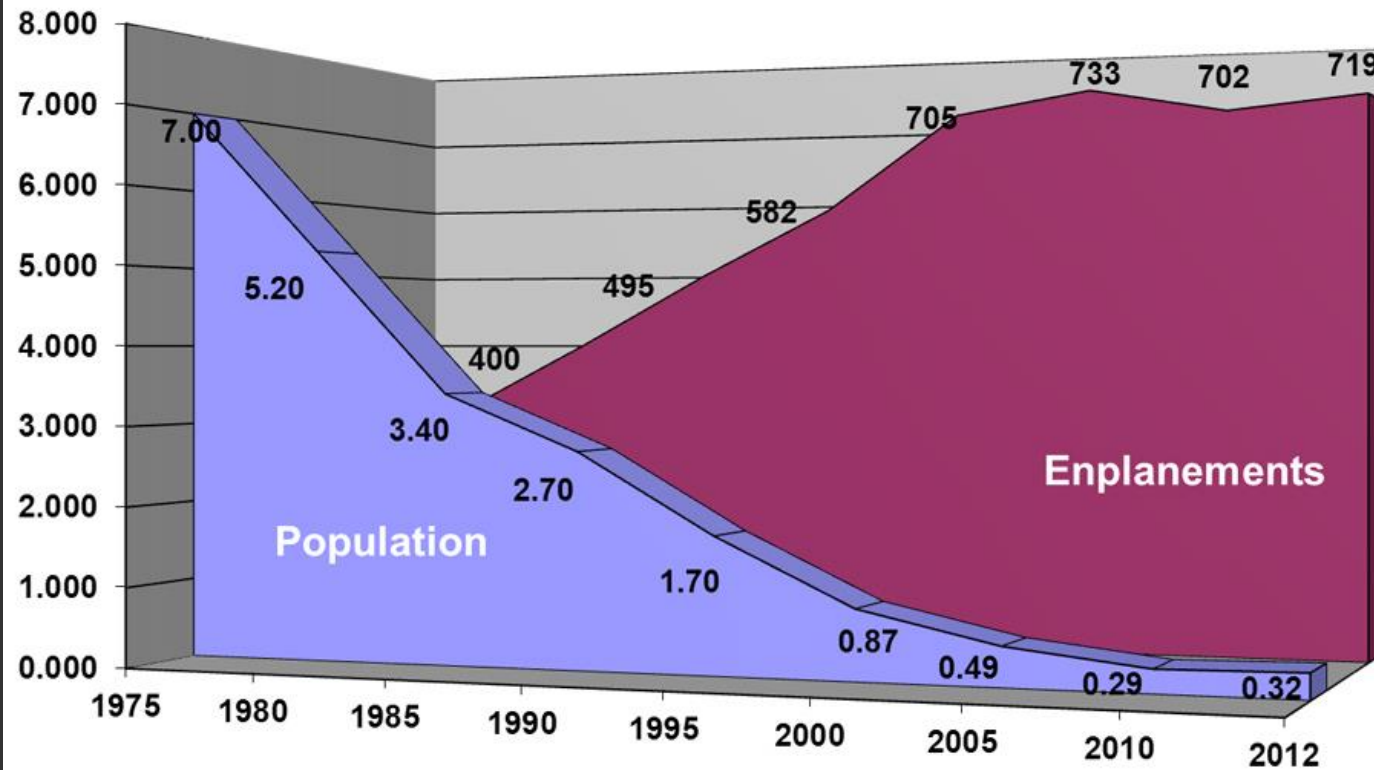
- The 65 dB DNL threshold was developed for a narrow purpose in the 1970s-80s
- Acceptance evolved, gradually becoming more widespread
 - Reporting, planning, mitigation, abatement, funding
- Use of 65 dB DNL threshold is today enshrined in law, regulations, policies, guidance, past practice (legal precedents abound)

DNL and 65 dB: the reality

- Not the only available metric
 - Might have been best given ASNA mandate
- One methodology for assessing noise levels
- Based upon dozens of studies in 1960s-1980s – until recently
- Choice of metric
 - Intended to strike a policy balance
 - Practicality and widespread applicability
- Conflating of metric and threshold
- Not used for noise source regulation (Part 36)



The Historical Record: Order of Magnitude Noise Exposure Reduction Despite Traffic Growth



Population within 65 DNL has declined sharply,
despite increasing numbers of airline passengers



Report Card **2000**

1. DNL metric. **A-**
2. 65dB threshold. **B**
3. Local land use planning. **C-**
4. Reducing conflict **B-**
5. Avigation easements. **C-**
6. Part 150. **B+**
7. Community-airport-FAA cooperation. **C-**



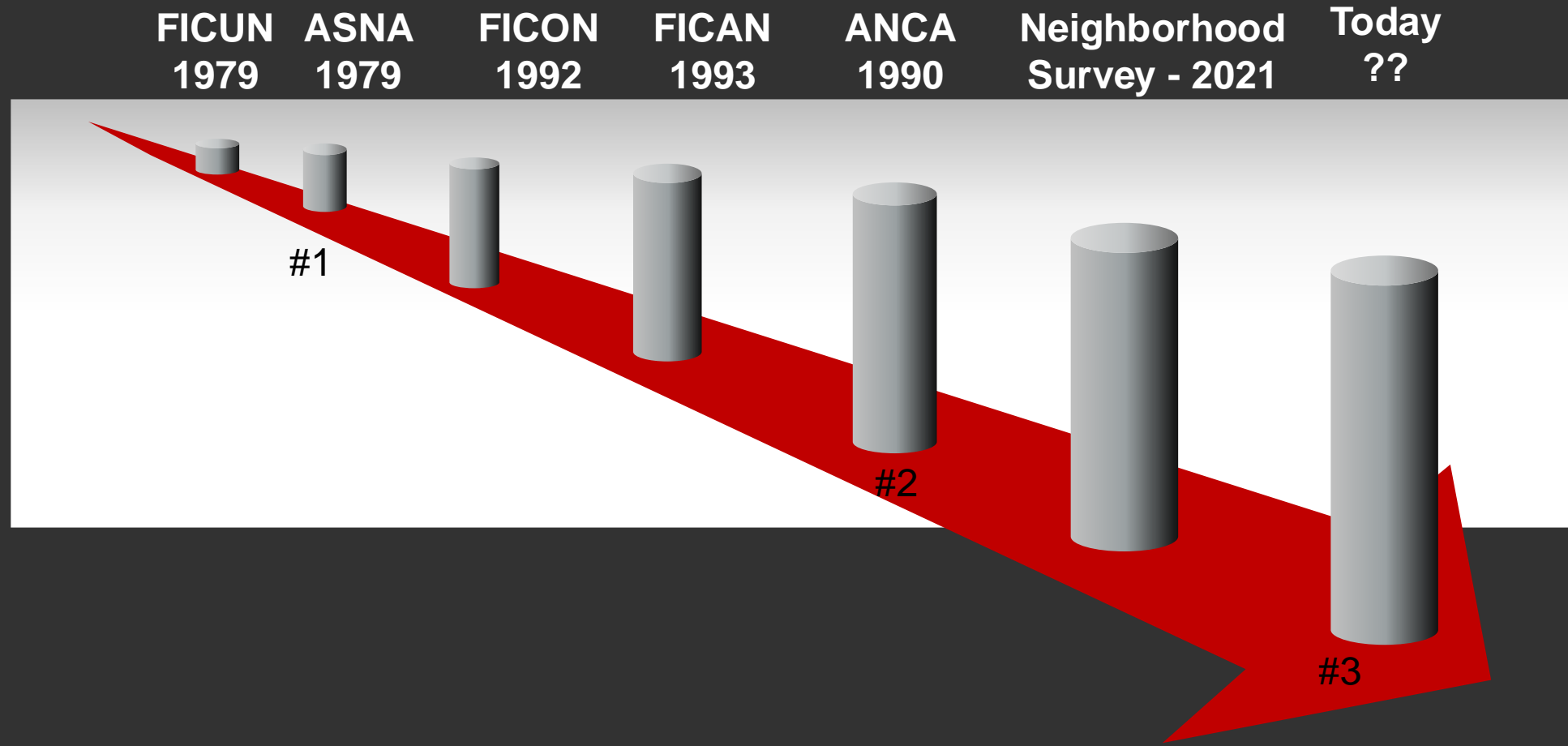


Fast forward to 2020s

(Another) inflection point



Inflection points

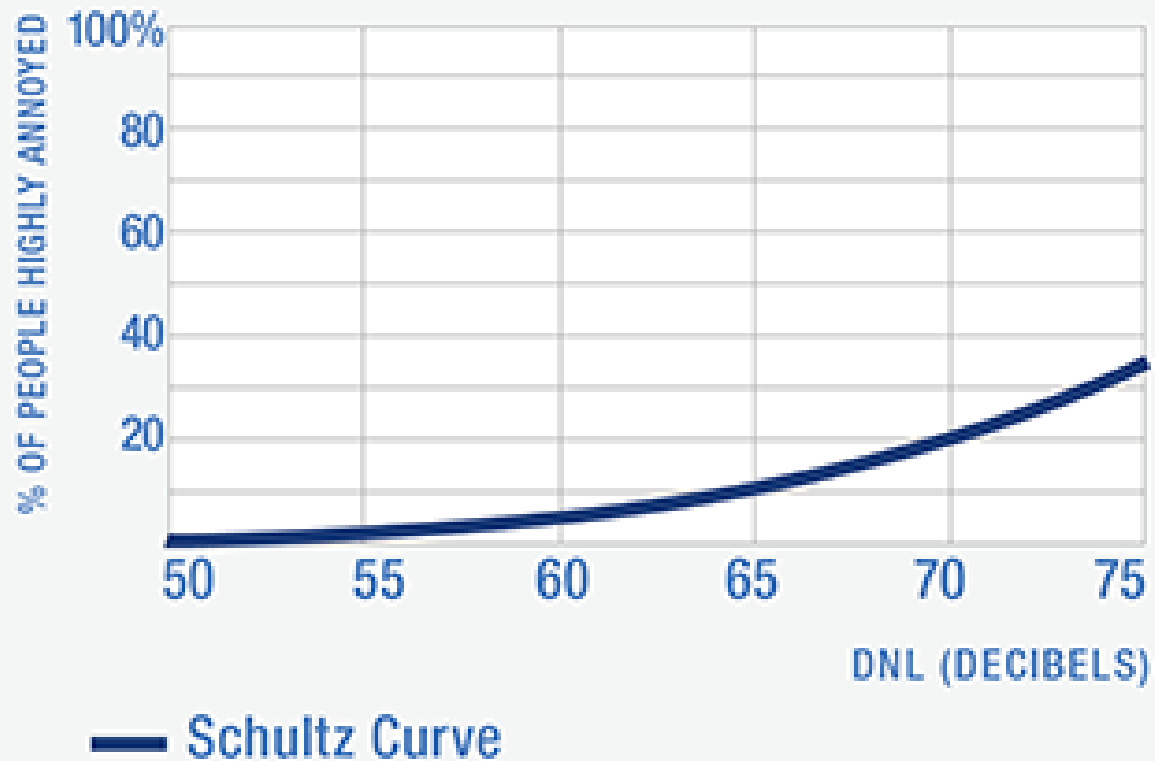




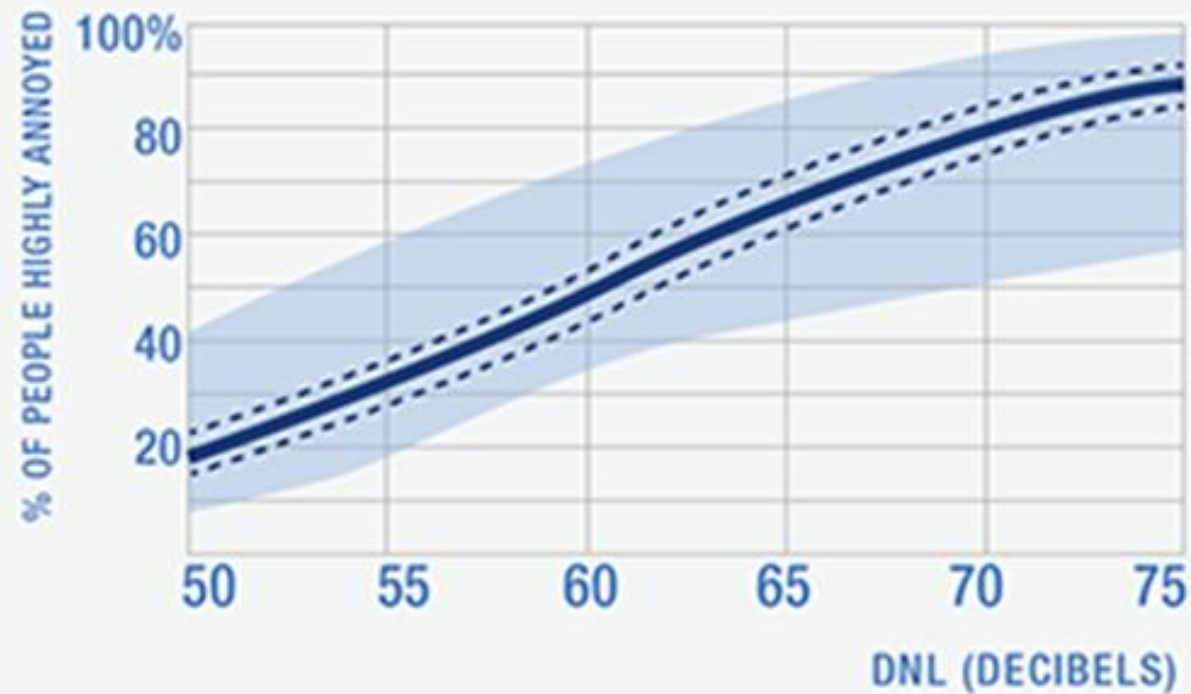
Neighborhood environmental survey

- Study conducted at direction of Congress
- Release 2021
- FAA sought feedback – 4000+ comments
- Notice of review of noise policy (2023)

SCHULTZ CURVE



NATIONAL CURVE



- National Curve
- - - National Curve 95% Confidence Limits
- Range of Available Airports Curves



Neighborhood environmental survey

- Could be a basis for new discussions of historic components of noise policy – metric, threshold, and significance of impacts
 - Noise Policy Review
- Pressure on regulators (FAA) and legislators (Congress) and sponsors (airports) to adapt to findings from *Neighborhood Environmental Survey*

Legal considerations

- Distinguish metric (ASNA) and threshold (regulatory)
- Distinguish law from policy
 - Is legislative change necessary or even desirable?
- Any changes to threshold or metric must be –
 - Transparent
 - Thoughtful
 - Collaborative (public comment)
 - Consider different uses of such data
- What about state law and policy on noise reporting and impacts?
- What about *Chevron* and other principles of deference?

Some reasonable options (FAA only)

- Revisions agency-wide in metric (DNL) or threshold (65 dB DNL)
- Selected revisions –
 - NEPA/ Section 4(f)/ NHPA
 - Part 150
 - Part 161
 - Airport revenue use
 - AIP/PFC funding
- Policy flexibility in (some) instances without abandoning metric and threshold
- Just FAA or government wide? (EPA, HUD, VA, other DOT modal agencies, state agencies)



Growing consensus: there's no consensus

- ACI: *“it is critical for the FAA to take into account . . . – and reflect – the different experiences in different communities.”*
- Congress: my community is special and deserves different treatment
- Gradual acceptance of alternative, supplemental metrics
- Local determinations on land use compatibility
- Déjà vu to 1970s and 1990
 - Lack of consensus
 - Splintered approaches
 - Litigation as leverage

Noise policy review

- Comment period closed Sept. 2023
- Not formal revision yet – only request for feedback
- 4800 comments

The Noise Policy Review is evidence-based, thorough, and collaborative. We are considering findings from ongoing noise research, including the Neighborhood Environmental Survey which provided an updated dose-response curve, and other research related to health impacts, speech interference, sleep disturbance, and economic impacts.

What's all this discussion of *Chevron*?



No, not that Chevron

A little bit of law school



What ~~is~~ was *Chevron* deference?

- Deference to an agency's permissible interpretation of a statute it administers where Congress has not explicitly addressed the question at issue.
- Two Steps:
 - Has Congress spoken directly to the issue?
 - Is the agency's interpretation based on a permissible construction of the statute?



Why was *Chevron* articulated?

- Federal agencies have subject matter expertise.
- Federal agencies are overseen by the President, and thus accountable to the people.
- Deference fosters stability and uniformity.
- Federal agencies can act more efficiently.



Enter the Fisherman

- *Loper Bright Enterprises v. Raimondo*
- *Relentless v. U.S. Department of Commerce*

- Challenge to National Marine Fisheries Service final rule requiring industry-funded monitors to be on board fishing vessels.



Source: loperbrightcase.com

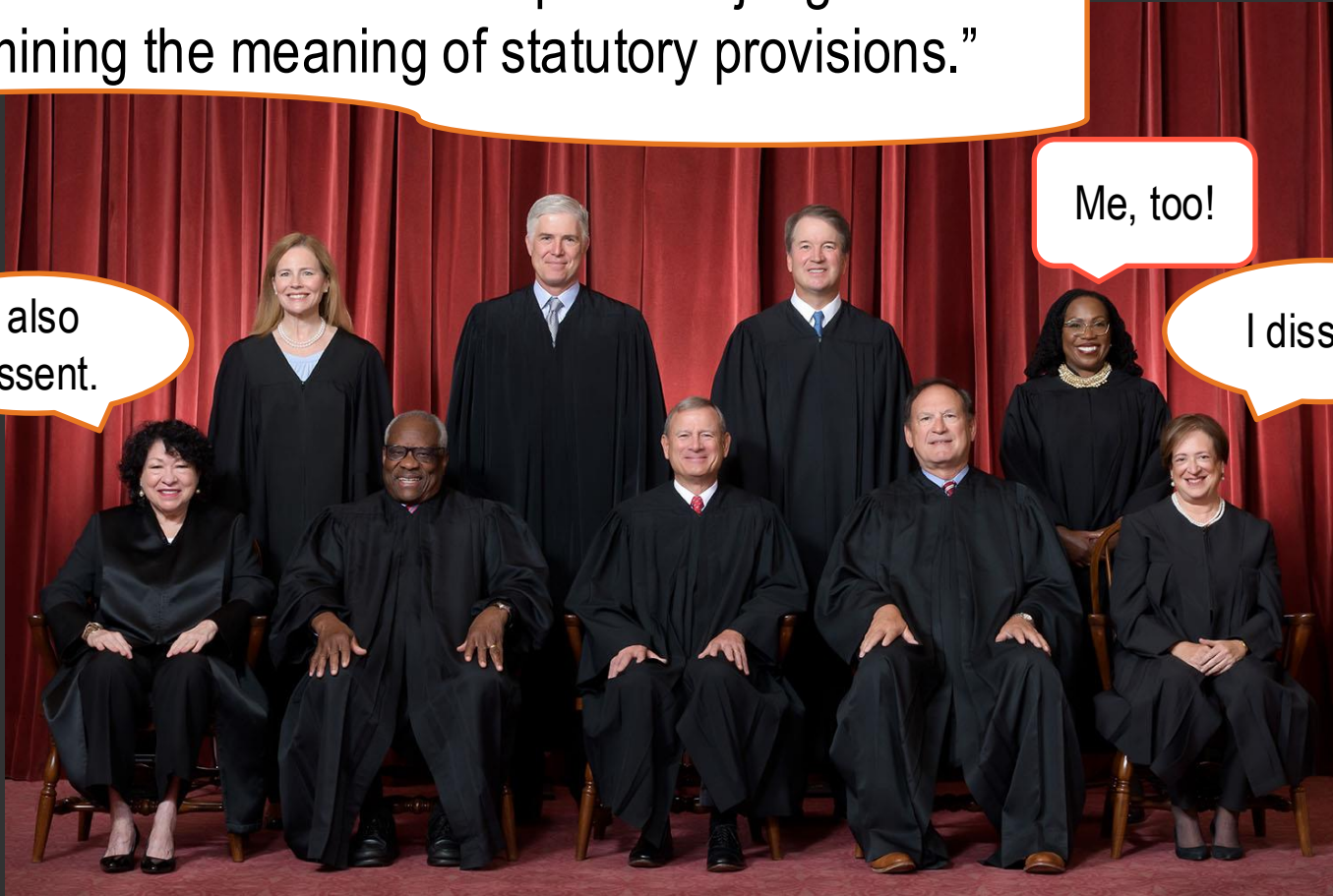
What did the Supreme Court do?

The courts shall “exercise independent judgment in determining the meaning of statutory provisions.”

I also dissent.

Me, too!

I dissent!



How does this change things?

- Increased opportunities for litigation
- Potential for regulatory uncertainty and non-uniform application of federal regulations
- Changes in how bills are drafted, negotiated and implemented



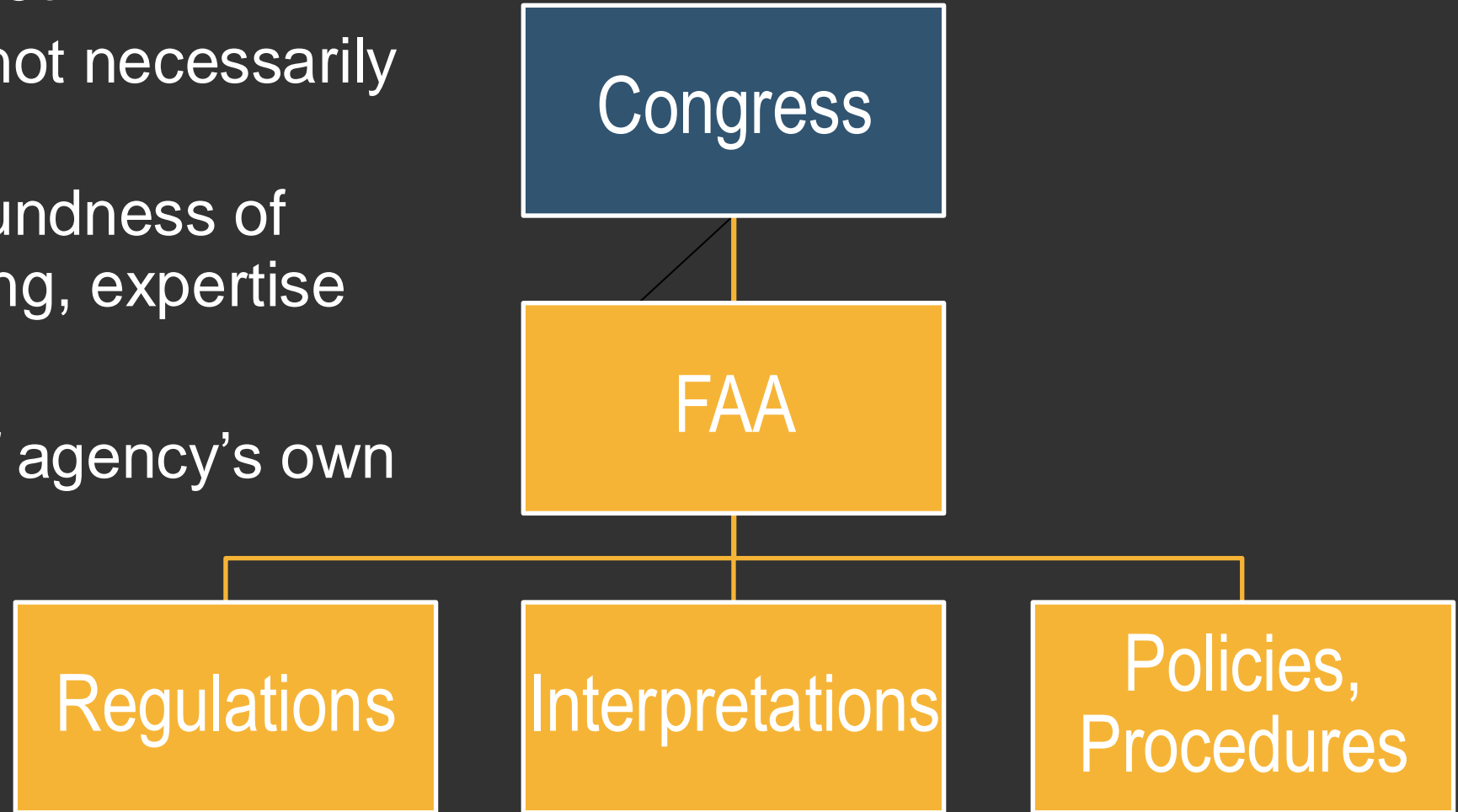
What hasn't changed?

- Congress can still delegate policymaking authority (subject to still-evolving limitations).
- The case does not apply retroactively.
- Federal agencies may still receive “deference” depending on how persuasive and well-considered their positions are.



Corollary principles – not affected

- *Skidmore* respect
 - Interpretations not necessarily just regulations
 - Based upon soundness of agency reasoning, expertise
- *Auer* deference
 - Interpretation of agency's own regulations



Current judicial trend

- *Loper Bright* does not stand alone
- Part of trend by SCOTUS
 - Reduce power of federal agencies
 - Case should not be read in isolation
 - More searching judicial inquiry into agency actions
- More cases likely forthcoming
 - Nondelegation doctrine
 - Major questions doctrine (issues of national political or economic significance)



What does this mean for airport noise

- *Loper Bright*
 - Congress has expressly **delegated authority** to the FAA (ASNA, ANCA) in limited circumstances
- *Auer*
 - FAA has issued a very few **regulations** (Parts 150, 161; maybe Order 1050)
- *Skidmore*
 - FAA has made many, many policy pronouncements on noise; expertise and judgment been consistently upheld



What if FAA or Congress alters threshold or metric?

- ✓ NEPA documentation (scope)
- ✓ State environmental reviews
- ✓ Section 4(f) determinations (parks, historic properties)
- ✓ Part 150 mitigation funding (new or supplemental)
- ✓ Airspace redesign
- ✓ Federal funding for other mitigation (AIP/PFC eligibility)
- ✓ Revenue use by airport sponsors (outside 65 dB DNL)
- ✓ Noise reporting generally
- ✓ Legal precedents



A modest proposal – a Performance Plan

Assignments - 2024

1. Adapt to community differences
2. Take responsibility for land use planning
3. Accept other ways of reporting noise
4. Accept limited airspace inefficiencies
5. Share responsibilities
6. Go to Congress as last resort



1. Accept that not all communities are alike



Shutterstock 248799484



2. Take responsibility for *real*/land use planning

Shutterstock 205934269



3. Recognize that noise energy (decibels) is not the only way to *report* noise impacts

- What are we measuring and why?
- Decibels vs occurrence metrics
- Low noise energy but high frequency
 - eVTOL?
 - UAS?
- Concentration of aircraft paths



Wikipedia <https://en.wikipedia.org/wiki/Measurement>

4. Accept *limited* inefficiencies in the balancing

- Changes will always be controversial
- NextGen integration
- Efficiency and safety are not black-and-white



5. Adopt true shared responsibility

- ~~Airports must adapt to their communities~~
- ~~Communities must adapt to their airports~~
- ~~FAA should direct traffic based upon NAS efficiency and safety alone~~
- Local governments do their part;
- FAA will do its part;
- Airports will do their part



6. Last resort: Federal legislation

- Only if necessary
- Only if everything else fails?



▪ Adobestock 53144071

Selected Sources

- FAA Orders 1050 and 5050 (various versions)
- FAA Proposed Civil Aviation Noise Policy (2023)
- FAA Advisory Circular(A/C) 150/5190.4B (Land Use Compatibility Planning)
- FAA A/C 150/5050-4A (Community Involvement)
- FAA Desk Reference for Environmental Actions
- FAA noise policy review
- <https://www.faa.gov/noisepolicyreview>
- FAA Community Involvement Manual
- FAA Neighborhood Environmental Survey
https://www.faa.gov/regulations_policies/policy_guidance/noise/survey
- FAA, Final Report of the Study Group on Compatible Land Use (1995)
- Fidell and Mestre, *A Guide to US Aircraft Noise Regulatory Policy* (2020)
- Fidell et al, A systematic rationale for defining the significance of aircraft noise impacts, 136 J. Amer. Acoustical Soc. 1129 (2014)
- Bell et al, Bibliography of Noise Policy and Research Documents (2002)
- TRB ACRP Web Document #17, Research Methods for Understanding Noise Annoyance and Sleep Disturbances (2014)



Thank you.

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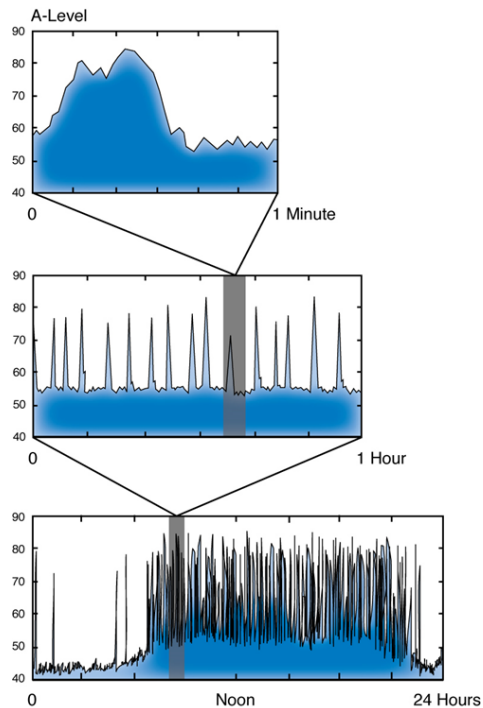
www.kaplankirsch.com



CNEL* vs What We Hear (or Experience)

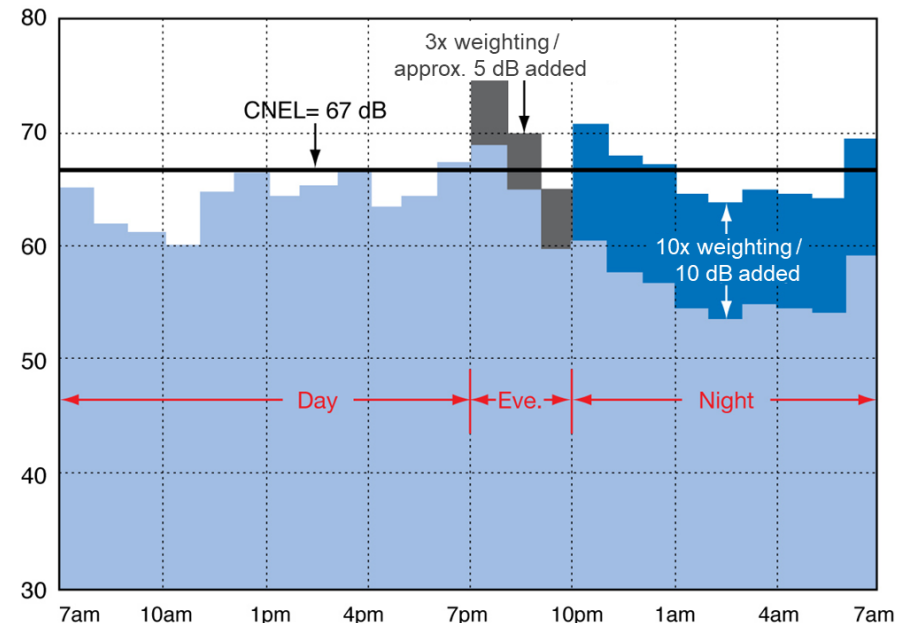
I am outside the CNEL 65 dB contour, yet I experience aircraft between 80 and 90 dB.

- The CNEL is a 24-hour **average of aircraft noise events**, with a 4.7-dB weighting for events occurring in the evening and a 10-dB weighting during the night.
- The noise often reported (experienced) is the **maximum noise level (Lmax) from a single event**.



- A resident outside the 65 CNEL contour will likely experience several noise events higher than 65 dB (Lmax).
- Example: More than 100 events at 94 dB (SENEL) is needed to reach CNEL 65.
- SENEL is typically 10 dB higher than Lmax for jet aircraft noise events.

Calculation of CNEL



*CNEL (used in California) is DNL modified to include additional noise penalty for flights between 7pm and 10pm.



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: August 21, 2024

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 did not publish any updates this cycle. There are currently no open comment periods. The next publication is expected on September 5, 2024.

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
 - ATC: Air Traffic Control
 - IAP: Instrument Approach procedure
 - STAR: Standard Terminal Arrival Route
 - SID: Standard Instrument Departure
 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- None
- **Next Publication:** We are not anticipating any updates in the September 5, publication.

Open Comment Periods:

- None



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: September 11, 2024

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 two updates for SFO. There is currently one open comment period. The next publication is expected on October 03, 2024.

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
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 - GPS: Global Positioning System
 - ILS: Instrument Landing System
 - LOC: Localizer

Updates:

- SFO RNAV (GPS) Z RWY 28R, AMDT 8
 - Awaiting Publication
 - Publication date of Oct 31, 2024
- SFO RNAV (GPS) Z RWY 19R, AMDT 0A
 - Under Development
 - Publication date of April 17, 2025
- **Next Publication:** We are not anticipating any updates in the October 3rd, 2024 publication.

Open Comment Periods:

- **SFO RNAV (GPS) Z RWY 28R, AMDT 8**
 - Comment period ends September 13, 2024
 - The following changes are expected:
 - The missed approach segment has been redesigned to be congruent with ILS or LOC RWY 28R Missed Approach.
 - Missed approach instructions changed from “Climb to 3200 direct VIKYU and hold, continue climb-in-hold to 3200” to “Climb to 3000 direct VIKYU and hold”.
 - All flight paths shall remain the same, however, aircraft will now hold at 3000 ft. MSL instead of 3200 ft. MSL and be required to climb at a rate of 350 ft per nautical mile until reaching 1900 ft. MSL. Previously, aircraft could maintain the minimum climb gradient of 200 ft. per nautical mile and continue their climb up to 3200 ft. MSL while established in the holding pattern.

