



# Meeting Agenda Regular Meeting

**Wednesday, February 5, 2025 - 7:00 p.m.**

David J. Chetcuti Community Room  
450 Poplar Ave | Millbrae, CA 94030

Hybrid Option: <https://smcgov.zoom.us/j/93011857218>

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

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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.

## **Public Comment**

### In-person Participation:

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>. 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 #. 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. 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.

### Written Public Comments:

Written comment should be emailed to [sforoundtable@smcgov.org](mailto:sforoundtable@smcgov.org). Your email should include the specific agenda item for which you are submitting a comment. Members of the public are limited to one written comment per agenda item and the length of the emailed comment should be commensurate with two minutes or approximately 300 words. Written comments received by 5:00 pm on the day before the meeting, will be provided to the Roundtable, made publicly available on the website and read during the meeting.

## **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](mailto: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**

1. Call to Order / Roll Call / Declaration of a Quorum Present
2. 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.
3. Action to set Agenda and to Approve Consent Items
4. Chairman Update

**ELECTION**

5. Nomination and Election of San Francisco Airport  
 Community Roundtable Chair and Vice Chair *Action*

**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.

- |    |  |                    |         |
|----|--|--------------------|---------|
| 6. | Approval of SFO Community Roundtable Minutes:<br>October 2, 2024<br>December 4, 2024                       | <i>Action</i>      | Page 5  |
| 7. | Approval of Resolution 25-01: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2024 | <i>Action</i>      | Page 14 |
| 8. | Airport Director's Report:<br>September 2024<br>October 2024<br>November 2024<br>December 2024             | <i>Action</i>      | Page 16 |
| 9. | HMMH FAA IFP Information Gateway- November 2024<br>HMMH FAA IFP Information Gateway- December 2024         | <i>Information</i> | Page 44 |

**REGULAR AGENDA**

Public Comment will be received on Regular Agenda items prior to action or discussion by the Roundtable.

- |     |   |                    |         |
|-----|---|--------------------|---------|
| 10. | SFO International Airport Update<br>10A. Aircraft Noise Office Update<br>10B. WebTrak 101 | <i>Information</i> | Page 54 |
|-----|---|--------------------|---------|

## Regular Meeting Agenda

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11. FAA Powered Lift Rule Briefing  
*Scott Gore, FAA Project Manager* *Information*
  
12. Aircraft Noise- Established Roles and Responsibilities  
*Eugene Reindel, HMMH Consultant* *Information* Page 67

### UPDATES

13. Member Updates *Information*
  
14. Adjourn

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**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](http://www.sforoundtable.org).



## SFO Roundtable Regular Meetings

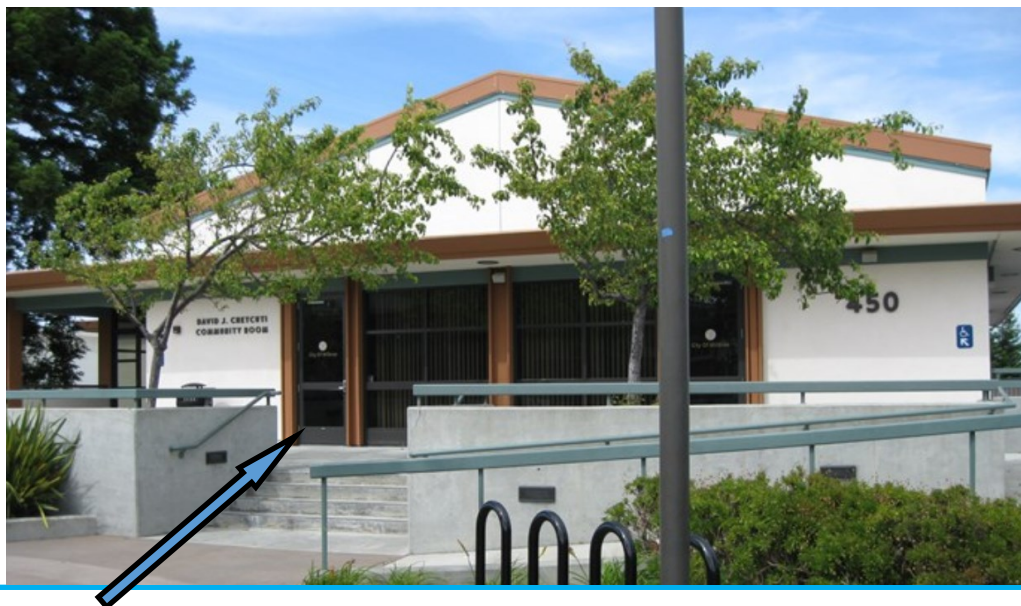
David J. Chetcuti Community Room

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.





## **SFO Airport/Community Roundtable**

Meeting No 352 -- Minutes

Wednesday, October 2, 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 October 2, 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

Robin Pang-Maganaris – City of Belmont

Terry O' Connell – City of Brisbane

Andrea Pappajohn – City of Burlingame

Joanne del Rosario – Town of Colma

Antonio Lopez -- City of East Palo Alto (~7:45pm)

Sam Hindi – City of Foster City

Al Royse – Town of Hillsborough

Ann Schneider – City of Millbrae

Christine Boles – City of Pacifica

Kaia Eakin – City of Redwood City

Rob Newsom – City of San Mateo

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

C/CAG Airport Land Use Committee (ALUC)

Town of Atherton

City of Daly City

City of Half Moon Bay

City of Menlo Park

Town of Portola Valley

City of San Bruno

City of San Carlos

#### **ROUNDTABLE STAFF**

Vanessa Lee – Roundtable Coordinator

Kathleen Wentworth – Roundtable Senior Advisor

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

Nupur Sinha, Director of Planning, Design, and Construction

David Ong, Noise Systems Manager

Anthony Carpeneti, Noise Abatement Specialist

William Wong, Noise Abatement Specialist

FAA STAFF

Carlette Young, Supervisory Senior Advisor

Moifair Chin, Community Engagement Officer

AIRLINE REPRESENTATIVES PRESENT

Ashley Zayed, Senior Specialist, Air & Noise, United Airlines

Chairman Royse recognized Christine Krolik, mayor of Hillsborough, in attendance.

**Public Comments for Items NOT on the Agenda (00:08:12)**

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

Remi Tan, resident of Pacifica, made a public comment (00:17:42)

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

**1.- 2. Action to set Agenda and to Approve Consent Items (00:18:41)**

Terry O'Connell **MOVED** to approve the consent items as corrected. The motion was seconded by Rob Newsom and **CARRIED** unanimously by roll call vote. (00:20:30)

**3. ACTION: Consideration of Approval: Annual Budget FY 2024-25 (00:20:40)**

Member Schneider made a comment regarding Cost-of-Living Adjustment (COLA) and budgeting regarding subcommittee meetings (00:27:26). Ms. Wentworth, SFO Roundtable Coordinator, suggested addressing these topics at the next Strategic Planning subcommittee meeting.

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

Rob Newsom **MOVED** to approve the consent items as corrected. The motion was seconded by Mark Nagales and **CARRIED** by roll call vote. (00:32:00)

**4. ACTION: Consideration of Approval: Letter in Support of Provisions in the FAA Reauthorization (00:33:18)**

Chairman Royse noted that the Legislative subcommittee met in prior months to discuss the provisions of the FAA Reauthorization and HMMH technical consultants will provide a more detailed presentation at a later Roundtable meeting.

Chairman Royse also summarized that letter, noting specifically the support of diverse community involvement in the national committee.

Member Schneider made a comment regarding including additional information to the letter. (00:35:11)

Chairman Royse opened public comment.

Remi Tan, resident of Pacifica, made a public comment (00:36:36).

Chairman Royse closed public comment.

Member Boles confirmed that the information regarding nighttime aircraft noise being a health concern is included in the letter (00:38:27).

**PRESENTATIONS**

**5. Using 20th Century Tools for a 21st Century Problem: Legal Tools for Addressing Airport Noise (00:39:10)**

Chairman Royse welcomed renowned speaker, Peter Kirsch, Aviation Attorney at Kaplan Kirsch law firm.

Mr. Kirsch opened his presentation (41:13).

Alternate member Krolik asked a question about decimal levels. (01:32:19)

Member Eakin made a comment regarding technology as it relates to reducing smog and noise. (01:35:01)

Member Schneider made a comment regarding visual representation for noise occurrences. (01:38:37)

Chairman Royse questioned the state mandates regarding affordable housing and noise impacts (1:43:53).

Member Hindi made a comment noting that the metrics used today seem outdated and questioned how the FAA can be encouraged to work with airlines to reduce the impact of noisy flight procedures. (01:45:44).

Vice Chair O'Connell asked for a recommendation on how to manage future low energy, high frequency noise from electric vehicles (01:52:29).

Member Boles made a comment regarding curfews and if international noise policies can be studied for reference (01:57:16).

Member Lopez made a comment related to housing element (02:00:05).

Chairman Royse opened public comment.

Remi Tan, resident of Pacifica, made a public comment (02:03:36).

Darlene Yaplee, resident of Palo Alto, made a public comment (02:05:32).

Member Schneider asked about the existing work plan for the Ground-based Noise Subcommittee (02:09:40).

Chairman Royse presented Mr. Kirsch with a small token of appreciation. (02:11:49)

#### **6. Chairman Update (02:12:30)**

Chairman Royse announced an upcoming Technical Working Group Subcommittee in Foster City on November 19, 2024, and highlighted possible topics for future roundtable discussions.

Chairman Royse also stated that December is the last Roundtable meeting for the year with a few departing members who will not be joining next year.

#### **7. Airport Director Update (02:15:59)**

Doug Yakel provided updates for passenger traffic, flight operations, and new seasonal airline service from Frontier airlines in December. Mr. Yakel also stated that an injunction has been filed against the Oakland Airport against the adoption of their new name. Additionally, SFO has engaged with UC Berkeley's Transportation Sustainable Research Center to study eVTOLS and advanced air mobility.

##### **a) Aircraft Noise Office Update (02:27:08)**

Bert Ganoung reported on Ground-based Noise (GBN) monitoring, Second Chance Initiative (SCI), and Expanded Eligibility Initiative (EEI).



**8. FAA Announcements and Update (02:22:14)**

Moifair Chin stated that there no updates at this time.

**9. SFO Roundtable Technical Consultant Update (02:22:24)**

Chairman Royse, for the interest of time, deferred this presentation to the December meeting.

**10. Subcommittee Updates (02:22:50)**

Chairman Royse reported that the Legislative Subcommittee met on August 14, 2024 and will present the FAA reauthorization report at the December meeting.

**Public Comment (02:23:45)**

Chairman Royse opened public comment.

Remi Tan, resident of Pacifica, made a public comment (02:24:06).

Chairman Royse closed public comment.

Chair Royse closed public comments.

**11. Member and Subcommittee Communications / Announcements (02:25:05)**

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 website](#).*

## **SFO Airport/Community Roundtable**

Meeting No 353 -- Minutes

Wednesday, December 4, 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 December 4, 2024, at 7:07 p.m., at the David J. Chetcuti Community Room, 450 Poplar Avenue, Millbrae, CA.

All regular members were present with the exception of 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 Burlingame; Town of Colma; City of East Palo Alto; City of Half Moon Bay; City of Menlo Park; Town of Portola Valley; City of San Bruno  
City of San Carlos

A quorum (at least 13 Regular Members) was not present.

### ROUNDTABLE STAFF

Vanessa Lee – Roundtable Coordinator

Kathleen Wentworth – Roundtable Senior Advisor

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

Doug Yakel, Chief Information Officer

Gerardo Fries, Special Projects Manager, Noise Insulation Program

William Wong, Noise Abatement Specialist

David Ong, Noise Systems Manager

Anthony Carpeneti, Noise Abatement Specialist

### FAA STAFF

Carlette Young, Supervisory Senior Advisor

Moifair Chin, Community Engagement Officer

### **Public Comments for Items NOT on the Agenda**

Chairman Royse opened public comments for items not on the agenda. Public comments were heard by:

- Remi Tan, resident of Pacifica.

Chairman Royse closed public comments.

### **CONSENT AGENDA**

#### **1 - 3. Action to set Agenda and to Approve Consent Items**

Due to the absence of a quorum, Chairman Royse requested that approval of the consent agenda be deferred to a future meeting.

### **REGULAR AGENDA**

#### **4. ACTION: Approval of a letter to the FAA recommended by the Technical Working Group regarding two SFO Flight Operations: Nighttime SSTIK Departure Vectors and Nighttime 28R Offset Arrivals**

Due to the absence of a quorum, Chairman Royse requested that approval of this item be deferred to the Chair of the Technical Working Group.

### **PRESENTATIONS**

Chairman Royse deferred public comment on all presentations until all items were presented.

#### **5. INFORMATION: FAA Reauthorization: Legislation Sections for Roundtable to Monitor**

Timothy Middleton, HMMH Consultant, highlighted section 792 of the FAA Reauthorization as the most important provision for the Roundtable to monitor, as it deals with the Aircraft Noise advisory committee (ANAC) rules and regulations associated to the requirements outlined within the Federal Advisory Committee Act of 1972 (FACA) group.

Member Schneider commented on the presentation.

Chairman Royse commented that the Legislation subcommittee also discussed the reauthorization in a previous meeting.

#### **6. INFORMATION: Overview of FAA Regulations for eVTOL Operations**

Mr. Middleton gave a two-part update on eVTOL operations: Power-Lift Part 194 SFAR and Archer/Kilroy/Oyster-Point.

*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 website](#).*

Member commented on this item included comments from Member Nagales, Member Eakin, Member Boles, Member Ford, Member Schneider and Airport Director Satero. made a comment.

## **7. Chairman Update**

Chairman Royse announced that his term ends next week, and this will be his last meeting. The upcoming February meeting will be facilitated by the Vice chair and a new chair will be selected. Subcommittee assignments will also be filled at this meeting. Chairman Royse concluded his report by giving a 2024 Year-End Recap and summarized key partnerships, projects, and overall work of the Roundtable.

## **8. Airport Director Update**

Ivar Satero provided updates for passenger traffic, flight operations, and new airline service from Southwest Airlines, Tap Air Portugal, and United Airlines. Mr. Satero also announced the successful filing of the injunction against the renaming of Oakland airport and mentioned his successor, Mike Nakornket, will be the new SFO director in January 2025.

Bert Ganoung reported on Ground-based Noise (GBN) monitoring, Second Chance Initiative (SCI), and Expanded Eligibility Initiative (EEI).

Member Ford, Member Schneider and Member Boles provided comments and feedback on these items.

## **9. FAA Announcements and Update**

Moifair Chin stated that the FAA will have an eVTOL presentation in February 2025.

## **10. SFO Roundtable Technical Consultant Update**

Gene Reindel, HMMH Consultant, gave a brief presentation on CNEL contours.

Member Schneider made a comment on this item.

## **11. Subcommittee Updates**

Chairman Royse noted that there is no update from the Legislative and Ground-based Noise subcommittees.

Member Hindi gave an update from the Technical Working Group subcommittee which met in November that included a discussion with the FAA on nighttime operations.

*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 website](#).*



Vice chair O'Connell and Member Eakin made a comment on this item.

### **Public Comment**

Chairman Royse opened public comment. The following public comments were heard:

- Darlene Yaplee, resident of Palo Alto
- Remi Tan, resident of Pacifica

Chairman Royse closed public comment.

### **12. Recognition of Departing Members**

Chairman recognized the following departing members:

- Supervisor Dave Pine
- Ivar Satero
- Sam Hindi
- Kathleen Wenworth

Darlene Yaplee, resident of Palo Alto, made a public comment on this item.

Sue made a public comment

### **13. Member and Subcommittee Communications / Announcements**

Chairman recognized departing member Ann Schneider. Several members recognized departing members during this item including Member Schneider, Airport Director Satero, Moifair Chin (FAA), and Carlette Young (FAA).

### **14. Adjournment**

Chairman Royse adjourned the meeting at approximately 9:30 P.M.

February 5, 2024

**TO:** San Francisco International Airport/Community Roundtable

**FROM:** Vanessa Lee, Roundtable Coordinator

**SUBJECT:** Approval of Resolution 25-01: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2024

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**RECOMMENDATION:**

Adopt the attached Roundtable Resolution No. 25-01 that specifies the date, time, and place for holding Regular Meetings of the SFO Airport/Community Roundtable, as required by the Brown Act and the Roundtable Bylaws for calendar year 2025.

**BACKGROUND:**

California Government Code Section 54950 et seq., commonly known as the Ralph M. Brown Act (Open Meeting Law for local government bodies) and the adopted Roundtable Bylaws, as amended, require the Roundtable to establish the date, time, and place for holding its Regular Meetings. The amended Roundtable Bylaws state the following:

*“The Roundtable membership shall establish, by adopted resolution, the date, time and place for Regular Roundtable Meetings. Such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter each year.” (Roundtable Bylaws Article VI, Paragraph 1).*

**DISCUSSION:**

The proposed dates for Regular meetings are reflective of maintaining six meetings per calendar year. Special meetings, workshops, and other Roundtable related activities may be held as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws. Regular Meetings for calendar year 2025 are to be held at 7:00pm, in-person with hybrid access, in the David Chetcuti Community Room, 450 Poplar Avenue, Millbrae, California, on the first Wednesday of the following months: February, April, June, August, October and December. Therefore, with adoption of Roundtable Resolution 25-01, the Regular Meetings would be scheduled as follows:

- **February 5**
- **April 2**
- **June 4**
- **August 6**
- **October 1**
- **December 3**

Dates and locations for Roundtable Subcommittee meetings will be determined in consultation with Subcommittee Chairs and will be announced.

Attachment: Resolution 25-01





## RESOLUTION NO. 25-01

### A RESOLUTION PROVIDING FOR THE DAY, TIME, AND PLACE FOR HOLDING REGULAR MEETINGS OF THE SAN FRANCISCO INTERNATIONAL AIRPORT/COMMUNITY ROUNDTABLE FOR CALENDAR YEAR 2025

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RESOLVED, by the San Francisco Airport Community Roundtable that;

**WHEREAS**, the San Francisco International Airport/Community Roundtable (Roundtable) was established in 1981, via a Memorandum of Understanding (MOU), to serve as a public forum to address community noise issues related to aircraft operations at San Francisco International Airport, and

**WHEREAS**, Article VI, Paragraph I of the adopted Roundtable Bylaws, as amended, requires the Roundtable to establish, by resolution, the date, time, and place for Regular Roundtable Meetings and that such resolution shall be adopted at the February Regular Meeting or at the first Regular Meeting held thereafter, and

**WHEREAS**, the Regular Meetings of the Roundtable are held in accordance with the relevant provisions of the Ralph M. Brown Act, which requires the Roundtable to establish a regular day, time, and place for holding its Regular Meetings (California Government Code Section 54950 et seq.).

**NOW, THEREFORE BE IT RESOLVED**, that the Regular Meetings of the Roundtable shall be scheduled as follows: the first Wednesday of February, April, June, August, October, and December 2025, at 7:00 p.m. in person with hybrid access at the David Chetcuti Community Room, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops may be scheduled and held, as needed, in accordance with the relevant provisions in the Brown Act and the adopted Roundtable Bylaws.

Adopted and attested at the Regular meeting of February 5, 2025.

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Chairperson February 5, 2025

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02/05/2025



# Harvey Milk Terminal Terminal 1

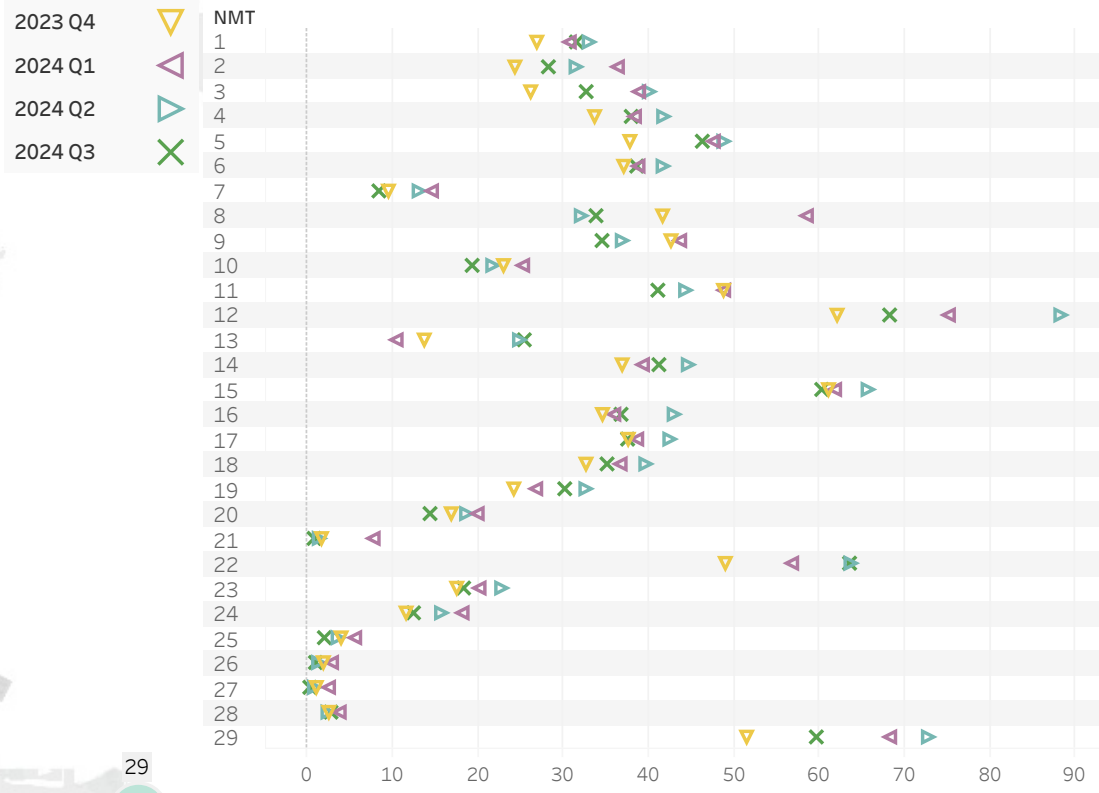
**SFO**

**Airport Director's Report**  
Presented at the December 4, 2024  
Airport/Community Roundtable Meeting

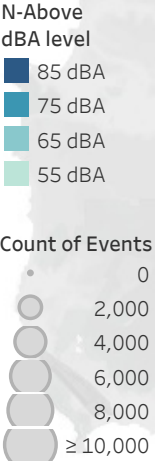
Aircraft Noise Office  
September 2024



## Nighttime N-Above 55 dBA Daily Average

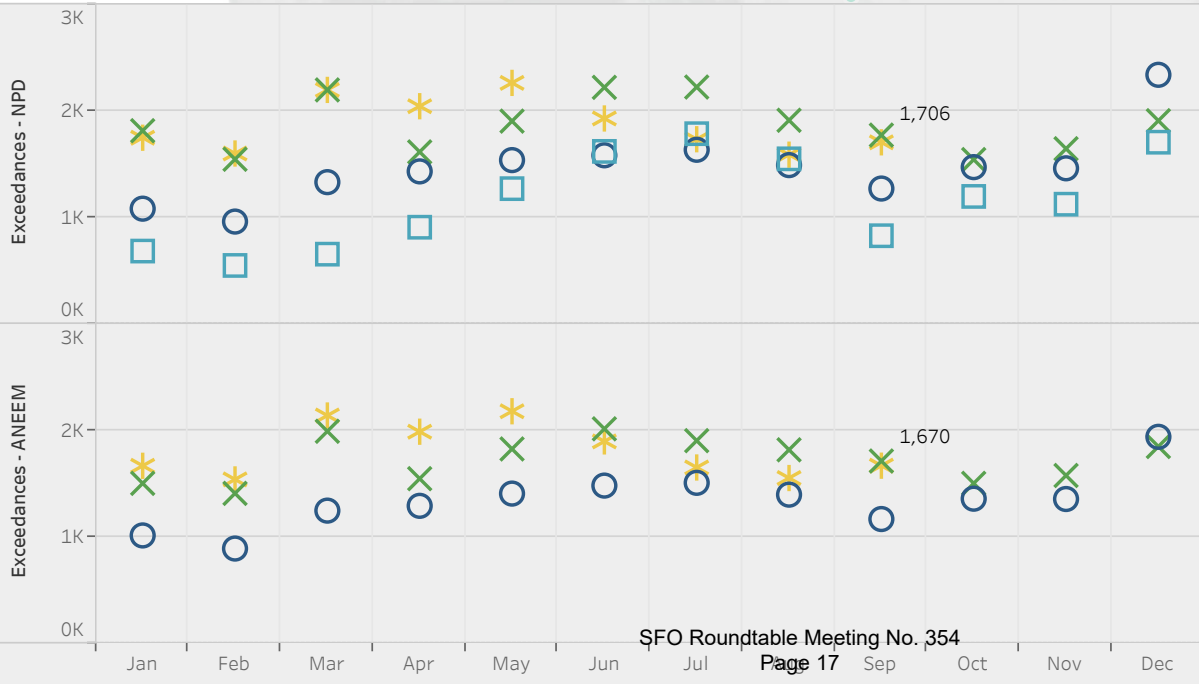


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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

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	130	73	95	83	67	56	121	73	95	84
2	San Bruno	73	55	80	68	63	51	86	56	80	68
3	SSF	52	51	79	67	60	46	165	54	76	63
4	SSF	115	68	90	78	59	46	169	67	88	73
5	San Bruno	118	66	89	77	61	47	176	66	87	73
6	SSF	107	64	87	75	57	44	176	64	85	70
7	Brisbane	17	47	78	67	58	45	74	49	75	62
8	Millbrae	14	53	85	73	65	50	122	56	78	67
9	Millbrae	8	37	75	64	58	43	158	51	72	60
10	Burlingame	4	35	76	64	58	43	84	48	74	61
11	Burlingame	7	36	75	64	56	42	198	51	71	59
12	Foster City	364	62	82	71	57	42	431	62	81	69
13	Hillsborough	2	32	77	65	58	46	48	47	73	61
14	SSF	106	60	83	71	59	44	203	60	81	67
15	SSF	153	57	81	68	59	45	288	58	78	65
16	SSF	89	58	82	71	57	43	162	58	80	66
17	SSF	97	58	82	70	58	44	164	58	80	67
18	Daly City	96	63	87	76	58	44	152	63	85	70
19	Pacifica	84	59	84	73	56	39	127	60	82	69
20	Daly City	85	50	78	65	60	45	121	49	75	63
21	San Francisco	31	43	76	63	61	52	18	40	76	66
22	San Bruno	76	57	82	71	63	45	287	60	78	66
23	San Francisco	89	53	80	68	60	46	156	54	78	66
24	San Francisco	58	48	76	65	59	47	113	48	74	63
25	San Francisco	19	41	82	66	58	41	45	41	72	61
26	San Francisco	4	34	76	65	56	43	19	38	73	61
27	San Francisco	5	37	79	66	57	45	17	38	73	62
28	Redwood City	6	36	75	64	53	38	30	40	71	58
29	San Mateo	97	50	77	64	57	42	353	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	66:99	3,776	3,776	3,776	3,548	3,168	2,610	60:99	3,565	3,562	3,554	3,476	3,124	2,580
2	61:81	2,167	2,167	1,865	613	15	3	55:81	2,496	2,465	2,077	617	14	1
3	62:84	1,428	1,428	1,179	229	34	8	53:84	4,194	3,398	1,620	230	23	4
4	61:95	3,424	3,424	3,317	2,964	2,509	1,637	53:95	4,710	4,367	3,510	3,005	2,512	1,633
5	62:89	3,464	3,464	3,432	3,029	2,307	1,255	54:89	5,111	4,917	4,139	3,080	2,302	1,253
6	61:90	3,208	3,208	3,124	2,731	1,845	497	53:90	4,947	4,360	3,253	2,732	1,841	496
7	61:81	425	425	310	86	8	1	53:81	1,476	924	405	101	12	1
8	68:89	397	397	397	343	100	27	53:89	3,577	3,457	2,564	823	154	29
9	59:78	113	105	22	5	1	0	53:84	4,092	1,983	515	126	13	3
10	59:80	54	51	15	2	1	1	46:78	1,875	1,032	251	45	11	0
11	60:72	52	51	20	3	0	0	45:79	4,865	2,083	524	78	5	0
12	64:85	11,021	11,021	10,953	7,099	591	17	53:85	12,863	12,164	11,031	7,080	577	12
13	60:68	20	18	5	0	0	0	53:70	1,314	856	180	5	0	0
14	62:86	3,158	3,158	3,014	1,868	545	29	47:85	5,185	4,577	3,228	1,849	528	21
15	61:85	4,602	4,602	3,973	1,199	118	16	53:83	8,381	7,428	4,430	1,190	90	7
16	61:83	2,655	2,655	2,532	1,529	243	2	53:83	4,520	3,777	2,635	1,530	242	2
17	61:84	2,915	2,915	2,712	1,426	140	3	53:81	4,688	4,296	2,937	1,431	136	1
18	65:89	2,866	2,866	2,859	2,538	1,761	403	53:89	4,316	3,876	3,109	2,550	1,767	404
19	65:83	2,508	2,508	2,507	1,967	689	21	53:83	3,696	3,249	2,713	1,971	690	22
20	59:92	2,358	2,298	1,023	317	96	26	53:80	3,016	2,392	854	172	27	1
21	58:79	474	448	139	9	1	0	58:74	267	266	134	13	0	0
22	64:85	2,182	2,182	2,169	1,340	152	7	53:81	8,327	7,357	4,827	2,038	232	5
23	63:86	2,593	2,593	2,357	608	39	7	54:81	3,956	3,753	2,498	592	27	4
24	59:79	1,453	1,440	637	84	10	0	53:77	2,484	1,967	630	83	4	0
25	58:80	417	384	206	52	5	0	53:78	868	564	219	27	3	0
26	60:74	67	66	22	1	0	0	53:74	252	146	28	1	0	0
27	61:82	16	16	11	4	3	1	54:76	73	55	15	2	1	0
28	59:74	103	93	17	5	0	0	53:70	462	156	15	0	0	0
29	59:82	2,951	2,851	859	196	29	3	53:77	10,404	5,359	757	85	3	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

September 2024

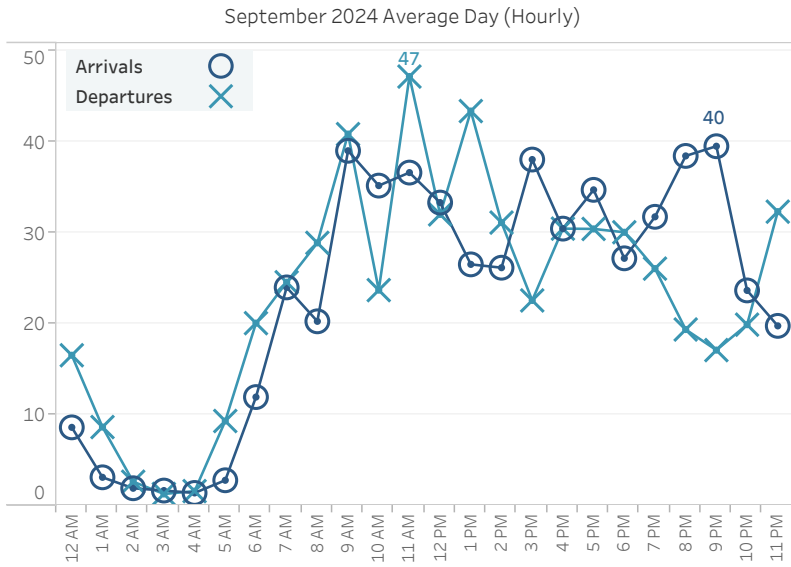
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
33,434	1,114	31,382	2%

Major Arrival and Departure Routes (West Flow)



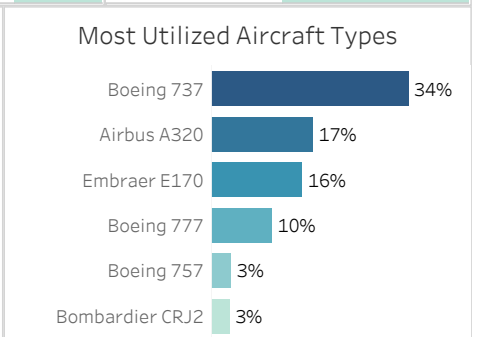
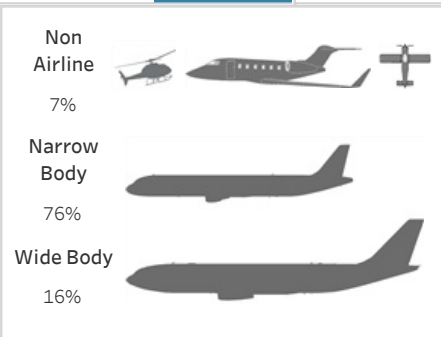
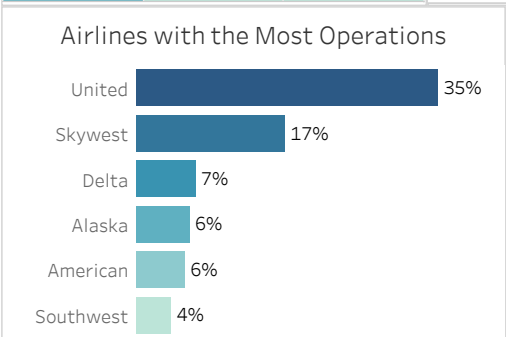
West Flow is depicted in the above image and is a predominate flow at SFO.

**West Flow**  
100%

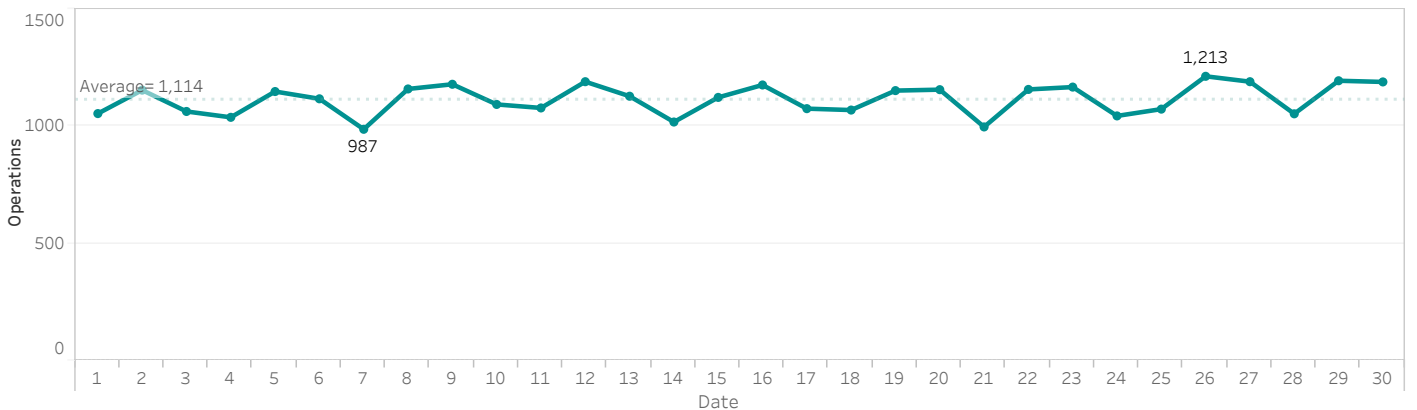


Arrival Route		Departure Route	
1. BDEGA	32%	A. GAP	19%
2. DYAMD	38%	B. SSTIK	29%
3. SERFR	25%	C. NIITE	10%
4. PIRAT	5%	D. TRUKN RWY 01	39%
		D. TRUKN RWY 28	2%

Top Destinations			Down the Bay vs Peninsula	
Los Angeles	Seattle	Las Vegas	1.1 Down the Bay Visual	33%
6%	4%	4%	1.2 BDEGA Arrival	67%



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		80% 12,406
10 L/R		0% 1
28 L/R	100% 15,482	20% 3,106

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

	Departures
10 L/R	0% 1
01 L/R	49% 312
28 L/R	51% 330

## Runway Utilization Arrivals

	28L	28R
	40%	60%
Night (10pm-7am)	25%	75%

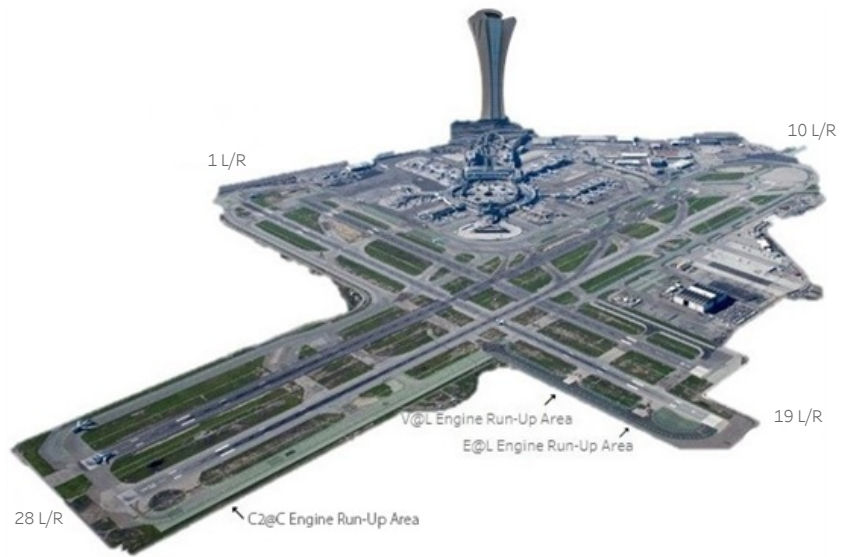
## Nighttime Power Run-Ups

10pm-7am

American Airlines 4  
United Airlines 8

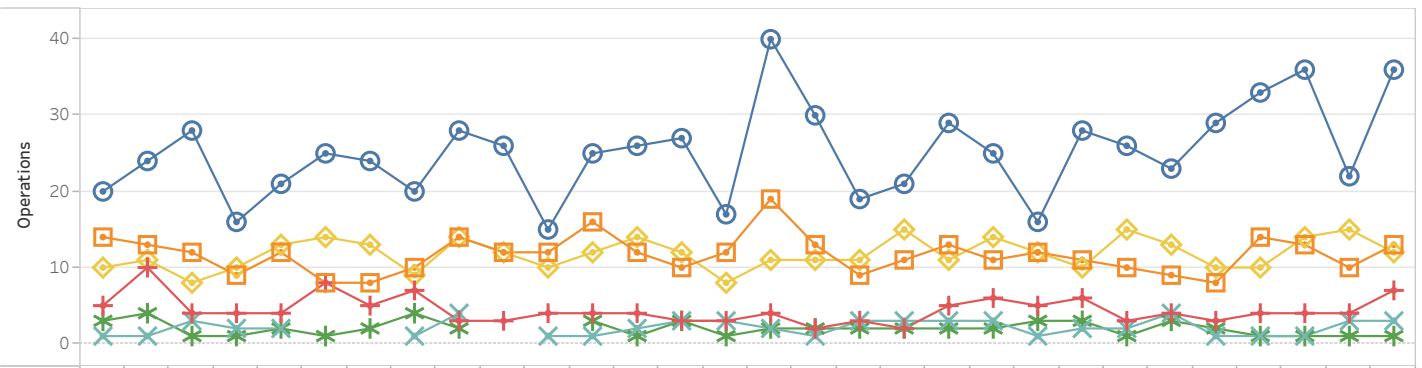
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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
12 AM	20	24	28	16	21	25	24	20	28	26	15	25	26	27	17	40	30	19	21	29	25	16	28	26	23	29	33	36	22	36
1 AM	14	13	12	9	12	8	8	10	14	12	12	16	12	10	12	19	13	9	11	13	11	12	11	10	9	8	14	13	10	13
2 AM	5	10	4	4	4	8	5	7	3	3	4	4	4	3	3	4	2	3	2	5	6	5	6	3	4	3	4	4	4	7
3 AM	1	1	3	2	2			1	4		1	1	2	3	3	2	1	3	3	3	3	1	2	2	4	1	1	1	3	3
4 AM	3	4	1	1	2	1	2	4	2			3	1	3	1	2	2	2	2	2	2	3	3	1	3	2	1	1	1	1
5 AM	10	11	8	10	13	14	13	9	14	12	10	12	14	12	8	11	11	11	15	11	14	12	10	15	13	10	10	14	15	12

# Noise Reports

Reporters Annual AVG

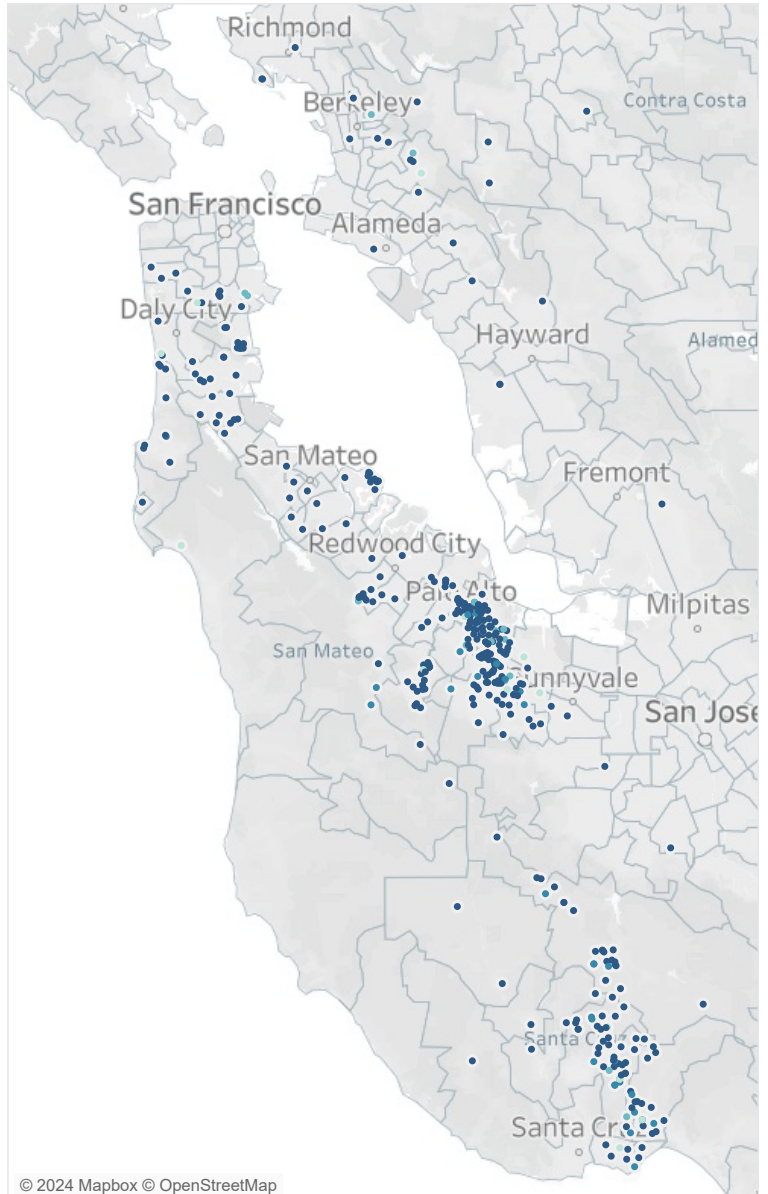
## Noise Reporters Location Map

September 2024

Noise Reporters / Noise Reports

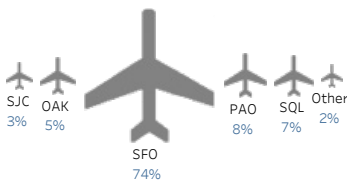
	Noise Reporters	Noise Reports
Atherton	3	107
Belmont	2	4
Brisbane	10	123
Burlingame	1	1
Daly City	5	1,332
East Palo Alto	1	1
El Granada	1	916
Emerald Hills	6	472
Foster City	11	293
Hillsborough	2	14
Menlo Park	14	255
Millbrae	1	24
Montara	1	186
Pacifica	7	675
Portola Valley	22	6,975
Redwood City	6	520
San Bruno	7	20
San Carlos	1	3
San Francisco	12	2,564
San Mateo	5	162
South San Francisco	9	145
Woodside	5	1,793
Alameda	1	164
Ben Lomond	1	1
Berkeley	5	574
Boulder Creek	2	3
Capitola	2	16
Castro Valley	1	14
Cupertino	1	34
Felton	3	47
Fremont	1	64
Hayward	2	5
La Honda	1	5
Lafayette	1	19
Los Altos	39	4,341
Los Altos Hills	10	990
Los Gatos	26	2,808
Moraga	2	58
Mountain View	6	2,561
Oakland	6	3,055
Orinda	1	103
Palo Alto	95	15,742
Richmond	3	182
San Jose	1	2
San Leandro	1	1
Santa Cruz	28	8,013
Scotts Valley	23	2,880
Soquel	19	3,051
Stanford	2	462
Sunnyvale	2	67
Watsonville	1	60
<b>Grand Total</b>	<b>418</b>	<b>61,907</b>

480
Reports Annual AVG
71,361
New Reporters
11
New Reporters Top City
Palo Alto Foster City
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737 A320 E75L
Top Flight Numbers
UAL552 KAL214 UAL2110



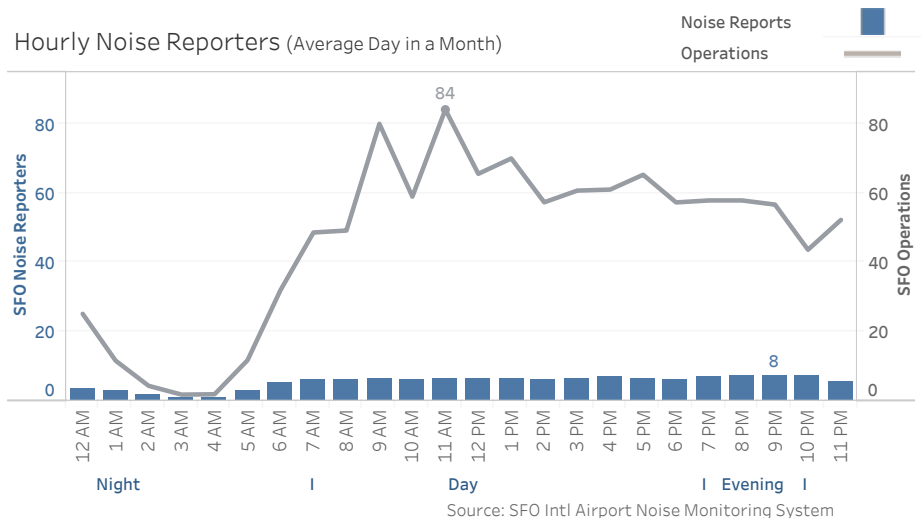
Notes:  
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

## Noise Reports by Airport



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

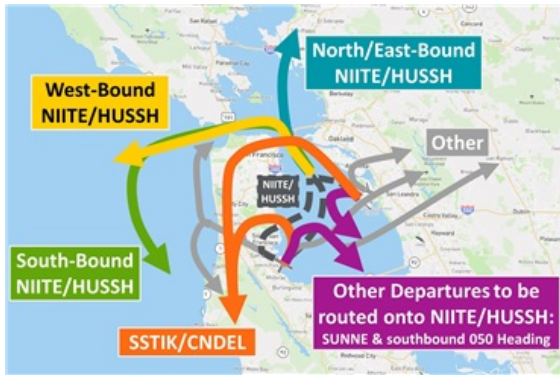
## Hourly Noise Reporters (Average Day in a Month)



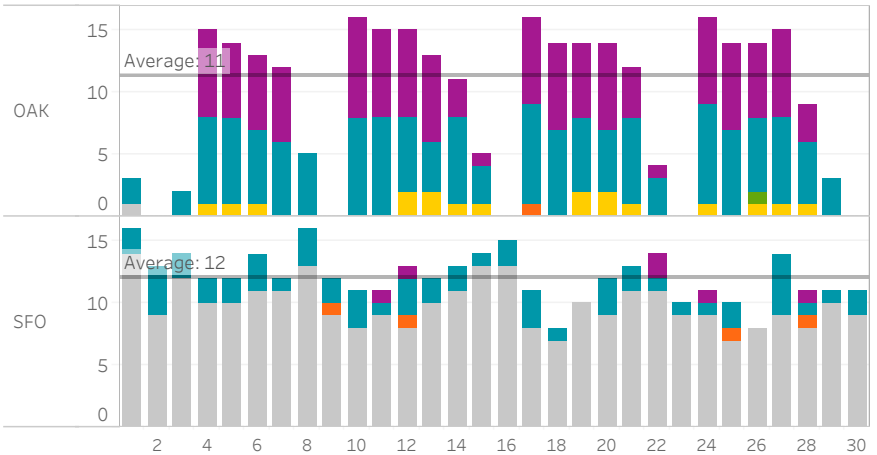
Source: SFO Intl Airport Noise Monitoring System



# NIITE to GOBBS 1 am to 5 am (September 2024)

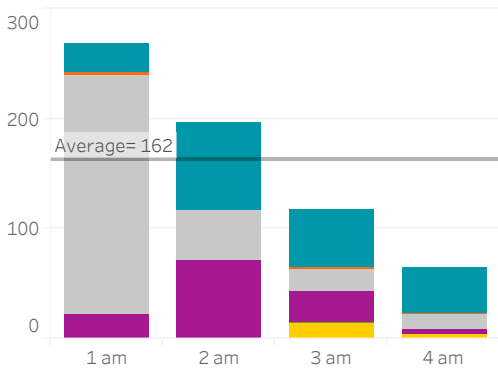


Count of Departures per Night



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

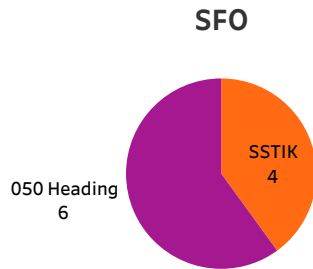
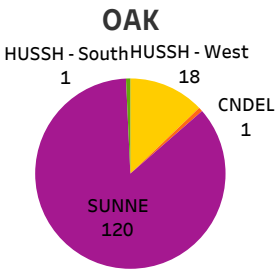
Average Total Departures per Hour



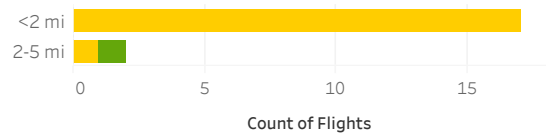
Departure Runway Usage

OAK	SFO				
30	01L	01R	10L	28L	28R
100%	1%	16%	0%	54%	29%

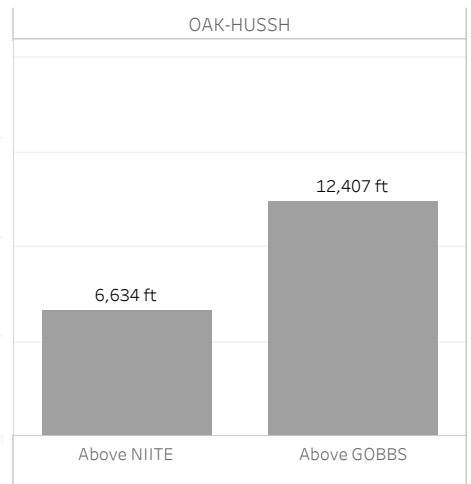
CNDEL and SSTIK Departures vs HUSSH and NIITE



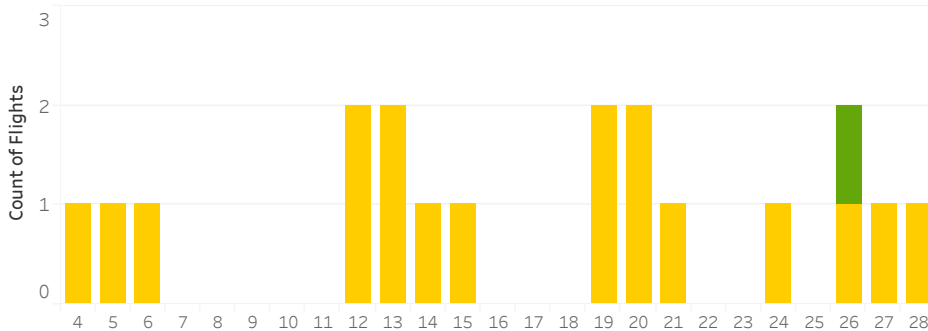
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



- NIITE/HUSSH - South
- NIITE/HUSSH - West





# Harvey Milk Terminal Terminal 1

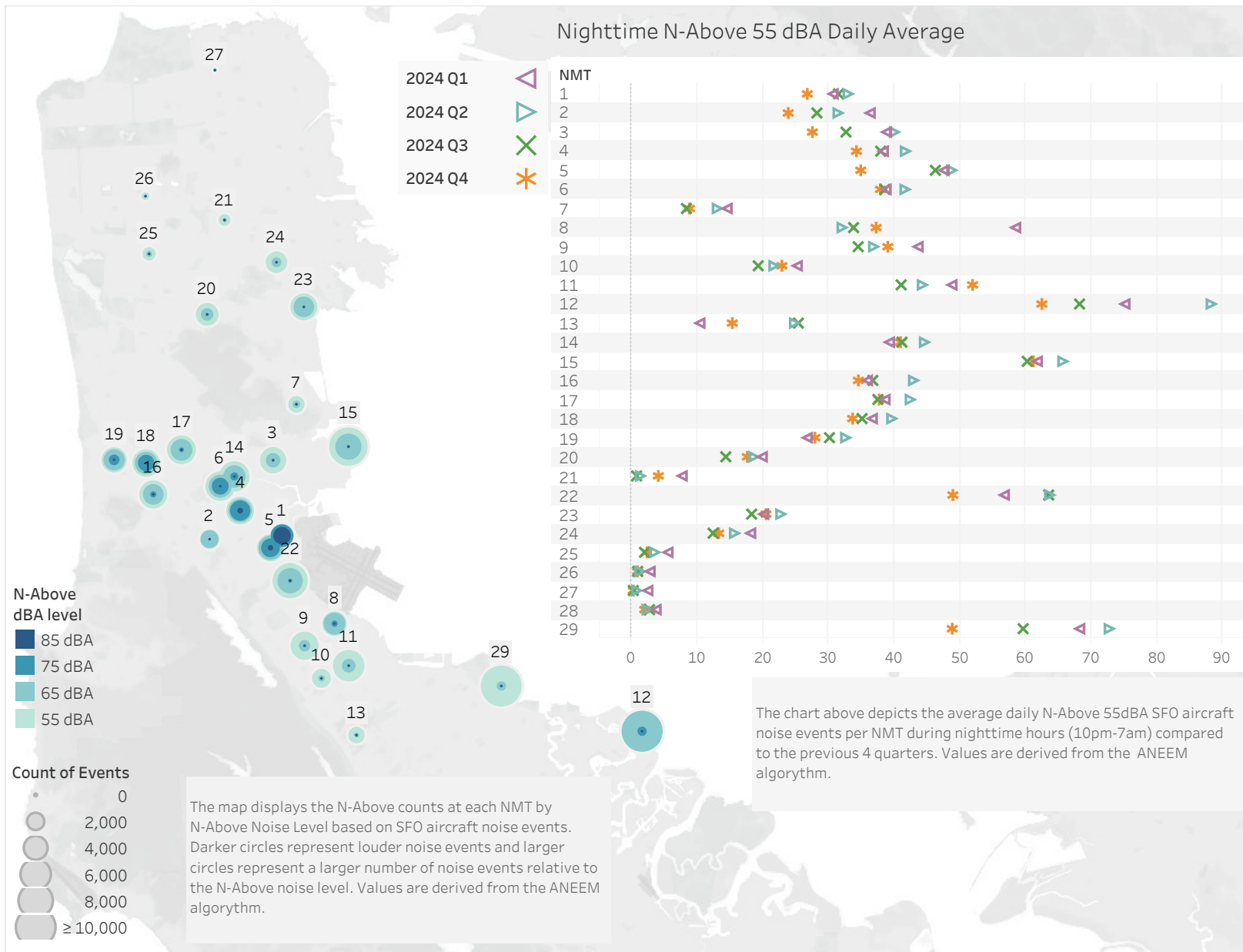
SFO

## Airport Director's Report

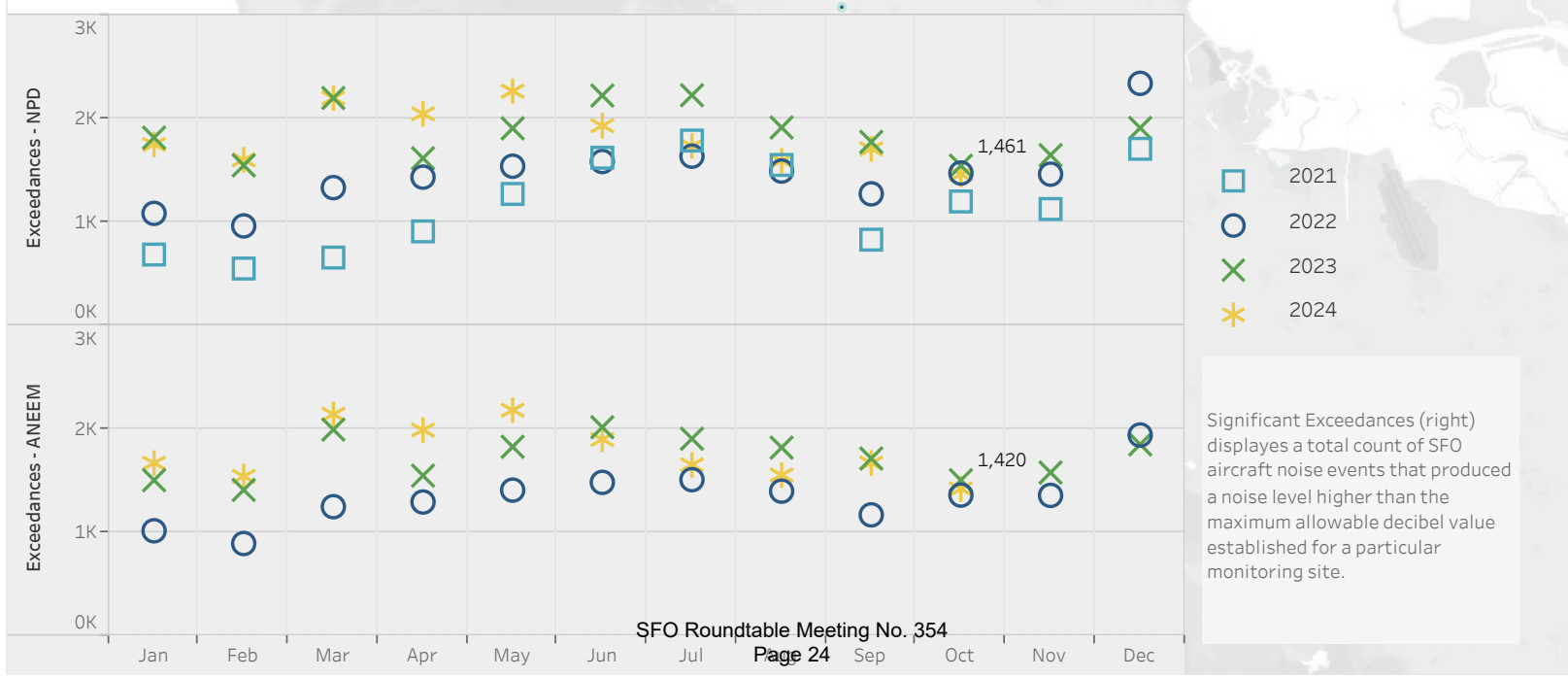
Presented at the December 4, 2024  
Airport/Community Roundtable Meeting

Aircraft Noise Office  
October 2024





## Significant Exceedances





# 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	112	72	95	84	67	56	107	72	95	85
2	San Bruno	69	55	80	68	63	51	74	55	80	68
3	SSF	41	51	78	67	61	47	162	53	75	63
4	SSF	110	66	90	78	59	46	160	66	88	72
5	San Bruno	103	66	89	77	61	48	149	65	87	73
6	SSF	102	63	87	75	56	43	181	63	84	68
7	Brisbane	17	45	78	67	56	45	76	48	74	61
8	Millbrae	24	56	84	73	66	51	119	58	80	68
9	Millbrae	9	38	75	63	59	45	172	52	73	61
10	Burlingame	6	37	77	64	58	43	86	48	72	60
11	Burlingame	10	41	76	64	58	43	225	54	73	61
12	Foster City	339	62	82	71	58	43	407	62	81	69
13	Hillsborough	3	33	78	64	57	46	59	46	72	60
14	SSF	96	59	83	71	58	44	201	59	80	66
15	SSF	147	57	80	68	59	45	295	58	78	64
16	SSF	84	58	82	70	56	43	164	58	80	65
17	SSF	93	58	82	70	58	43	169	58	80	66
18	Daly City	93	63	87	75	58	45	150	63	84	70
19	Pacifica	82	59	84	73	56	41	126	60	82	68
20	Daly City	98	52	79	66	61	45	119	50	75	63
21	San Francisco	20	42	75	64	58	46	46	43	73	61
22	San Bruno	58	55	81	70	63	47	253	58	78	65
23	San Francisco	90	53	79	68	59	47	167	54	78	65
24	San Francisco	58	48	76	65	59	47	118	49	74	62
25	San Francisco	18	41	77	66	56	41	50	42	72	61
26	San Francisco	4	35	77	65	55	42	24	39	72	59
27	San Francisco	6	39	79	67	64	45	20	39	74	62
28	Redwood City	6	38	76	64	53	38	30	39	71	58
29	San Mateo	82	50	78	64	59	42	334	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	66:97	3,341	3,341	3,341	3,215	3,011	2,533	57:97	3,256	3,252	3,252	3,205	2,996	2,517
2	61:78	2,122	2,122	1,751	552	19	0	55:78	2,242	2,216	1,890	547	14	0
3	62:85	1,115	1,115	889	143	21	4	53:85	4,128	3,181	1,251	142	15	3
4	61:93	3,365	3,365	3,258	2,926	2,469	1,429	53:93	4,582	4,197	3,332	2,922	2,460	1,423
5	62:89	3,106	3,106	3,080	2,769	2,100	1,176	53:89	4,356	4,145	3,454	2,786	2,092	1,171
6	62:89	3,147	3,147	3,041	2,653	1,692	340	53:89	5,158	4,296	3,158	2,649	1,685	338
7	61:76	423	423	287	52	5	0	53:76	1,597	924	327	54	5	0
8	68:83	705	705	705	611	187	8	55:86	3,556	3,490	2,845	1,105	235	13
9	59:74	104	96	27	6	0	0	53:79	4,687	2,537	777	183	13	0
10	60:81	72	68	13	3	3	1	46:76	2,107	1,105	254	38	4	0
11	60:79	61	59	25	7	1	0	43:81	5,931	3,372	1,099	221	24	1
12	63:83	10,596	10,596	10,482	6,316	549	13	53:83	12,502	11,719	10,494	6,274	519	8
13	59:69	20	18	6	0	0	0	53:71	1,580	901	150	6	0	0
14	61:86	2,939	2,939	2,758	1,660	410	17	46:82	5,486	4,667	2,992	1,650	398	10
15	61:84	4,542	4,542	3,672	976	66	11	53:84	8,856	7,487	4,097	973	57	5
16	61:87	2,625	2,625	2,456	1,446	232	5	53:81	4,695	3,692	2,541	1,448	228	3
17	61:81	2,868	2,868	2,578	1,325	150	3	53:81	4,924	4,331	2,823	1,310	137	2
18	64:87	2,873	2,873	2,868	2,512	1,628	337	53:87	4,477	3,892	3,021	2,497	1,620	333
19	65:83	2,526	2,526	2,526	1,974	686	30	53:83	3,768	3,271	2,710	1,971	683	30
20	59:87	2,794	2,706	1,278	433	109	20	53:82	3,082	2,439	935	174	21	2
21	59:72	341	325	95	5	0	0	53:72	844	479	109	4	0	0
22	64:85	1,646	1,646	1,636	962	78	5	53:82	7,407	6,470	3,825	1,387	92	2
23	63:87	2,672	2,672	2,356	584	59	8	54:82	4,299	4,044	2,543	579	39	2
24	59:82	1,493	1,460	534	72	13	3	53:78	2,759	2,057	579	75	3	0
25	58:81	420	390	198	63	8	1	53:75	1,031	607	214	24	0	0
26	60:74	66	65	24	4	0	0	53:74	350	165	26	3	0	0
27	62:83	33	33	21	12	8	2	53:81	90	59	15	6	3	1
28	59:76	113	103	27	6	1	0	53:71	436	155	16	1	0	0
29	59:86	2,571	2,441	679	256	72	15	53:82	10,022	4,644	543	55	11	2

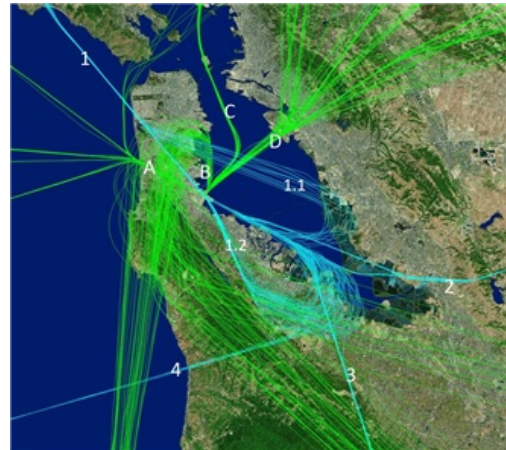
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

# Operations

October 2024

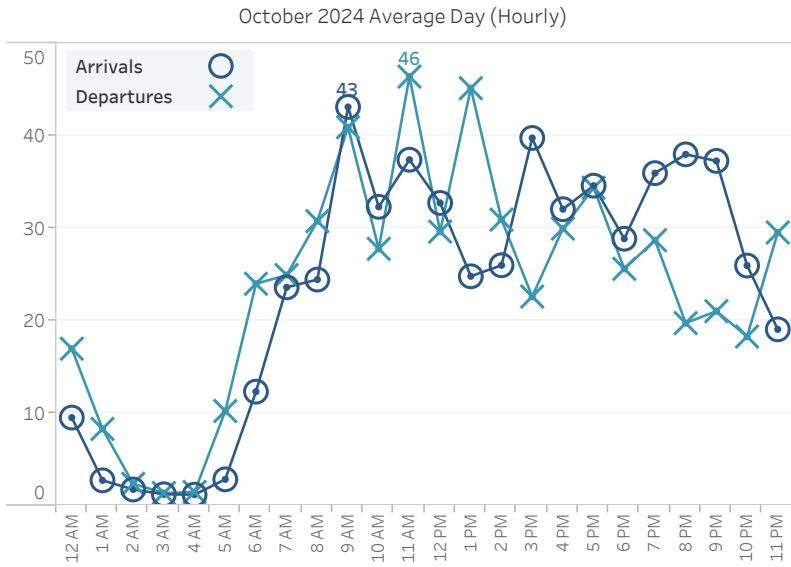
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
35,265	1,138	31,568	6%

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%



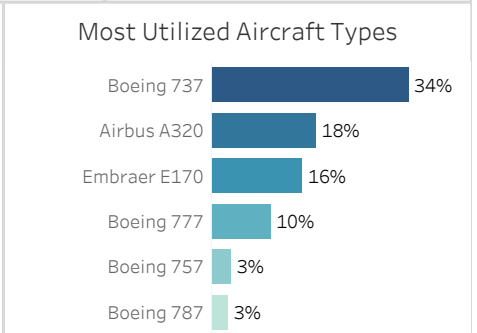
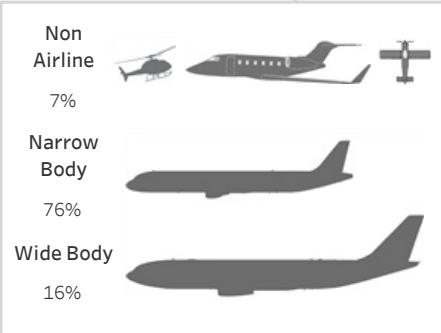
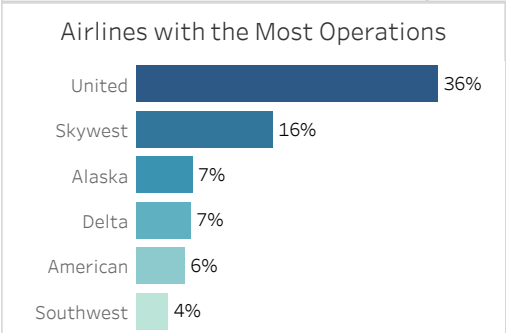
Top Destinations

Los Angeles	Seattle	Las Vegas
7%	4%	4%

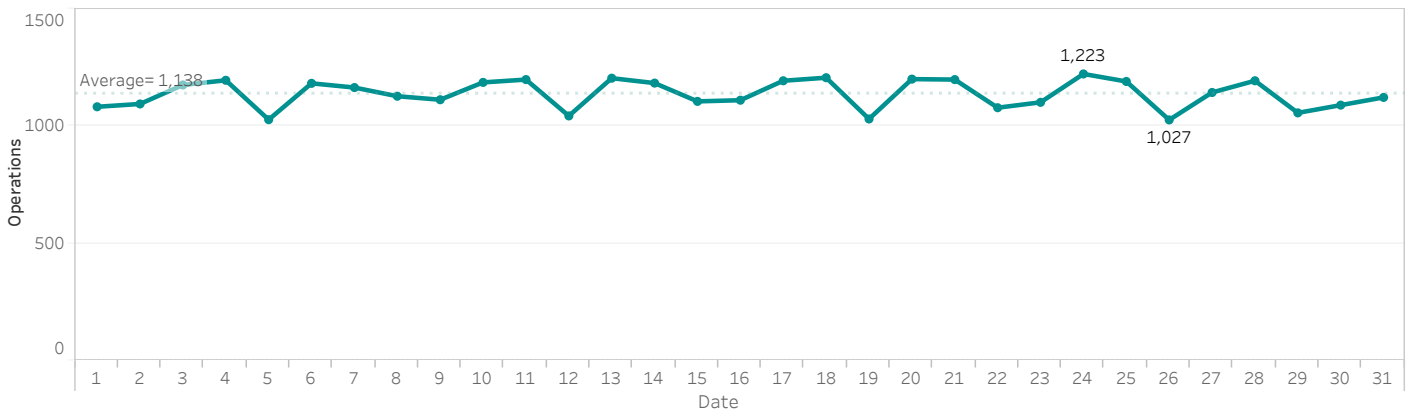
Down the Bay vs Peninsula

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

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	30%	A. GAP	18%
2. DYAMD	38%	B. SSTIK	30%
3. SERFR	27%	C. NIITE	10%
4. PIRAT	5%	D. TRUKN RWY 01	41%
		D. TRUKN RWY 28	0%



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		84% 13,715
10 L/R		0% 1
28 L/R	100% 16,307	16% 2,606

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

	Departures
10 L/R	0% 1
01 L/R	56% 379
28 L/R	44% 302

## Runway Utilization Arrivals

	28L	28R
	41%	59%
Night (10pm-7am)		
	24%	76%

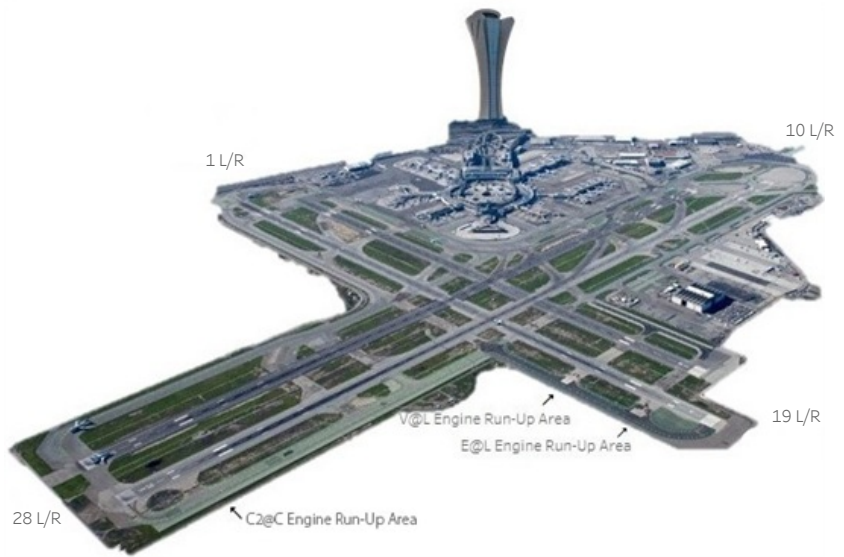
## Nighttime Power Run-Ups

10pm-7am

American Airlines 3  
Delta Airlines 1  
United Airlines 12

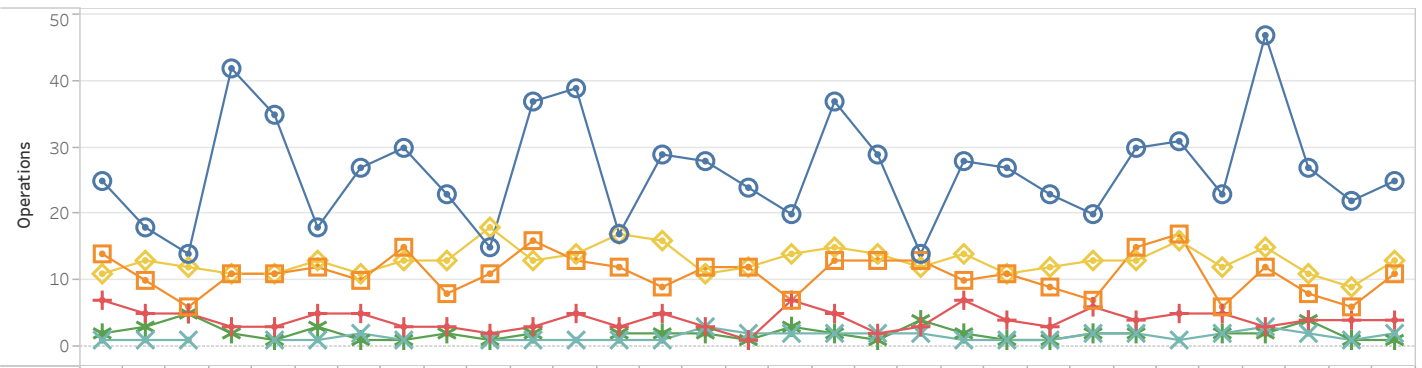
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	25	18	14	42	35	18	27	30	23	15	37	39	17	29	28	24	20	37	29	14	28	27	23	20	30	31	23	47	27	22	25
1 AM	14	10	6	11	11	12	10	15	8	11	16	13	12	9	12	12	7	13	13	13	10	11	9	7	15	17	6	12	8	6	11
2 AM	7	5	5	3	3	5	5	3	3	2	3	5	3	5	3	1	7	5	2	3	7	4	3	6	4	5	5	3	4	4	4
3 AM	1	1	1		1	1	2	1		1	1	1	1	1	3	2	2	2	2	2	1	1	1	2	2	1	2	3	2	1	2
4 AM	2	3	5	2	1	3	1	1	2	1	2		2	2	2	1	3	2	1	4	2	1	1	2	2		2	2	4	1	1
5 AM	11	13	12	11	11	13	11	13	13	18	13	14	17	16	11	12	14	15	14	12	14	11	12	13	13	16	12	15	11	9	13

# Noise Reports

Reporters Annual AVG

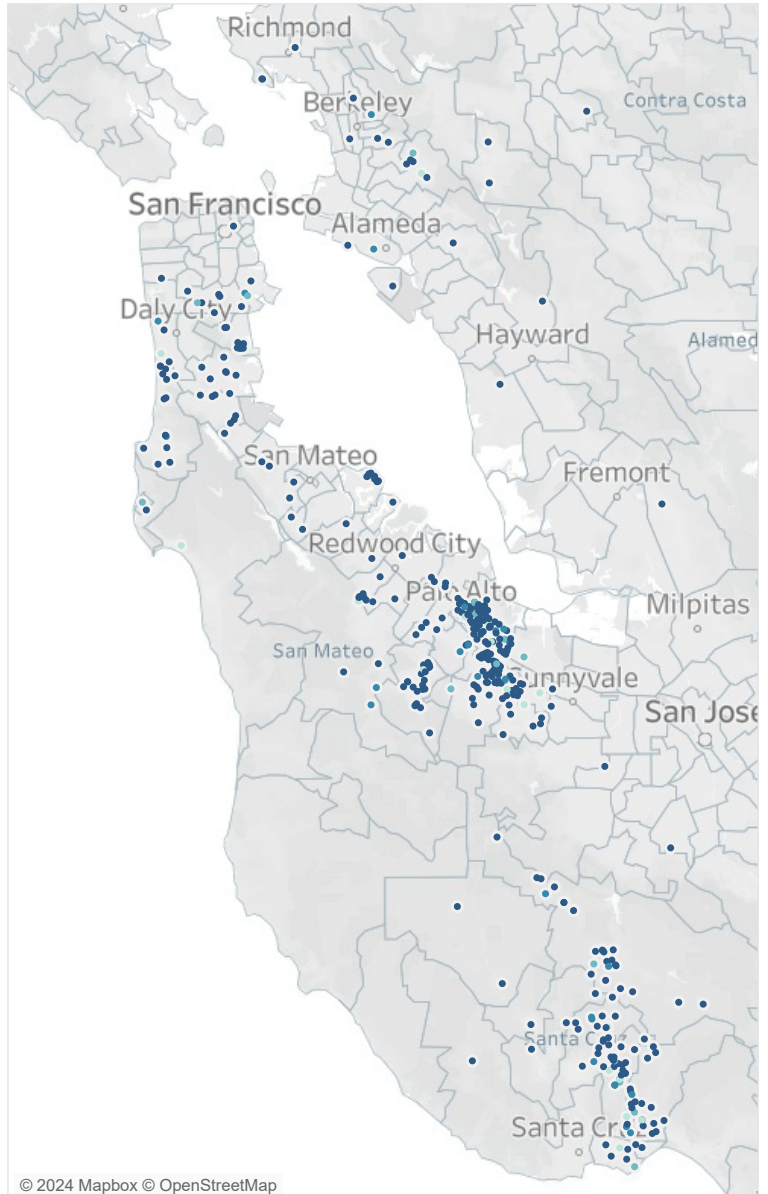
## Noise Reporters Location Map

October 2024

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	2	70
Belmont	1	3
Brisbane	11	112
Burlingame	1	1
Daly City	6	1,304
East Palo Alto	1	4
El Granada	1	1,222
Emerald Hills	5	333
Foster City	9	170
Hillsborough	3	14
Menlo Park	11	190
Millbrae	1	5
Montara	2	618
Pacifica	14	723
Portola Valley	24	13,329
Redwood City	6	337
San Bruno	4	6
San Carlos	1	4
San Francisco	12	2,132
San Mateo	2	111
South San Francisco	9	262
Woodside	5	1,807
Alameda	3	447
Ben Lomond	1	5
Berkeley	5	337
Boulder Creek	2	6
Capitola	1	19
Castro Valley	1	15
Cupertino	1	5
Felton	3	105
Fremont	1	6
Hayward	1	2
Lafayette	1	17
Los Altos	41	4,221
Los Altos Hills	10	1,054
Los Gatos	27	3,065
Moraga	2	77
Mountain View	7	2,753
Oakland	7	2,940
Palo Alto	94	14,255
Penngrove	1	1
Richmond	3	227
Santa Cruz	30	9,260
Scotts Valley	23	3,823
Soquel	20	3,472
Stanford	1	289
Sunnyvale	1	42
Watsonville	1	63
<b>Grand Total</b>	<b>419</b>	<b>69,263</b>

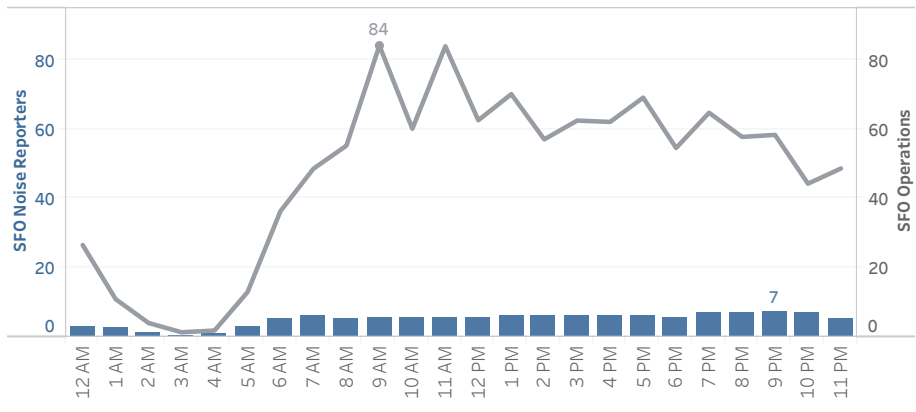
470
Reports Annual AVG
69,926
New Reporters
9
New Reporters Top City
Foster City South San Francisco
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
A320 B737 E75L
Top Flight Numbers
UAL505 UAL1272 KAL214 AAR284



Other

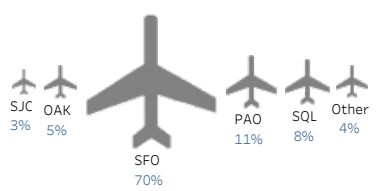
## Hourly Noise Reporters (Average Day in a Month)

Noise Reports  
Operations



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

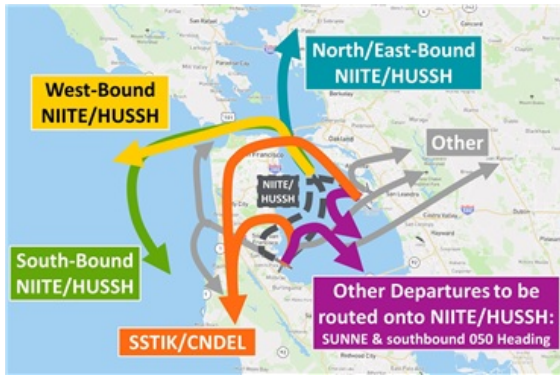
## Noise Reports by Airport



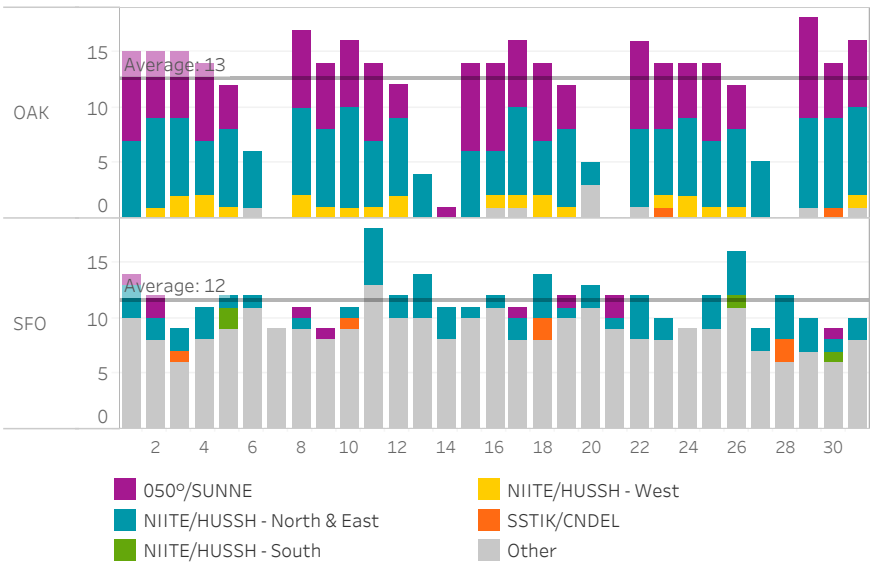
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

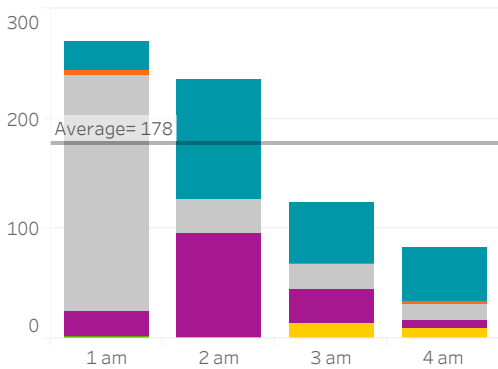
# NIITE to GOBBS 1 am to 5 am (October 2024)



Count of Departures per Night



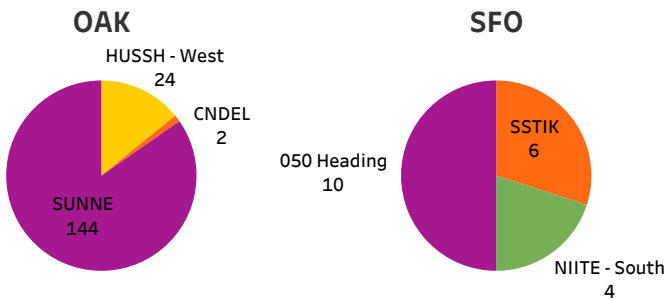
Average Total Departures per Hour



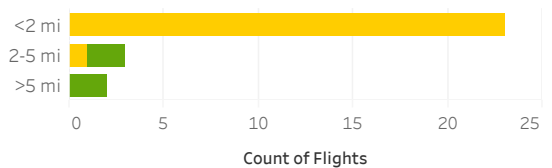
Departure Runway Usage

OAK			SFO				
12	28L	30	01L	01R	10L	28L	28R
1%	0%	99%	4%	18%	0%	31%	46%

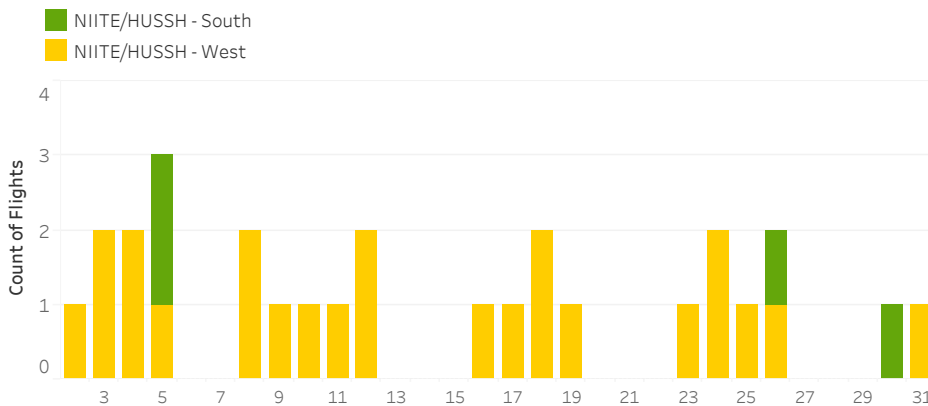
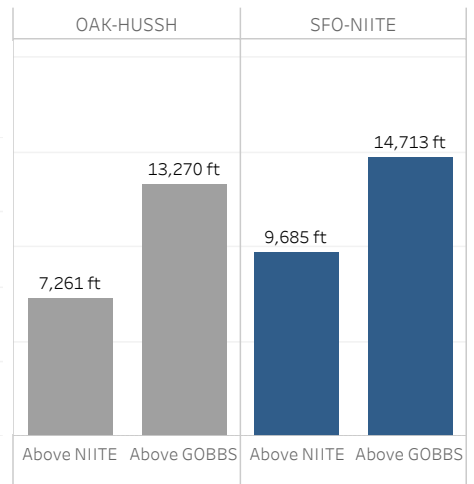
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





# Harvey Milk Terminal Terminal 1

SFO

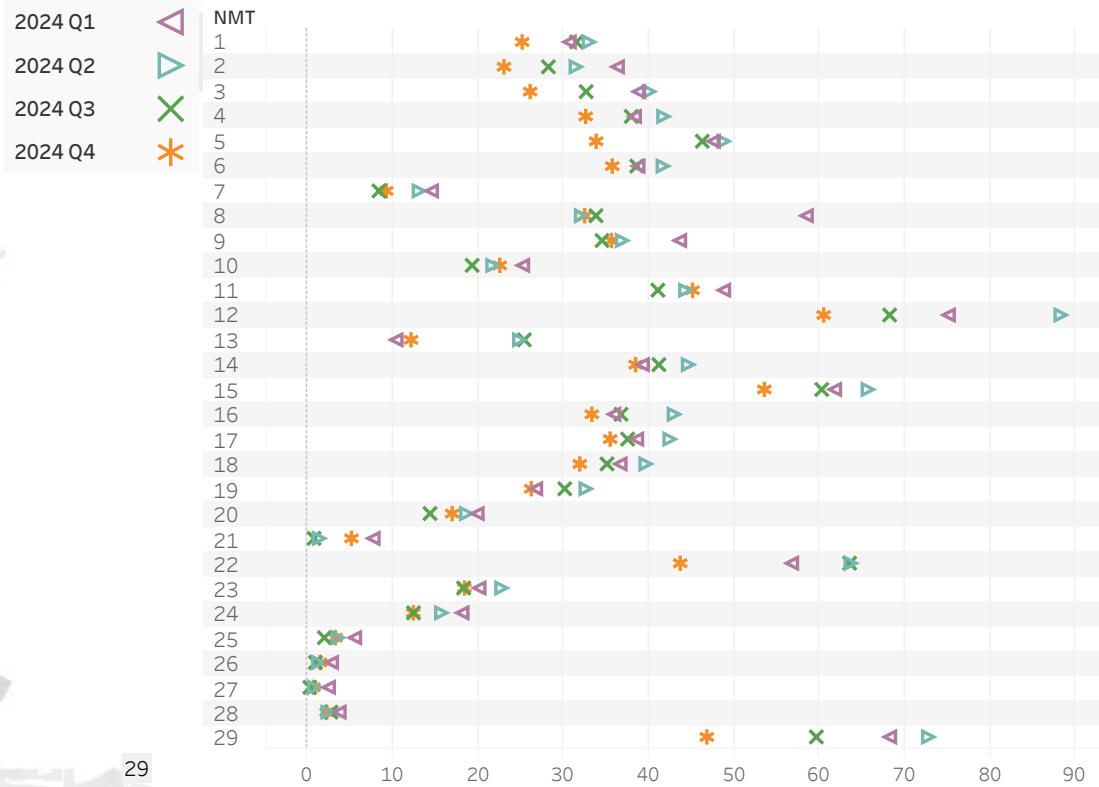
## Airport Director's Report

Presented at the February 5, 2025  
Airport/Community Roundtable Meeting

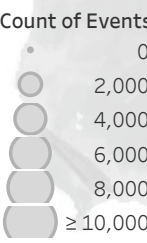
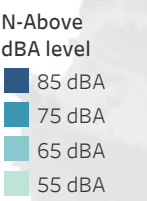
Aircraft Noise Office  
November 2024



## Nighttime N-Above 55 dBA Daily Average

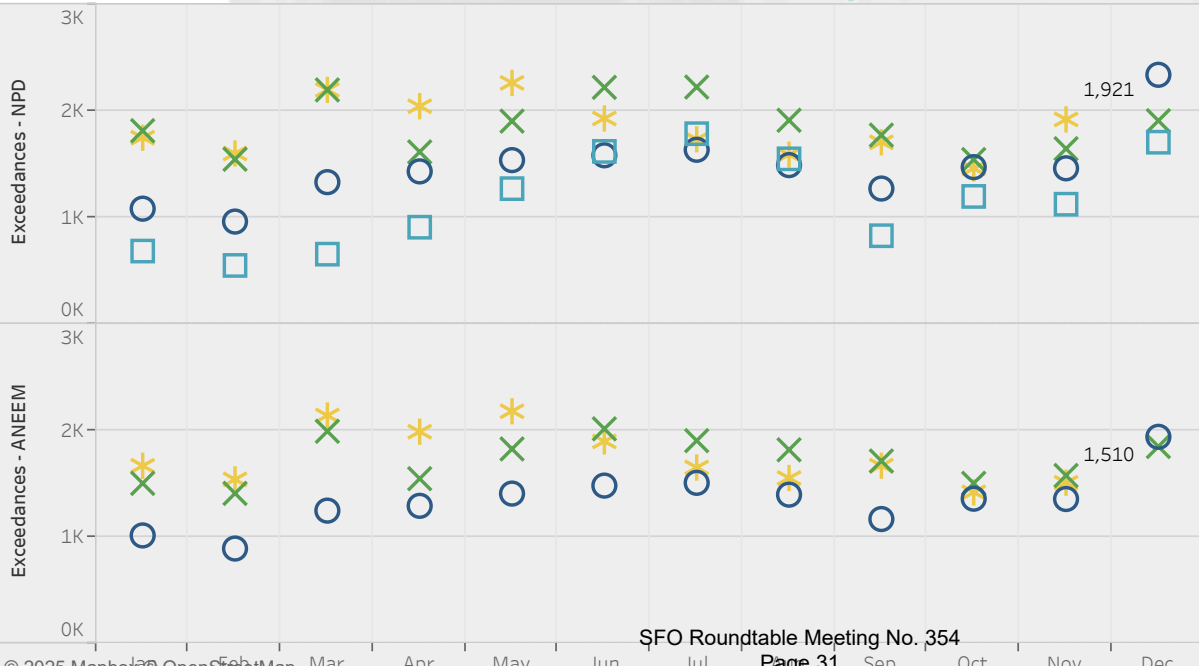


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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

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	102	73	95	84	67	56	94	72	95	84
2	San Bruno	83	57	81	68	64	52	70	56	81	68
3	SSF	51	52	79	67	62	49	154	54	76	63
4	SSF	99	67	90	78	59	46	155	67	87	71
5	San Bruno	95	67	90	78	61	48	147	66	87	72
6	SSF	94	64	87	75	56	42	187	64	84	67
7	Brisbane	23	46	78	67	57	45	93	49	74	61
8	Millbrae	19	54	84	73	66	50	100	57	79	68
9	Millbrae	10	39	76	64	58	42	158	51	72	60
10	Burlingame	6	40	80	66	59	42	89	48	73	60
11	Burlingame	9	38	76	65	57	42	201	53	73	60
12	Foster City	347	62	82	71	58	42	412	62	81	69
13	Hillsborough	3	41	86	68	58	41	59	44	70	58
14	SSF	92	60	83	71	58	43	197	60	80	65
15	SSF	166	58	81	68	60	45	294	59	80	66
16	SSF	82	59	83	71	56	42	185	59	80	65
17	SSF	90	59	82	70	57	43	175	59	80	65
18	Daly City	85	64	87	76	58	45	150	63	85	69
19	Pacifica	77	61	85	74	57	43	118	61	83	69
20	Daly City	96	52	78	65	60	45	143	51	75	63
21	San Francisco	21	42	76	64	59	46	63	45	74	61
22	San Bruno	59	56	82	71	63	48	209	58	78	66
23	San Francisco	93	53	79	68	61	48	169	55	78	66
24	San Francisco	64	49	76	65	59	47	135	50	75	63
25	San Francisco	17	41	77	65	56	41	60	43	72	60
26	San Francisco	4	36	77	66	57	43	33	41	75	61
27	San Francisco	10	42	78	66	58	45	27	41	77	63
28	Redwood City	8	39	77	65	53	37	30	41	72	59
29	San Mateo	117	53	78	65	57	42	339	55	75	61

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	2,938	2,938	2,938	2,832	2,655	2,258	58:99	2,399	2,397	2,389	2,323	2,157	1,820
2	61:83	2,455	2,455	2,096	745	26	4	53:81	1,711	1,700	1,480	549	11	1
3	62:90	1,364	1,364	1,098	223	33	5	53:86	3,237	2,542	1,180	187	25	3
4	62:94	2,961	2,961	2,874	2,566	2,202	1,270	54:94	3,750	3,438	2,494	2,082	1,769	998
5	63:90	2,770	2,770	2,747	2,475	1,885	1,117	54:90	3,632	3,490	2,730	2,091	1,528	881
6	61:89	2,807	2,807	2,733	2,380	1,629	453	53:89	4,419	3,562	2,369	1,925	1,298	363
7	61:76	540	540	381	94	4	0	53:76	1,660	1,006	358	84	4	0
8	68:92	532	532	532	452	128	10	53:92	2,426	2,349	1,872	775	181	17
9	59:81	124	116	38	6	1	1	53:81	3,477	1,810	426	60	8	1
10	60:86	79	78	42	14	6	1	45:79	1,608	875	221	35	6	0
11	60:82	72	72	34	8	2	1	44:79	4,294	2,420	748	140	14	0
12	63:86	10,512	10,512	10,436	6,932	569	22	53:84	10,623	9,994	8,886	5,702	441	7
13	59:75	30	28	11	5	0	0	53:75	1,138	432	62	5	0	0
14	61:84	2,736	2,736	2,614	1,655	545	13	48:84	4,662	3,876	2,422	1,360	436	8
15	61:93	4,956	4,956	4,385	1,405	88	15	53:91	6,766	5,850	3,873	1,165	52	6
16	60:81	2,456	2,456	2,344	1,560	459	1	53:79	4,206	3,108	1,996	1,228	350	0
17	61:85	2,687	2,687	2,467	1,338	209	8	53:85	4,098	3,508	2,166	1,053	168	4
18	64:90	2,544	2,544	2,536	2,272	1,492	450	53:88	3,566	3,019	2,160	1,779	1,158	329
19	65:84	2,224	2,224	2,224	1,815	861	60	53:83	2,818	2,462	1,919	1,456	696	44
20	59:100	2,755	2,696	1,266	330	109	22	53:80	3,010	2,460	931	114	18	3
21	59:82	451	438	120	11	4	1	53:77	1,093	636	118	7	3	0
22	64:85	1,650	1,650	1,641	1,008	140	3	54:83	4,988	4,538	2,803	1,002	127	2
23	63:91	2,678	2,678	2,396	621	44	13	56:85	3,362	3,229	2,140	542	28	3
24	59:93	1,693	1,668	711	98	12	5	54:78	2,593	2,162	656	88	2	0
25	58:77	390	369	161	44	5	0	53:75	1,088	584	152	19	1	0
26	59:77	84	82	39	12	2	0	53:75	401	225	64	8	1	0
27	60:82	161	161	88	18	2	1	53:79	138	94	27	6	1	0
28	59:80	163	152	58	10	4	1	53:80	388	176	41	3	1	1
29	59:85	3,550	3,421	1,493	493	79	8	53:82	8,283	4,642	1,324	397	55	3

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.

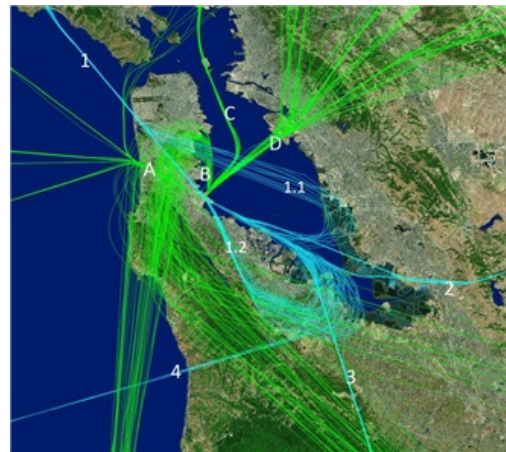


# Operations

November 2024

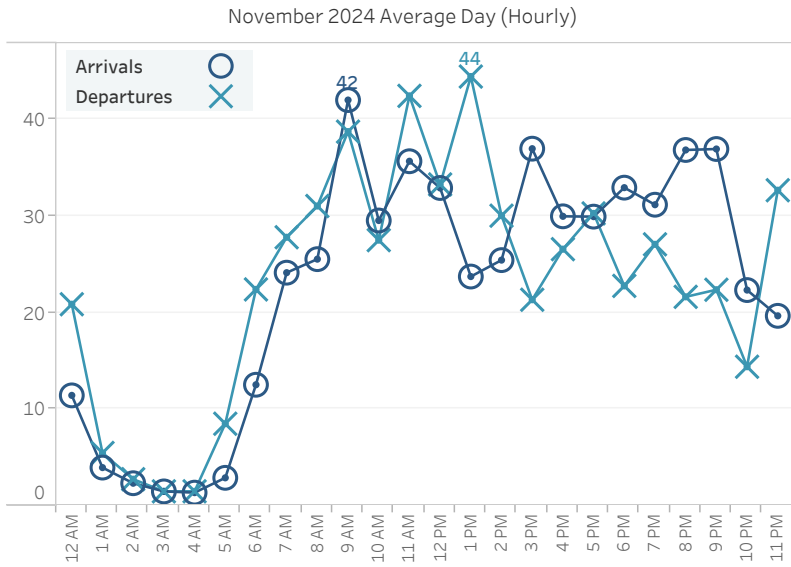
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
33,113	1,104	31,718	5%

Major Arrival and Departure Routes (West Flow)



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

**West Flow**  
89%



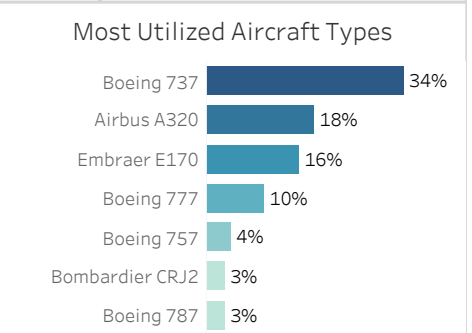
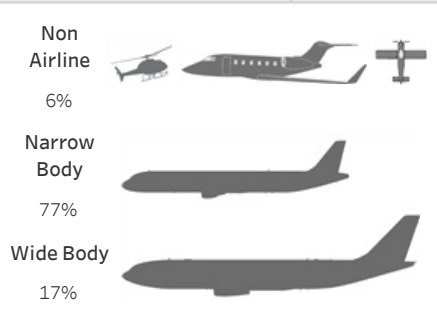
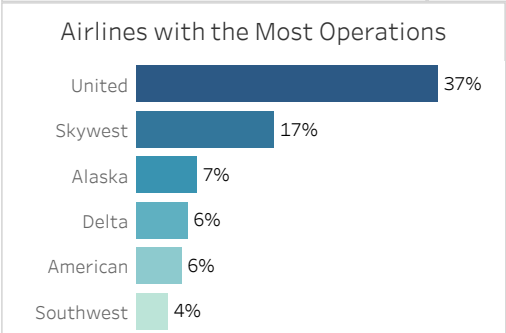
Top Destinations

Los Angeles	San Diego	Las Vegas
7%	4%	4%

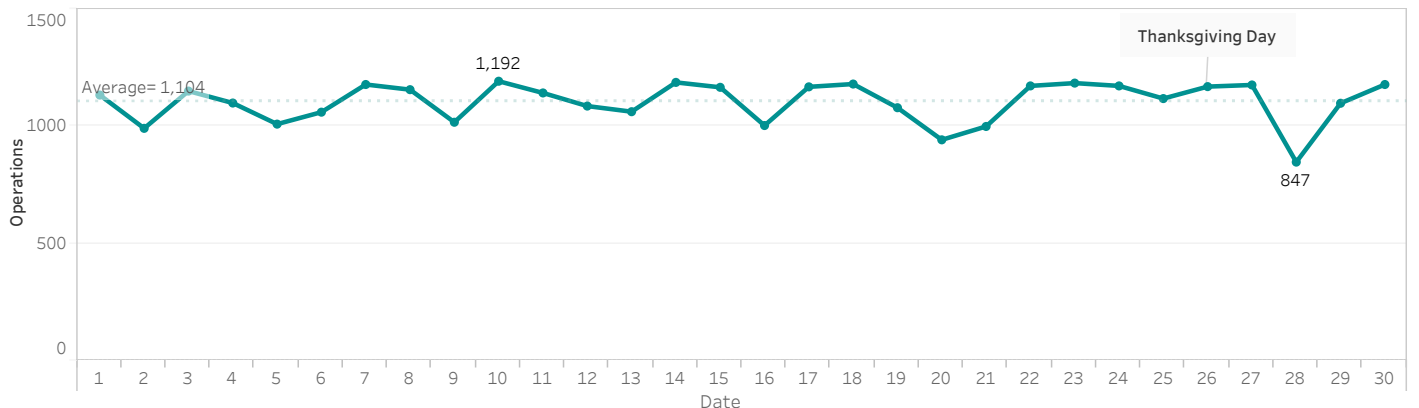
Down the Bay vs Peninsula

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

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	30%	A. GAP	18%
2. DYAMD	35%	B. SSTIK	35%
3. SERFR	29%	C. NIITE	8%
4. PIRAT	6%	D. TRUKN RWY 01	38%
		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		74% 11,316
10 L/R	0% 1	11% 1,655
19 L/R	10% 1,567	0% 1
28 L/R	90% 13,672	15% 2,311

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

	Departures
10 L/R	15% 69
01 L/R	54% 246
28 L/R	31% 143

## Runway Utilization Arrivals

28L	28R
44%	56%
Night (10pm-7am)	
27%	73%

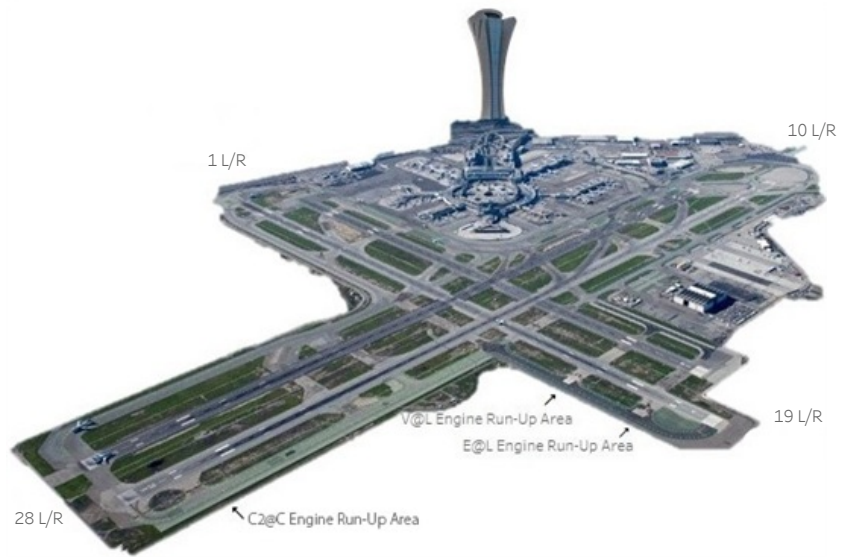
## Nighttime Power Run-Ups

10pm-7am

American Airlines 3  
United Airlines 11

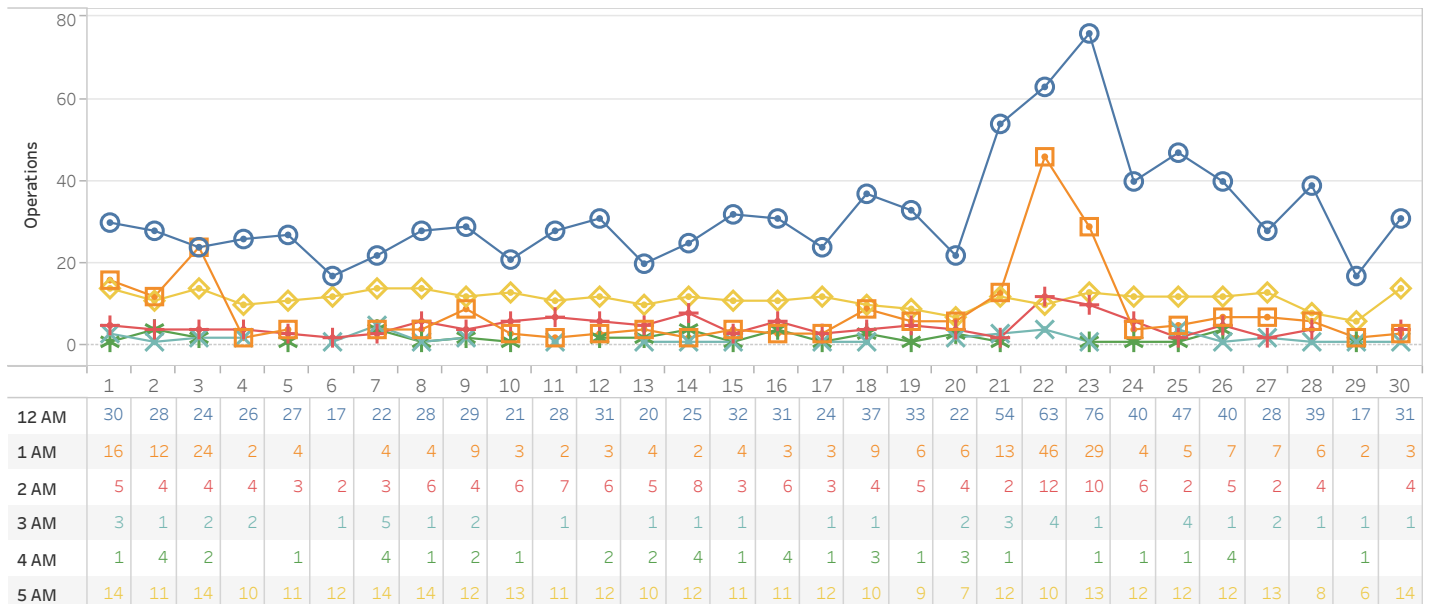
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



# Noise Reports

Reporters Annual AVG

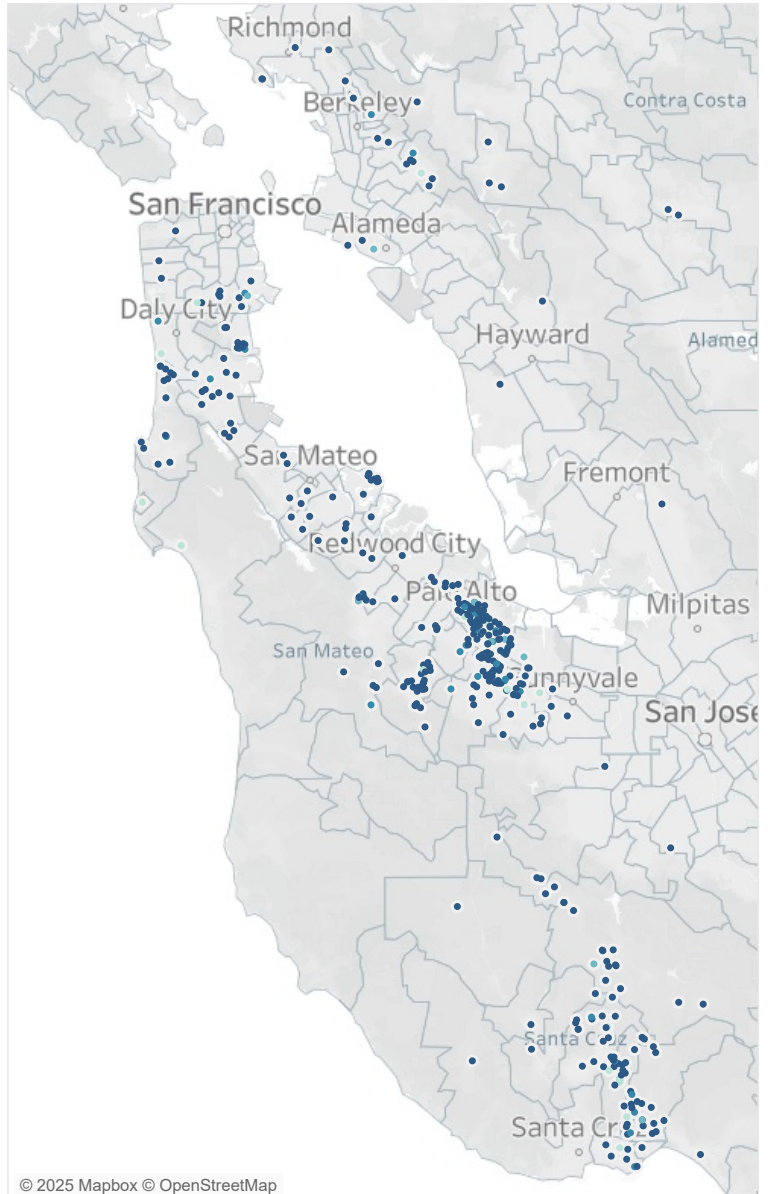
## Noise Reporters Location Map

November 2024

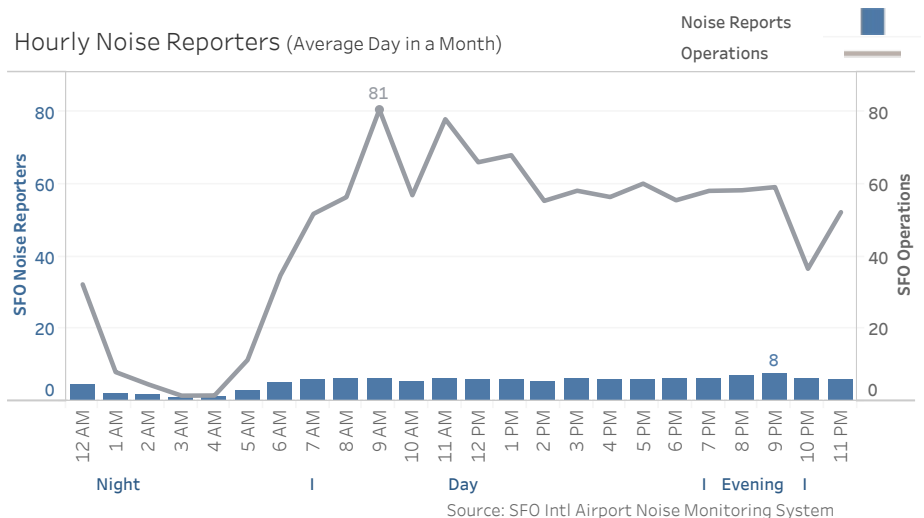
Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	3	28
Belmont	4	7
Brisbane	12	411
Burlingame	2	4
Daly City	4	1,332
El Granada	1	984
Emerald Hills	5	439
Foster City	10	66
Hillsborough	2	5
Menlo Park	11	177
Millbrae	3	8
Montara	1	887
Pacifica	12	579
Portola Valley	29	10,953
Redwood City	5	218
San Bruno	3	12
San Carlos	2	8
San Francisco	13	2,207
San Mateo	5	201
South San Francisco	9	526
Woodside	6	1,346
Alameda	3	616
Aptos	1	5
Ben Lomond	1	3
Berkeley	4	440
Boulder Creek	1	6
Capitola	1	8
Castro Valley	1	14
Cupertino	1	222
Danville	2	3
Felton	2	66
Fremont	1	30
Hayward	1	1
Kensington	1	1
Los Altos	33	4,007
Los Altos Hills	9	855
Los Gatos	22	1,914
Moraga	3	73
Mountain View	9	3,335
Oakland	7	2,742
Orinda	1	25
Palo Alto	90	14,380
Richmond	4	208
Santa Cruz	30	8,184
Scotts Valley	20	2,558
Soquel	18	2,337
Stanford	2	312
Sunnyvale	2	349
Watsonville	1	74
<b>Grand Total</b>	<b>413</b>	<b>63,166</b>

461
Reports Annual AVG
68,504
New Reporters
16
New Reporters Top City
Brisbane Foster City Palo Alto
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737 A320 E75L
Top Flight Numbers
KAL214 UAL1494 UAL1272

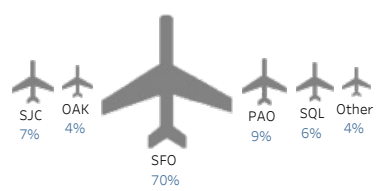


## Hourly Noise Reporters (Average Day in a Month)



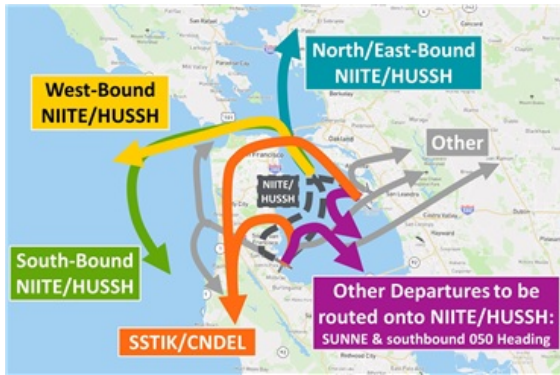
Notes:  
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

## Noise Reports by Airport

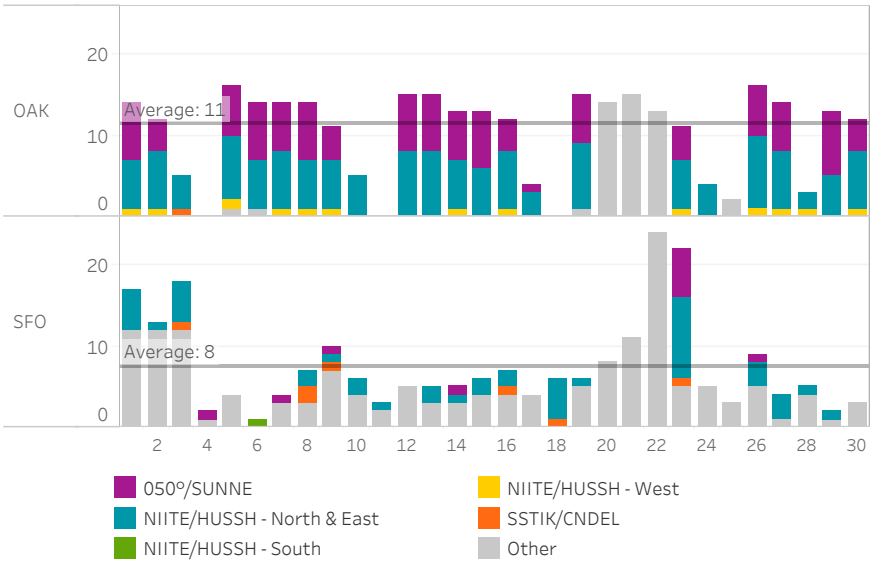


99% of noise reports correlate to a flight origin/destination airport.

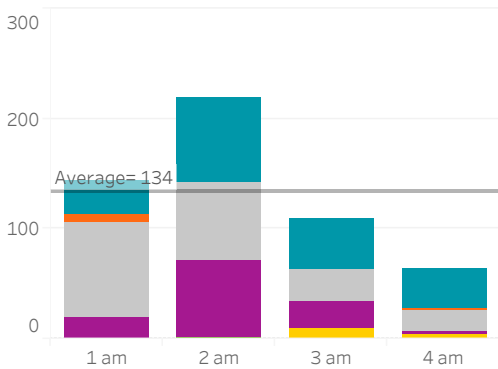
# NIITE to GOBBS 1 am to 5 am (November 2024)



Count of Departures per Night



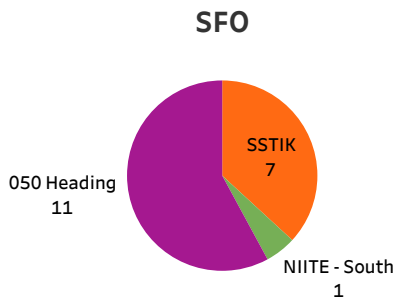
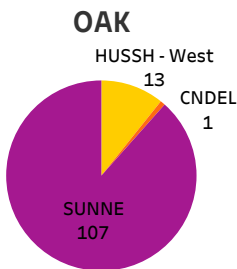
Average Total Departures per Hour



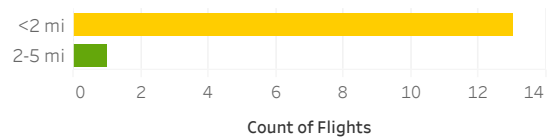
Departure Runway Usage

OAK		SFO					
12	30	01L	01R	10L	10R	28L	28R
14%	86%	5%	24%	17%	4%	24%	27%

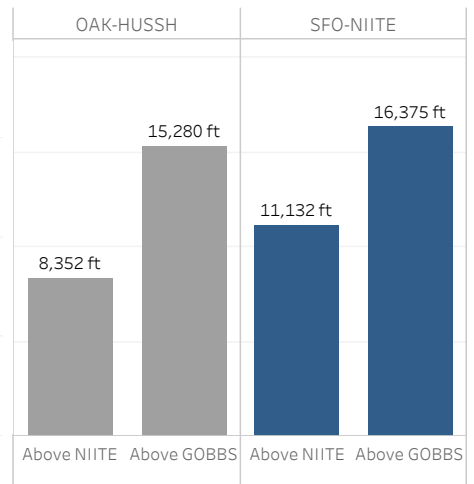
CNDEL and SSTIK Departures vs HUSSH and NIITE



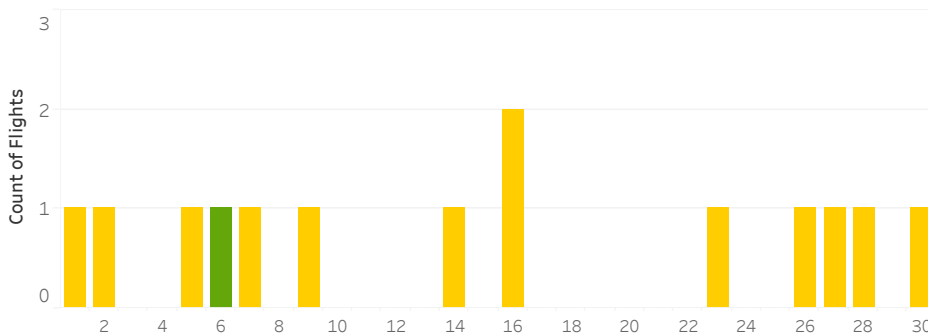
How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Count of Flights





# Harvey Milk Terminal Terminal 1

SFO

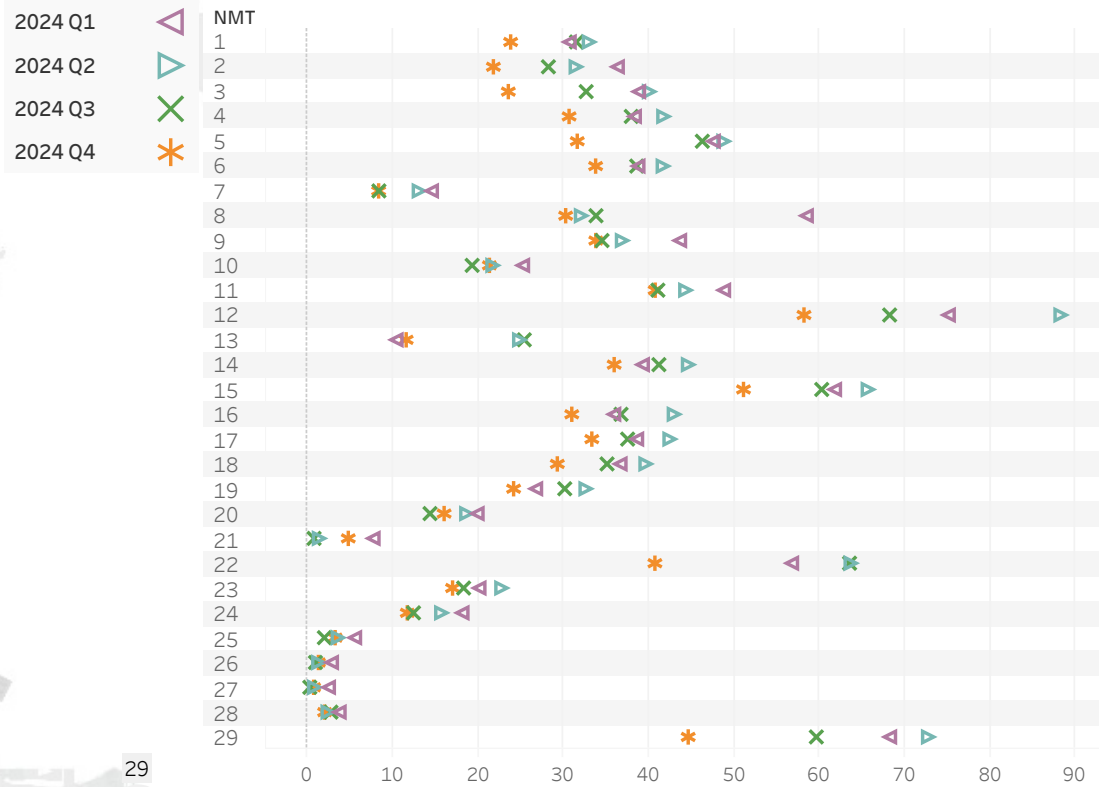
## Airport Director's Report

Presented at the February 5, 2025  
Airport/Community Roundtable Meeting

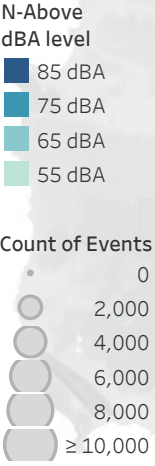
Aircraft Noise Office  
December 2024



## Nighttime N-Above 55 dBA Daily Average

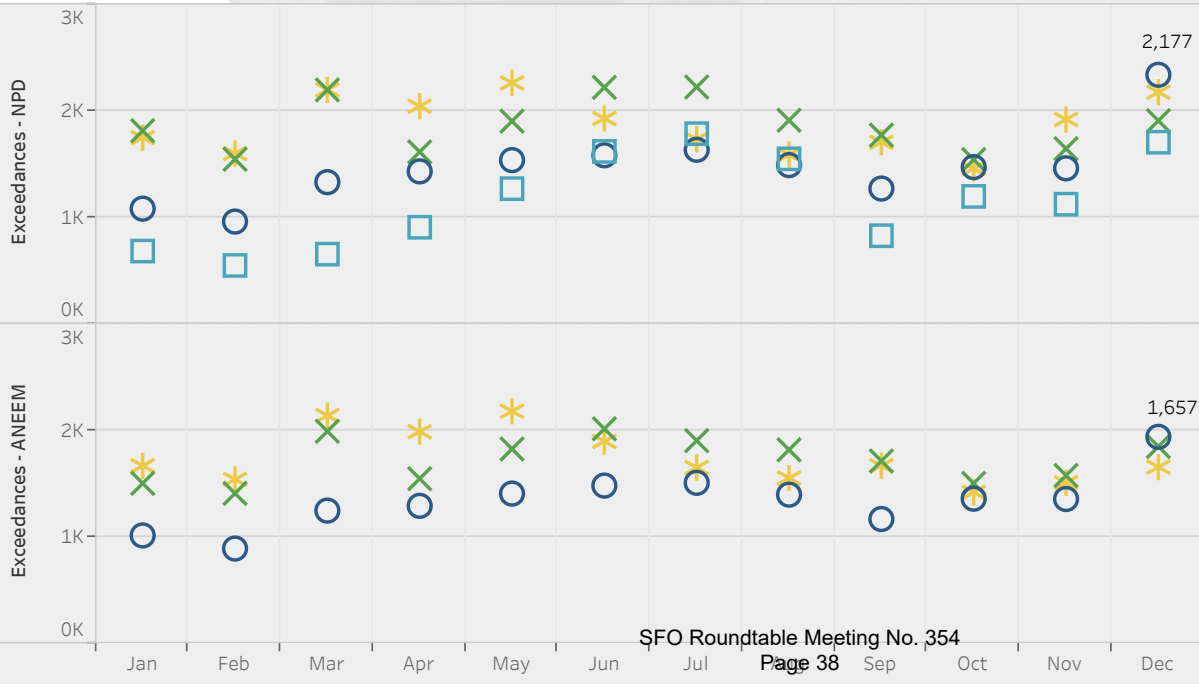


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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

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	116	73	96	85	67	56	108	73	96	85
2	San Bruno	106	57	81	68	65	53	63	56	81	69
3	SSF	67	55	81	68	63	50	109	55	78	65
4	SSF	113	68	90	78	59	47	149	67	89	73
5	San Bruno	108	67	89	77	62	49	148	67	88	73
6	SSF	109	65	88	75	57	43	185	64	85	68
7	Brisbane	21	48	79	67	57	45	59	49	76	62
8	Millbrae	30	58	87	74	67	51	115	58	82	69
9	Millbrae	10	43	78	65	59	42	172	52	74	61
10	Burlingame	7	44	81	66	58	43	87	49	78	61
11	Burlingame	9	44	82	67	58	43	193	53	75	61
12	Foster City	380	62	82	71	58	43	428	63	81	69
13	Hillsborough	4	39	78	66	56	41	92	46	71	58
14	SSF	106	60	84	71	58	44	191	61	81	66
15	SSF	175	58	81	68	59	44	306	59	79	65
16	SSF	90	59	83	71	58	44	153	59	81	66
17	SSF	100	59	82	70	57	43	179	59	80	66
18	Daly City	97	64	87	75	61	48	129	64	86	71
19	Pacifica	85	61	85	73	59	46	113	61	83	70
20	Daly City	90	51	77	65	60	44	140	51	75	62
21	San Francisco	20	41	75	63	58	46	46	44	73	61
22	San Bruno	65	57	82	71	64	49	207	59	79	67
23	San Francisco	97	54	79	68	61	48	129	55	79	66
24	San Francisco	64	49	76	65	60	48	102	50	75	63
25	San Francisco	14	40	76	64	56	42	52	42	72	60
26	San Francisco	4	36	76	65	57	44	22	40	75	61
27	San Francisco	5	38	77	66	58	45	20	40	75	62
28	Redwood City	6	39	77	64	55	38	25	40	72	59
29	San Mateo	104	52	77	64	57	43	336	54	74	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	3,500	3,500	3,500	3,382	3,157	2,695	62:99	2,558	2,558	2,555	2,510	2,322	1,952
2	61:86	3,236	3,236	2,640	814	38	5	57:79	1,489	1,480	1,345	573	19	0
3	61:87	1,922	1,922	1,563	453	79	14	53:86	2,332	2,121	1,270	295	47	11
4	62:94	3,475	3,475	3,359	2,987	2,555	1,552	54:94	3,387	3,224	2,576	2,198	1,870	1,147
5	62:90	3,262	3,262	3,235	2,902	2,214	1,212	53:90	3,421	3,287	2,725	2,183	1,629	900
6	62:90	3,346	3,346	3,221	2,785	1,961	600	53:90	4,084	3,307	2,454	2,033	1,432	463
7	61:82	551	551	382	129	10	1	53:77	1,040	723	319	104	9	0
8	68:95	929	929	929	794	290	88	54:95	2,724	2,675	2,239	1,059	261	89
9	59:79	151	143	72	43	14	0	53:83	3,678	2,239	656	141	23	1
10	60:87	115	113	68	51	17	3	45:85	1,536	946	277	82	23	2
11	59:87	105	99	71	56	38	12	45:87	4,141	2,544	897	249	57	12
12	63:86	11,870	11,870	11,789	8,021	604	29	53:84	10,237	9,724	8,916	5,979	428	11
13	60:84	70	67	40	12	5	1	53:78	1,576	556	111	17	4	0
14	61:86	3,255	3,255	3,093	1,953	561	21	45:84	4,251	3,515	2,406	1,444	424	11
15	61:89	5,410	5,410	4,665	1,368	139	28	53:83	7,003	6,054	3,803	1,036	100	9
16	61:82	2,787	2,787	2,679	1,745	400	1	53:79	3,456	2,852	2,047	1,301	314	0
17	61:83	3,082	3,082	2,782	1,530	219	7	53:83	4,027	3,351	2,178	1,145	163	4
18	64:92	3,021	3,021	2,993	2,639	1,699	500	53:92	2,994	2,693	2,207	1,909	1,236	396
19	65:87	2,609	2,609	2,609	2,103	921	48	53:87	2,625	2,401	2,029	1,542	696	38
20	58:88	2,627	2,543	1,116	293	91	19	53:81	2,723	2,036	688	110	11	1
21	59:75	381	364	92	8	1	0	54:75	705	413	68	6	1	0
22	64:94	1,890	1,890	1,868	1,147	157	7	53:84	4,847	4,586	3,118	1,163	139	1
23	63:84	2,897	2,897	2,518	597	27	3	54:79	2,757	2,716	1,875	430	17	0
24	58:81	1,764	1,738	683	107	13	3	53:76	1,954	1,728	600	98	3	0
25	59:78	310	290	124	29	5	0	53:75	779	405	113	14	1	0
26	59:76	70	67	24	2	1	0	53:76	248	133	25	1	1	0
27	60:78	34	34	17	4	2	0	54:78	84	53	15	6	2	0
28	59:78	118	111	38	8	4	0	53:69	259	96	17	0	0	0
29	59:91	3,258	3,070	999	272	25	5	53:81	7,802	3,712	781	166	6	1

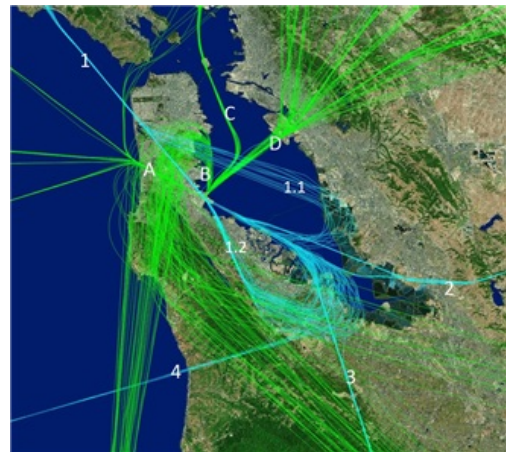
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

# Operations

December 2024

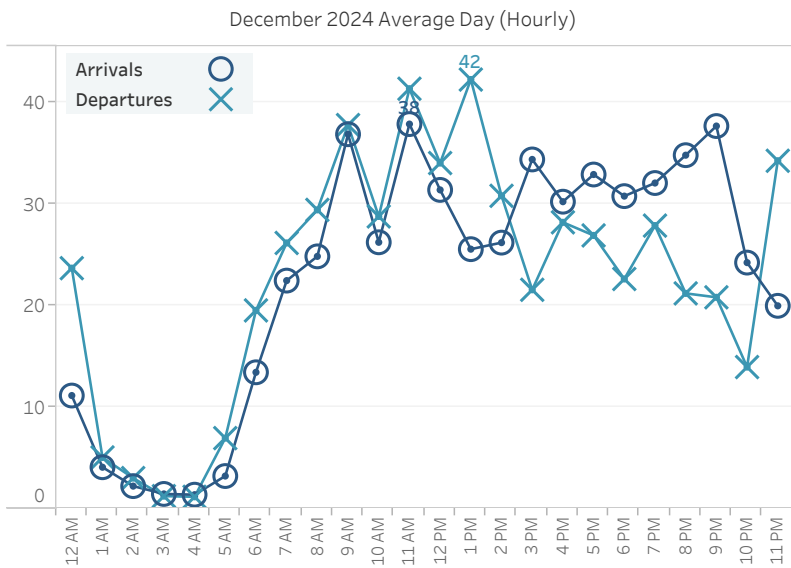
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
33,854	1,092	31,914	7%

Major Arrival and Departure Routes (West Flow)



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

**West Flow**  
94%



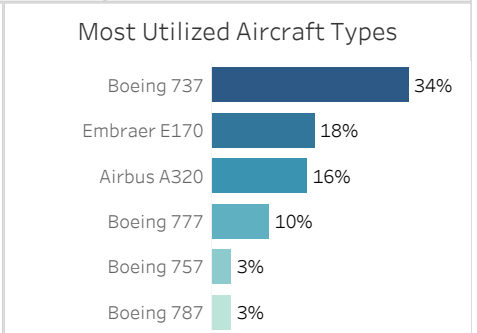
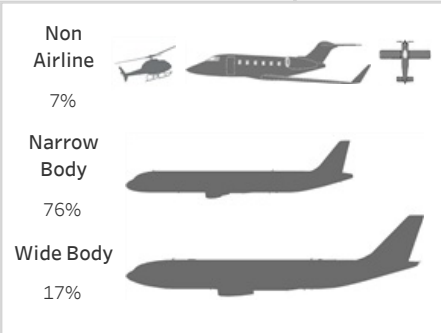
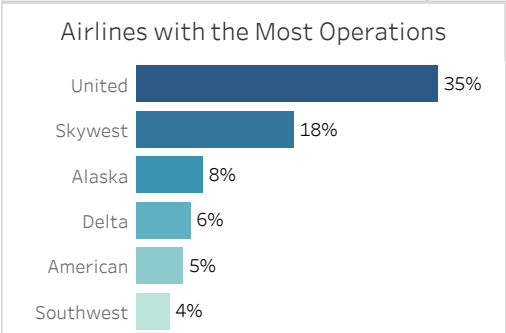
Top Destinations

Los Angeles	San Diego	Las Vegas
6%	4%	3%

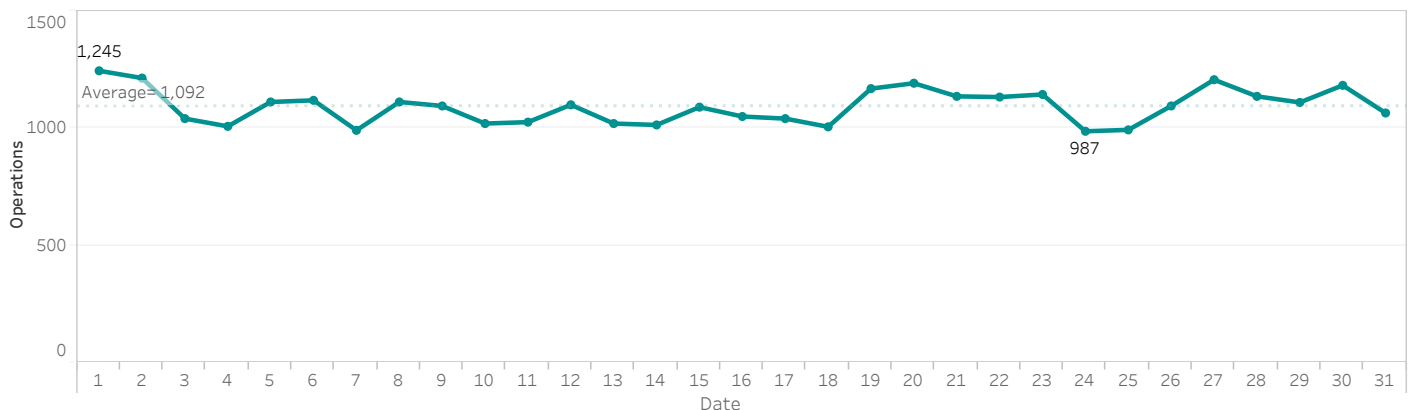
Down the Bay vs Peninsula

Route	Percentage
1.1 Down the Bay Visual	32%
1.2 BDEGA Arrival	68%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	27%	A. GAP	20%
2. DYAMD	38%	B. SSTIK	32%
3. SERFR	28%	C. NIITE	9%
4. PIRAT	8%	D. TRUKN RWY 01	38%
		D. TRUKN RWY 28	2%



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		75% 11,842
10 L/R		6% 995
19 L/R	6% 964	0% 52
28 L/R	94% 14,823	18% 2,891

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

	Departures
10 L/R	17% 78
01 L/R	58% 264
28 L/R	24% 110
19 L/R	0% 1

## Runway Utilization Arrivals

28L	28R
40%	60%
Night (10pm-7am)	
20%	80%

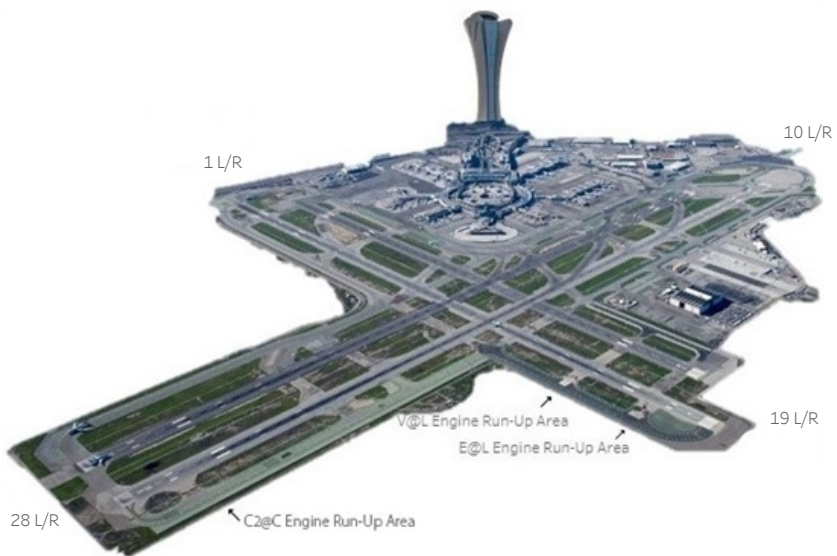
## Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	1
American Airlines	5
United Airlines	7

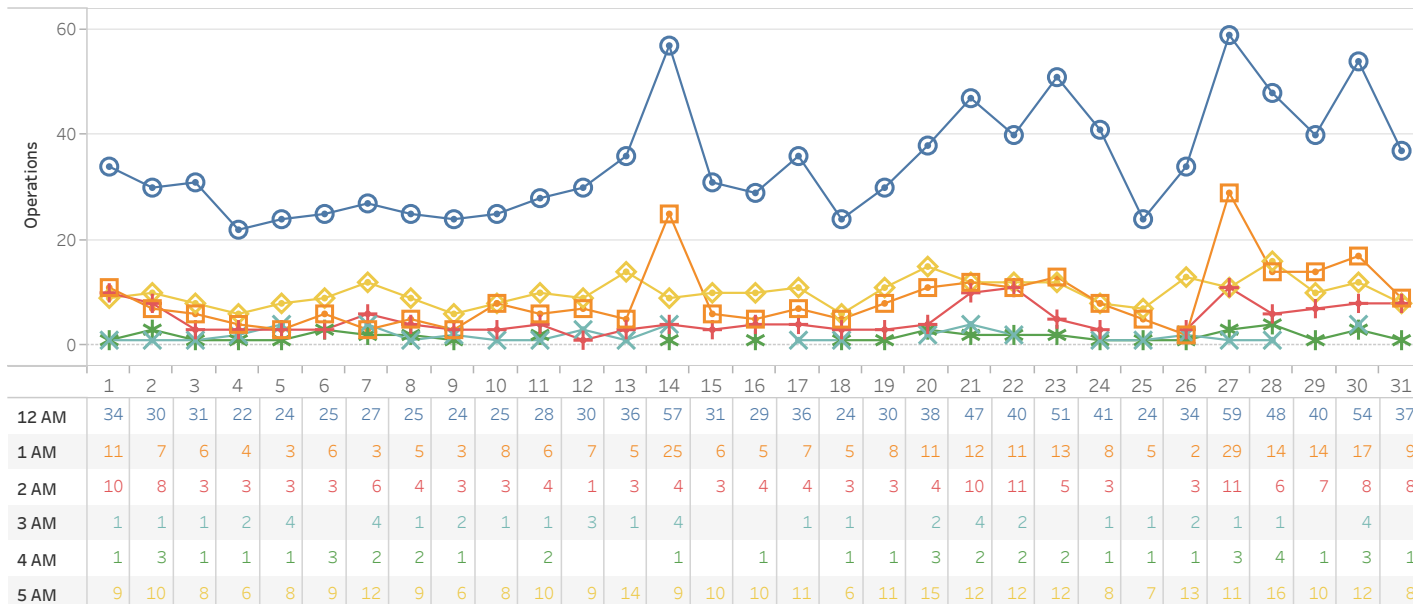
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



# Noise Reports

Reporters Annual AVG

## Noise Reporters Location Map

December 2024

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	2	7
Belmont	4	6
Brisbane	13	802
Burlingame	3	3
Daly City	5	1,027
East Palo Alto	1	4
El Granada	1	847
Emerald Hills	5	295
Foster City	8	43
Hillsborough	2	5
Menlo Park	10	124
Millbrae	3	16
Montara	1	812
Pacifica	12	774
Portola Valley	22	7,036
Redwood City	5	130
San Bruno	4	10
San Carlos	2	3
San Francisco	10	1,991
San Mateo	5	146
South San Francisco	8	507
Woodside	4	1,304
Alameda	4	252
Ben Lomond	1	2
Berkeley	3	235
Boulder Creek	2	6
Capitola	1	2
Carmel Valley	1	2
Castro Valley	1	5
Cupertino	1	429
Felton	2	45
Fremont	1	19
Hayward	1	1
Los Altos	34	3,686
Los Altos Hills	8	828
Los Gatos	25	1,965
Moraga	3	64
Mountain View	9	3,098
Oakland	8	2,748
Orinda	1	51
Palo Alto	80	10,652
Richmond	3	148
San Jose	1	35
Santa Cruz	31	8,096
Scotts Valley	19	3,310
Soquel	20	3,504
Stanford	2	283
Sunnyvale	2	401
Watsonville	1	69
<b>Grand Total</b>	<b>395</b>	<b>55,828</b>

452

Reports Annual AVG

67,802

New Reporters

9

New Reporters Top City

Brisbane  
Foster City  
Oakland

Furthest Report

85 miles

Reports per SFO Operation

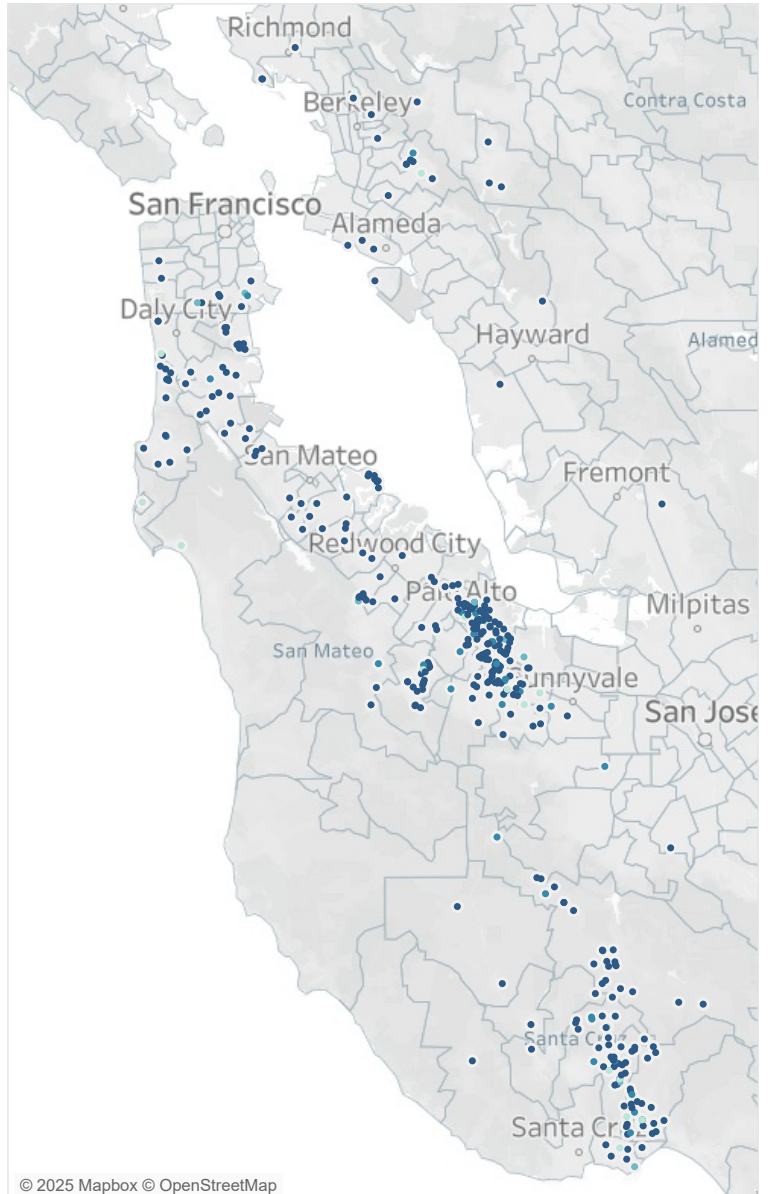
2

Top Aircraft Types

B737  
A320  
E75L

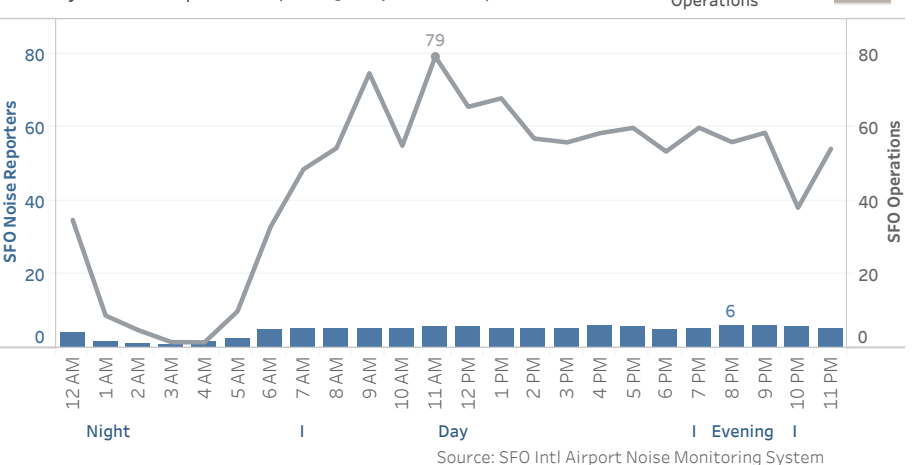
Top Flight Numbers

KAL214  
UAL505  
UAL552  
AAR284



© 2025 Mapbox © OpenStreetMap

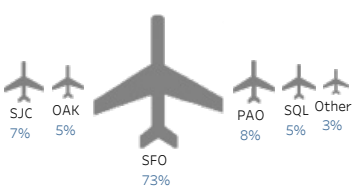
## Hourly Noise Reporters (Average Day in a Month)



Source: SFO Intl Airport Noise Monitoring System

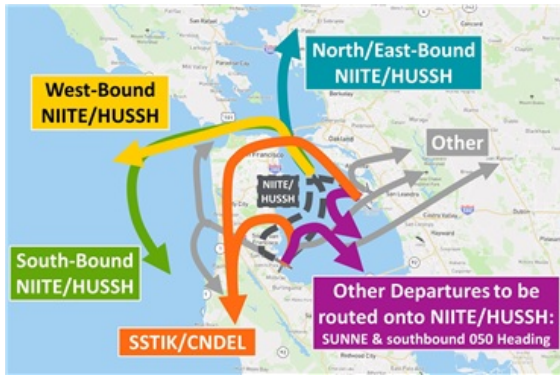
Notes:  
Address validation Relies on USPS-provided ZIP Code look up table and USPS-specified default city values.

## Noise Reports by Airport

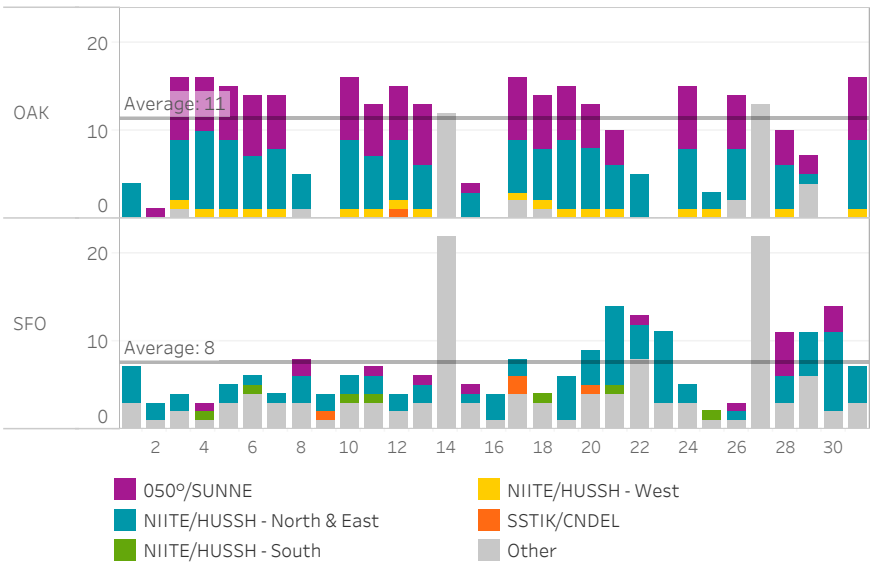


99% of noise reports correlate to a flight origin/destination airport.

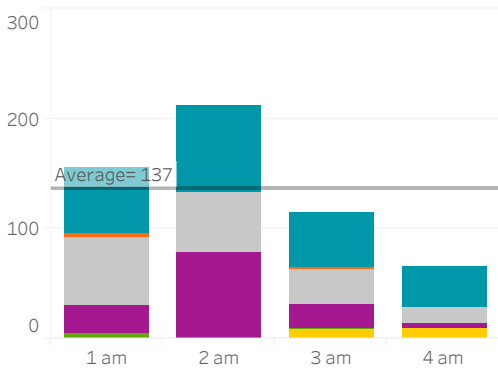
# NIITE to GOBBS 1 am to 5 am (December 2024)



Count of Departures per Night



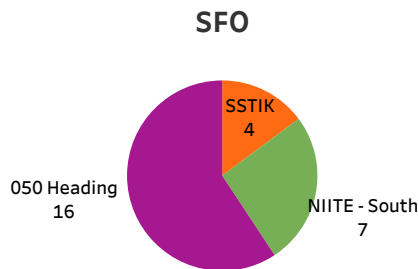
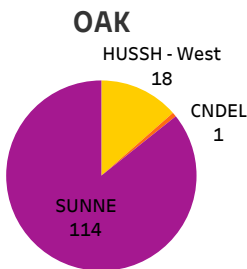
Average Total Departures per Hour



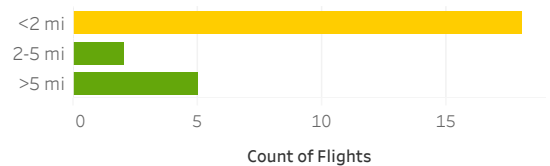
Departure Runway Usage

OAK		SFO						
12	30	01L	01R	10L	10R	19R	28L	28R
10%	90%	12%	35%	13%	7%	0%	12%	21%

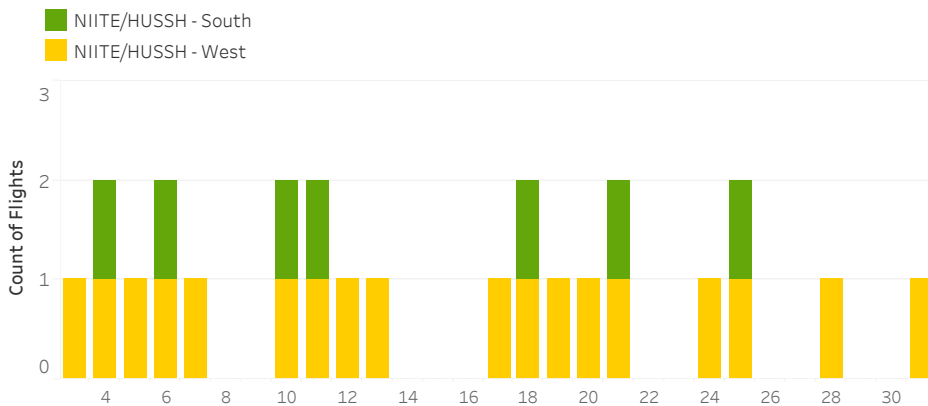
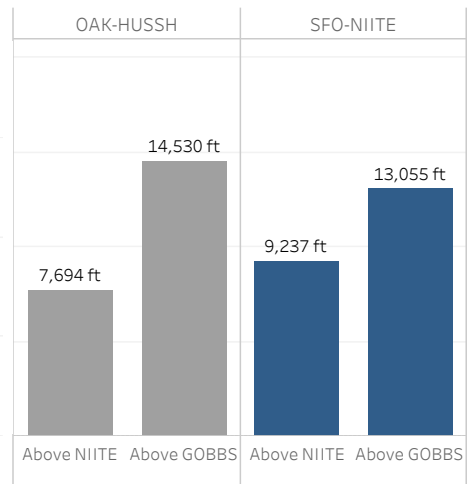
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





## MEMORANDUM

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**To:** SFO Community Roundtable Members and Interested Parties

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

**Date:** January 17, 2025

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

**Reference:** HMMH Project Number 312310

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published one update for SFO, and eight updates for OAK. There are currently six open comment periods. The next publication is expected on January 23, 2025.

### 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:**

- SFO RNAV (GPS) Z RWY 19R, AMDT 0A
  - Awaiting Publication
  - Publication date of April 17, 2025
- OAK SKIZM TWO (RNAV) ARRIVAL
  - Awaiting Cancellation
  - Cancellation date of April 17, 2025
- OAK EMZOH FOUR (RNAV) ARRIVAL
  - At Flight Check
  - Publication date of April 17, 2025
- OAK SHARR TWO (RNAV) ARRIVAL
  - Awaiting Cancellation
  - Cancellation date of April 17, 2025
- OAK RNAV (RNP) Z RWY 30, AMDT 4
  - At Flight Check
  - Publication date of April 17, 2025
- **Next Publication:** We are not anticipating any updates in the January 23rd publication.
- OAK RNAV (RNP) Z RWY 28R, AMDT 3
  - At Flight Check
  - Publication date of April 17, 2025
- OAK BANND THREE (RNAV) ARRIVAL
  - Awaiting Cancellation
  - Cancellation date of April 17, 2025
- OAK OAKES THREE (RNAV) ARRIVAL
  - At Flight Check
  - Publication date of April 17, 2025
- OAK RNAV (RNP) Z RWY 28L, AMDT 3
  - At Flight Check
  - Publication date of April 17, 2025

**Open Comment Periods:**

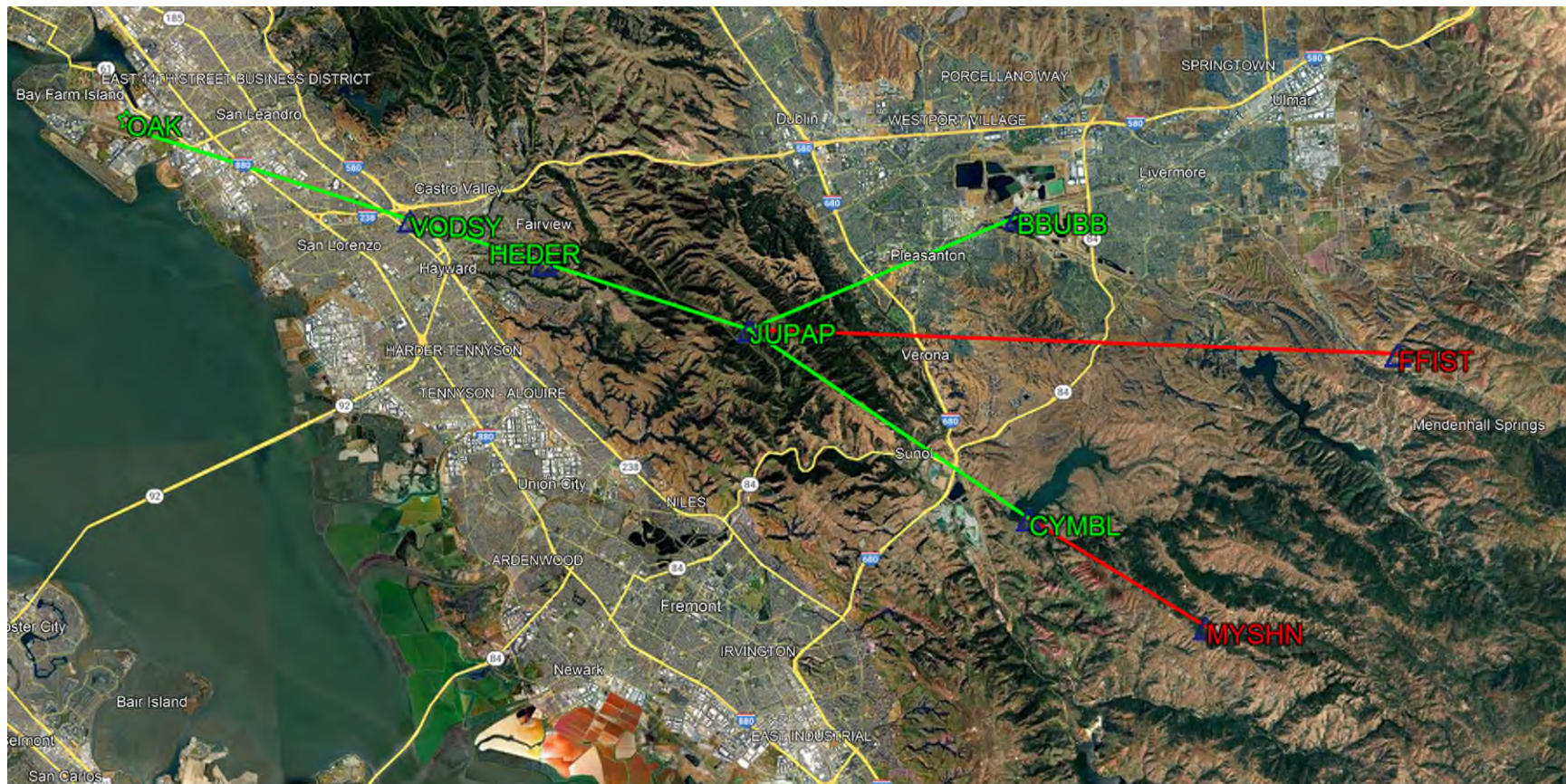
- **SFO RNAV (GPS) Z RWY 19R, AMDT 0A**
  - Comment period ends February 3, 2025
  - The following changes are expected:
    - Adding chart note, "Use of Flight Director (FD) or Autopilot (AP) required during simultaneous operations."
    - This is an administrative amendment and is not expected to change flight paths or altitudes for the approach.
- **OAK RNAV (RNP) Z RWY 28L AMDT 3**
  - Comment period ends February 7, 2025
  - The following changes are expected:
    - Added two initial route segments from waypoint FFIST to waypoint JUPAP and from waypoint MYSHIN to waypoint CYMBL
    - Altitude restriction at waypoint BBUBB was raised from AT 5,000 ft. MSL to AT OR ABOVE 6,000 ft. MSL.
    - Speed restriction added to waypoint FFIST of AT OR BELOW 200 Knots in Indicated Airspeed (KIAS)
    - Altitude restriction at waypoint CYMBL was changed from AT 5,300 ft. MSL to AT OR ABOVE 5,300 ft. MSL
    - Various decision height/altitudes and visibility requirements were raised due to new obstacle evaluations and to maintain accordance with federal regulations.



- **OAK RNAV (RNP) Z RWY 28R AMDT 3**
  - Comment period ends February 7, 2025  
The following changes are expected:
    - Added two initial route segments from waypoint FFIST to waypoint NAGVY and from waypoint MYSHIN to waypoint CYMBL
    - Added waypoint SKYLN between waypoints NAGVY and GROVE
    - Altitude restriction at waypoint BBUBB was raised from AT 5,000 ft. MSL to AT OR ABOVE 6,000 ft. MSL.
    - Speed restriction added to waypoint FFIST of AT OR BELOW 200 KIAS
    - Altitude restriction at waypoint CYMBL was changed from AT 5,300 ft. MSL to AT OR ABOVE 5,300 ft. MSL
    - Various decision height/altitudes and visibility requirements were changed due to new obstacle evaluations and to maintain accordance with federal regulations.
  
- **OAK RNAV (RNP) Z RWY 30 AMDT 4**
  - Comment period ends January 17, 2025  
The following changes are expected:
    - Added four initial route segments from waypoint FFIST to waypoint PRFCT, from waypoint PRFCT to waypoint PARBB, from waypoint MYSHN to waypoint MYCAF and from waypoint MYCAF to waypoint FRNNY
    - Changed altitude restriction at waypoint PARBB from AT 4,500 ft. MSL to AT OR ABOVE 4,500 ft. MSL
    - Changed altitude restriction at waypoint FRNNY from AT OR ABOVE 4,100 ft. MSL to AT OR ABOVE 4,400 ft. MSL
    - Added altitude restriction at waypoint WUVON of AT OR ABOVE 2,700 ft. MSL
    - Added speed restriction at waypoint WUVON of AT OR BELOW 200 KIAS
    - Various decision height/altitudes and visibility requirements were changed due to new obstacle evaluations and to maintain accordance with federal regulations.
  
- **OAK STAR EMZOH FOUR (RNAV)**
  - Comment period ends January 17, 2025  
The following changes are expected:
    - Added a RWY 12 transition. Arrival will now accommodate RWY 12 landings
    - Combined RWY 28L/R and 30 transitions and reduced the length of the transition
    - Added a speed restriction at waypoint EMZOH of AT 280 KIAS
    - Added a speed restriction at waypoint MYNEE of AT 210 KIAS
    - Added a transition to accommodate landings at Hayward Executive Airport (HWD)
  
- **OAK STAR OAKES THREE (RNAV)**
  - Comment period ends January 17, 2025  
The following changes are expected:
    - Added a RWY 12 transition. Arrival will now accommodate RWY 12 landings
    - Combined RWY 28L/R and 30 transitions and reduced the length of the transition
    - Changed speed restriction at waypoint GRUDG from AT 280 KIAS to AT 260 KIAS
    - Added speed restriction to waypoint FFIST of AT 210 KIAS
    - Added a transition to accommodate landings at Hayward Executive Airport (HWD)



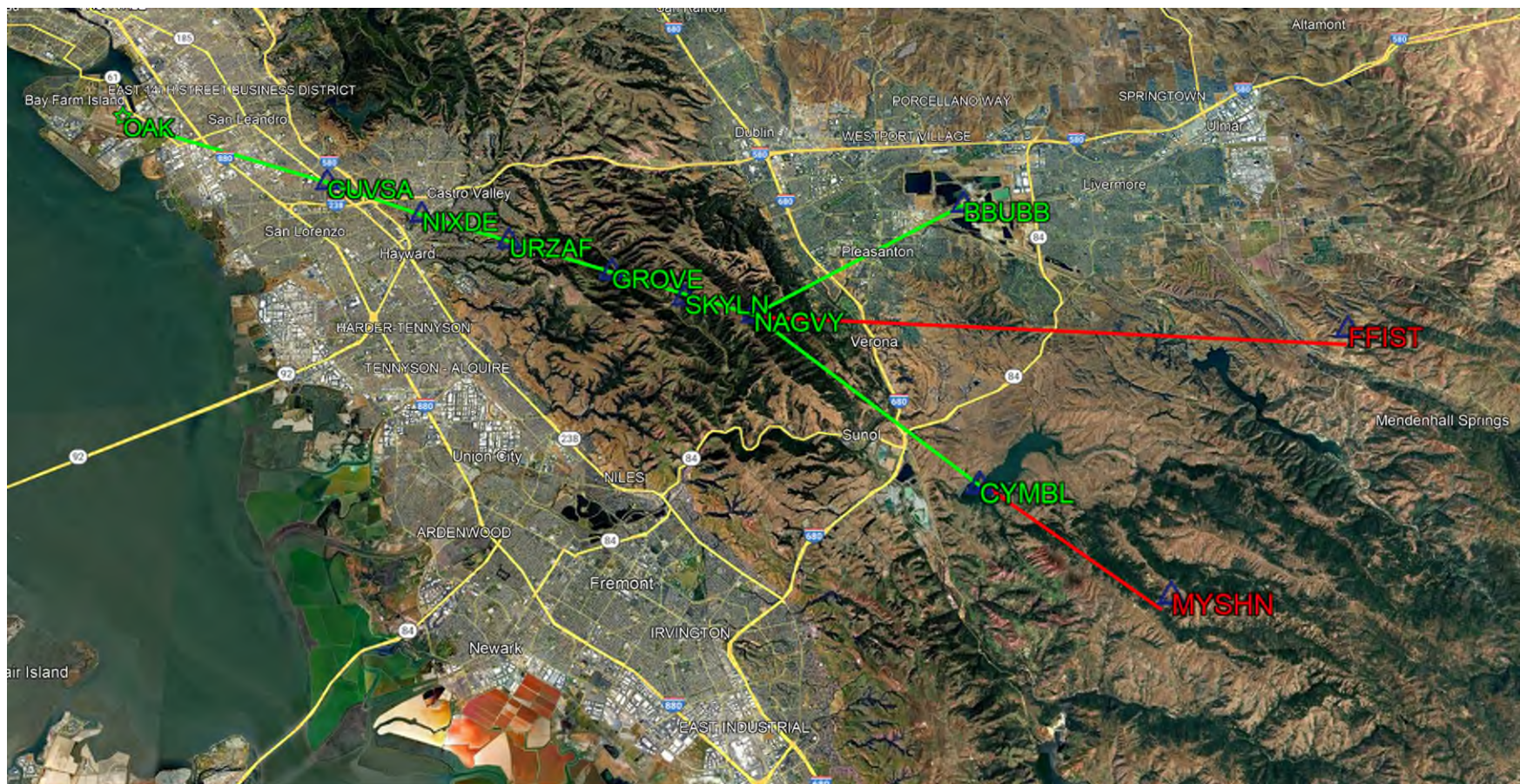
### OAK RNAV (RNP) Z RWY 28L AMDT 3



\*New Segments indicated in Red  
Unchanged Segments indicated in Green



### OAK RNAV (RNP) Z RWY 28R AMDT 3



\*New Segments indicated in Red  
Unchanged Segments indicated in Green



### OAK RNAV (RNP) Z RWY 30 AMDT 4



\*New Segments indicated in Red  
Unchanged Segments indicated in Green



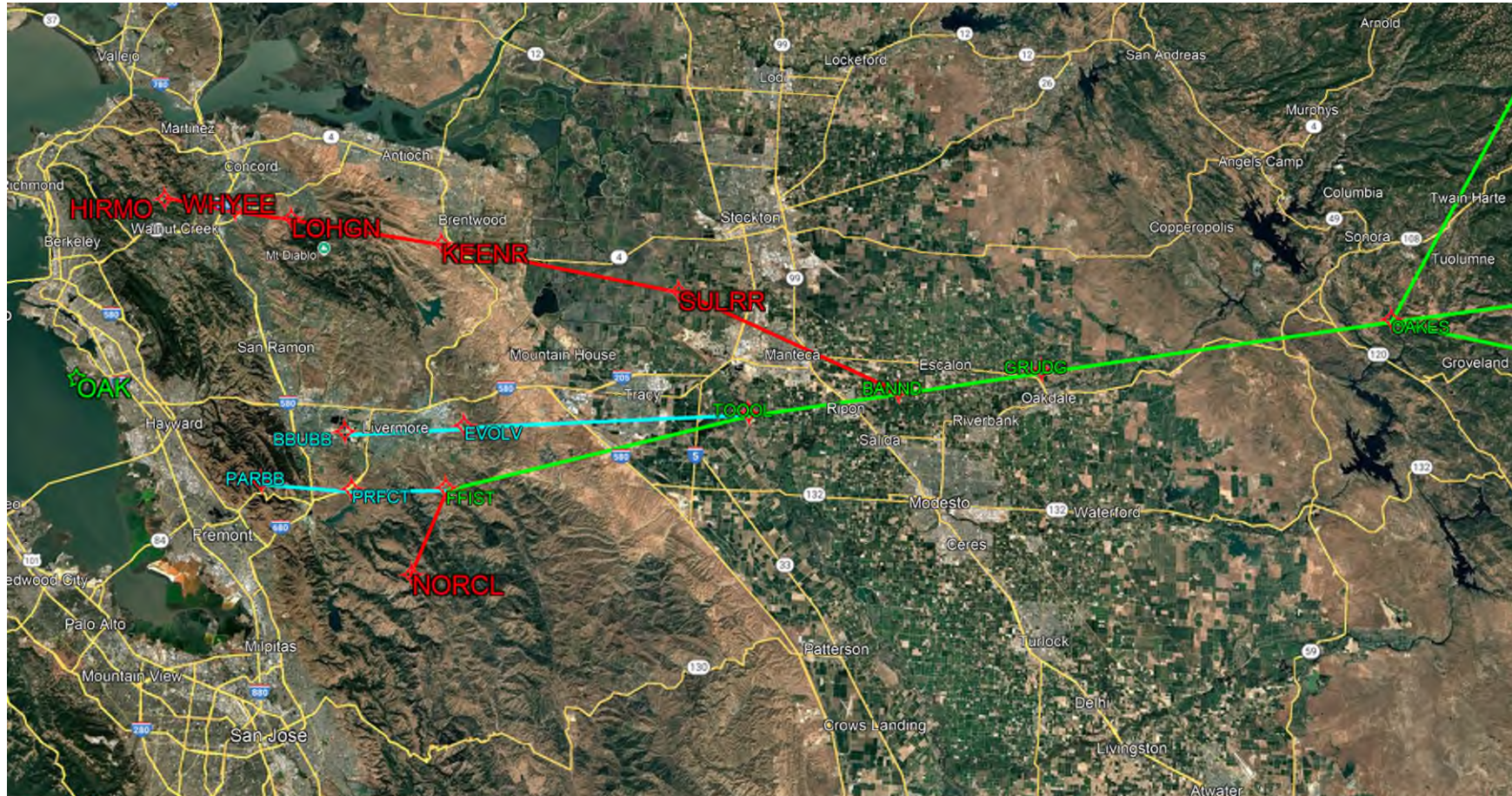
## OAK STAR EMZOH FOUR (RNAV)



\*New Segments indicated in Red  
Unchanged Segments indicated in Green  
Removed Segments indicated in Blue



## OAK STAR OAKS THREE (RNAV)



\*New Segments indicated in Red  
Unchanged Segments indicated in Green  
Removed Segments indicated in Blue



## MEMORANDUM

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**To:** SFO Community Roundtable Members and Interested Parties

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

**Date:** December 16, 2024

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

**Reference:** HMMH Project Number 312310

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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 for SFO, OAK or SJC. There are currently no open comment periods. The next publication is expected on December 26, 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 December 26, publication.

**Open Comment Periods:**

- None



# Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager  
February 5, 2024



# Noise Office Task Items

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## Fly Quiet Program

- The SFO Noise Office worked with our vendor to repair the current Fly Quiet Report. These are being updated on our website.
- We are working with our vendor and consultants to update and add new material that we will be rolling out for review and placing on our website this year.

## Portable Noise Monitoring Program

- Reviewing permanent portable locations: Brisbane (2), Portola Valley, and Woodside.
- Reviewing Roundtable Portable Monitoring Program assignments: East Palo Alto, Palo Alto, and Pacifica.

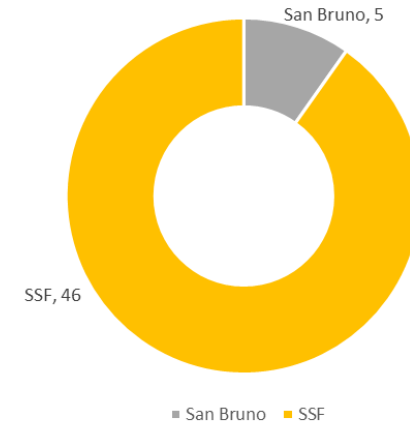
# Repair & Replacement Initiative (RRI)

Report Date	9/30/2024	11/12/2024	1/13/2025
<b>Repair or Replacement Initiative (RRI)</b>			
Total Potentially Eligible Properties	3575	3575	3575
Total Applications Received	981	988	990
Units in Design	79	60	32
Units Out for Bid	19	11	0
Units in Construction	0	8	19
Total Units Constructed (2019 - Present)	81	81	81
Homeowner Satisfaction Rate	86.67%	86.67%	86.67%

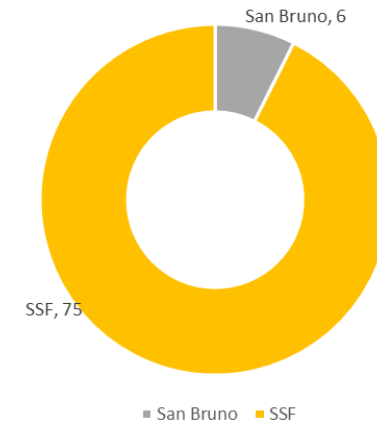
**RRI – RECENT AND CURRENT WORK (2018 – Present):**

- Total budget: \$7 million
- Total homes completed: 81
- Total homes being treated: 51

RRI - 51 Properties Being Treated (Ongoing, 2024)



RRI - 81 Completed Properties (2019 - Present)



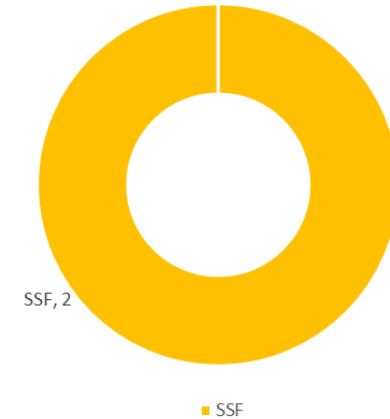
# Second Chance Initiative (SCI)

Report Date	9/30/2024	11/12/2024	1/13/2025
<b>Second Chance Initiative (SCI)</b>			
Total Potentially Eligible Properties	284	284	284
Total Applications Received	716	716	716
Units Currently in Design	2	2	0
Units Out for Contractor Selection and/or NTP	0	0	2
Units In Construction	0	0	0
Total Units Constructed (2016, 2019, 2020 & 2022 SCI Phases to date)	106	106	106
Homeowner Satisfaction Rate (2019 SCI Phase)	97.14%	97.14%	97.14%

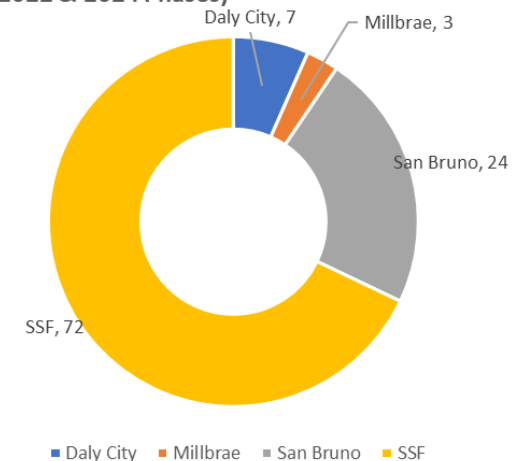
## SCI – RECENT AND CURRENT WORK (2016 to 2024 Phases):

- Total budget: \$20 million
- Work completed: Insulation of 106 homes
- Ongoing Work: Design of insulation for 2 homes

SCI - 2 Properties with Treatment in Progress (2022 Phase)



SCI - 106 Completed Properties (2016, 2019, 2020, 2022 & 2024 Phases)





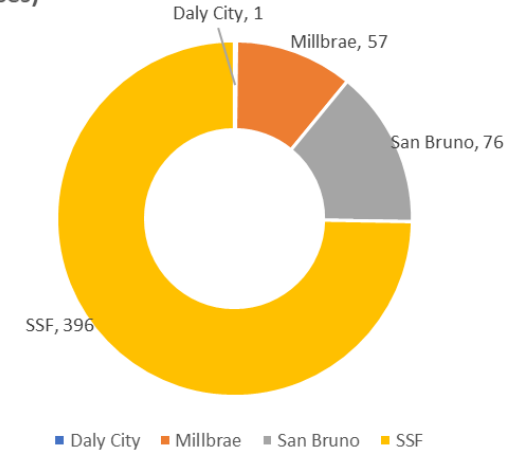
# Expanded Eligibility Initiative (EEI)

Report Date	9/30/2024	11/12/2024	1/13/2025
<b>Expanded Eligibility Initiative (EEI)</b>			
Total Potentially Eligible Properties	530	530	530
Potentially Eligible Properties (2022 EEI Phase)	121	121	121
Total Responses Received (2022 EEI Phase)	113	113	113
Total Declined Participation (2022 EEI Phase)	26	26	26
No. of Acoustical Tests for Eligibility (2022 EEI Phase)	101	101	101
No. of Properties w/ Eligibility Confirmed (2022 EEI Phase)	95	95	95
No. of Design Visits Completed (2022 EEI Phase, Group 1)	45	45	45
No. of Properties in 2022 EEI Phase, Group 1	33	33	33
No. of Properties Participating (2022 EEI Phase, Group 2)	47	47	47
Units In Construction (2022 EEI Phase, Group 1)	33	33	33
Total Units Constructed (2022 EEI Phase)	0	0	0

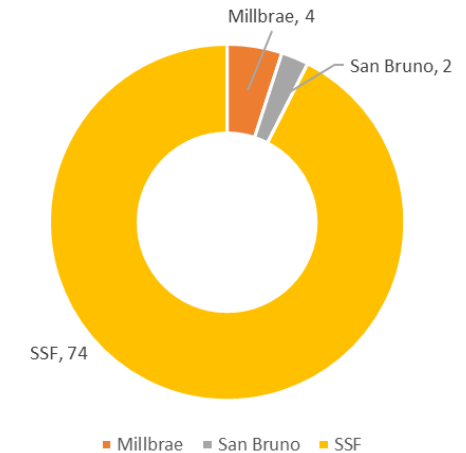
**EEI (Re-insulation of residential properties insulated before 1993) – CURRENT WORK:**

- 2022-2026 EEI Phase (FAA AIP-86 Grant):
- Total budget: \$12 million (SFO Funds: \$2.4 million; FAA Grant: \$9.6 million)
- Scope: Re-insulation of approx. 80 homes

EEI - 530 Potentially Eligible Properties (2022 & Future Phases)



EEI - 80 Properties to be Treated in 2024-2025 (2022 Phase)



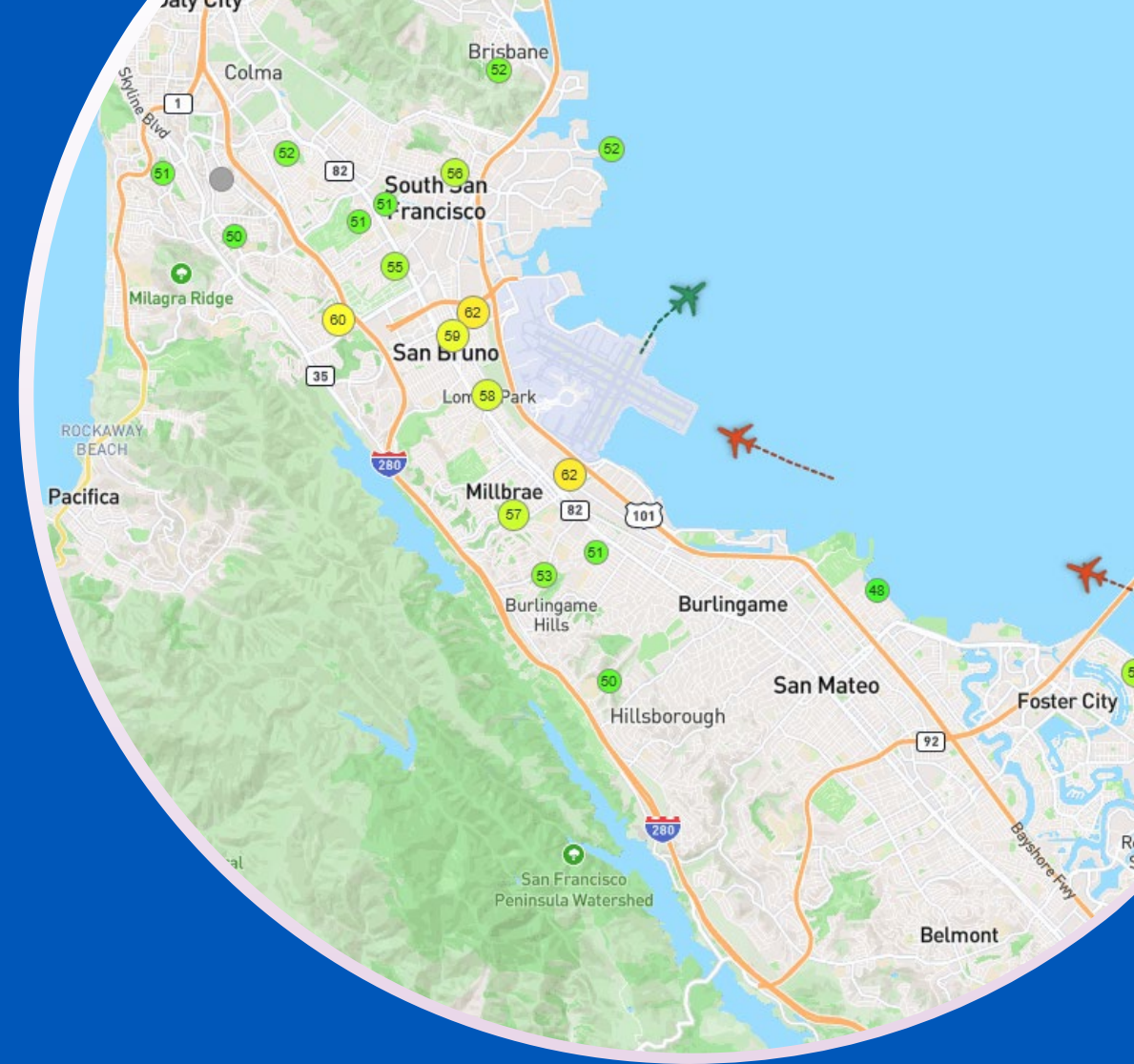
Thank you

The logo for SFO, consisting of the letters 'S', 'F', and 'O' in a bold, blue, sans-serif font. The 'S' and 'F' are connected at the top, and the 'O' is a solid blue circle. The logo is positioned on a white horizontal bar that has a curved right edge.

# Introduction to WebTrak

## Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager  
February 5, 2024

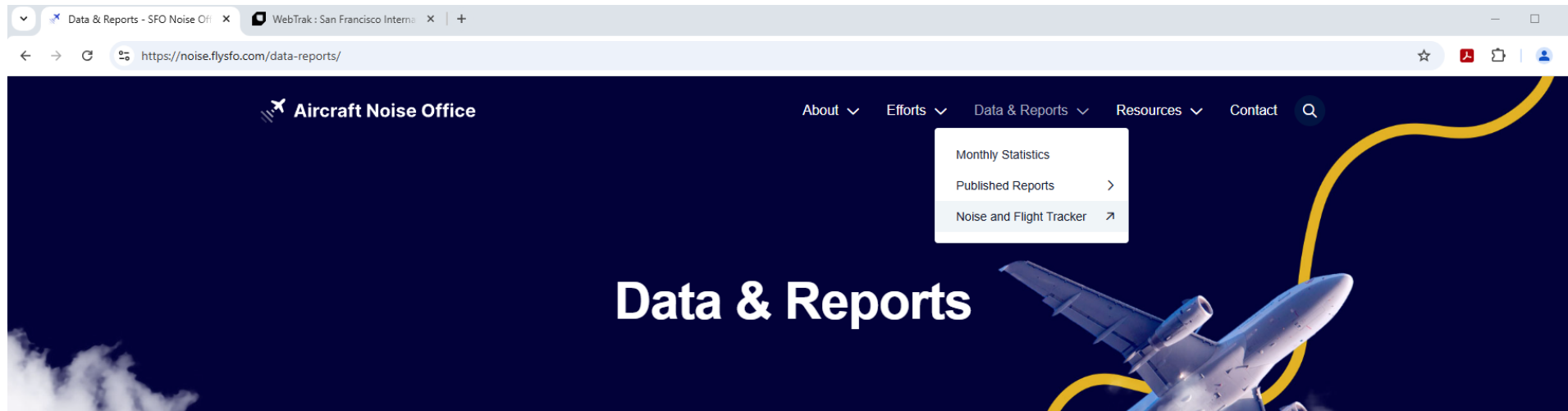


# Noise Office Website

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## Noise.flySFO.com

- Under the Data & Reports tab
- Select Noise and Flight Tracker.





# Home Screen

## General Description

Starting at the top left and working around to the right.

- Quick start guide with tabs for:
  - Aircraft
  - Map
  - Controls
  - Noise
  - Tags
  - Panels
- Investigate Flight tabs
- Legend Tabs
- Help
- Map controls
- Date and time
- Map layers
- Layers box
- Playback and selection features
- Flight Selection Controls box
  - Replay
  - Views
  - Preferences

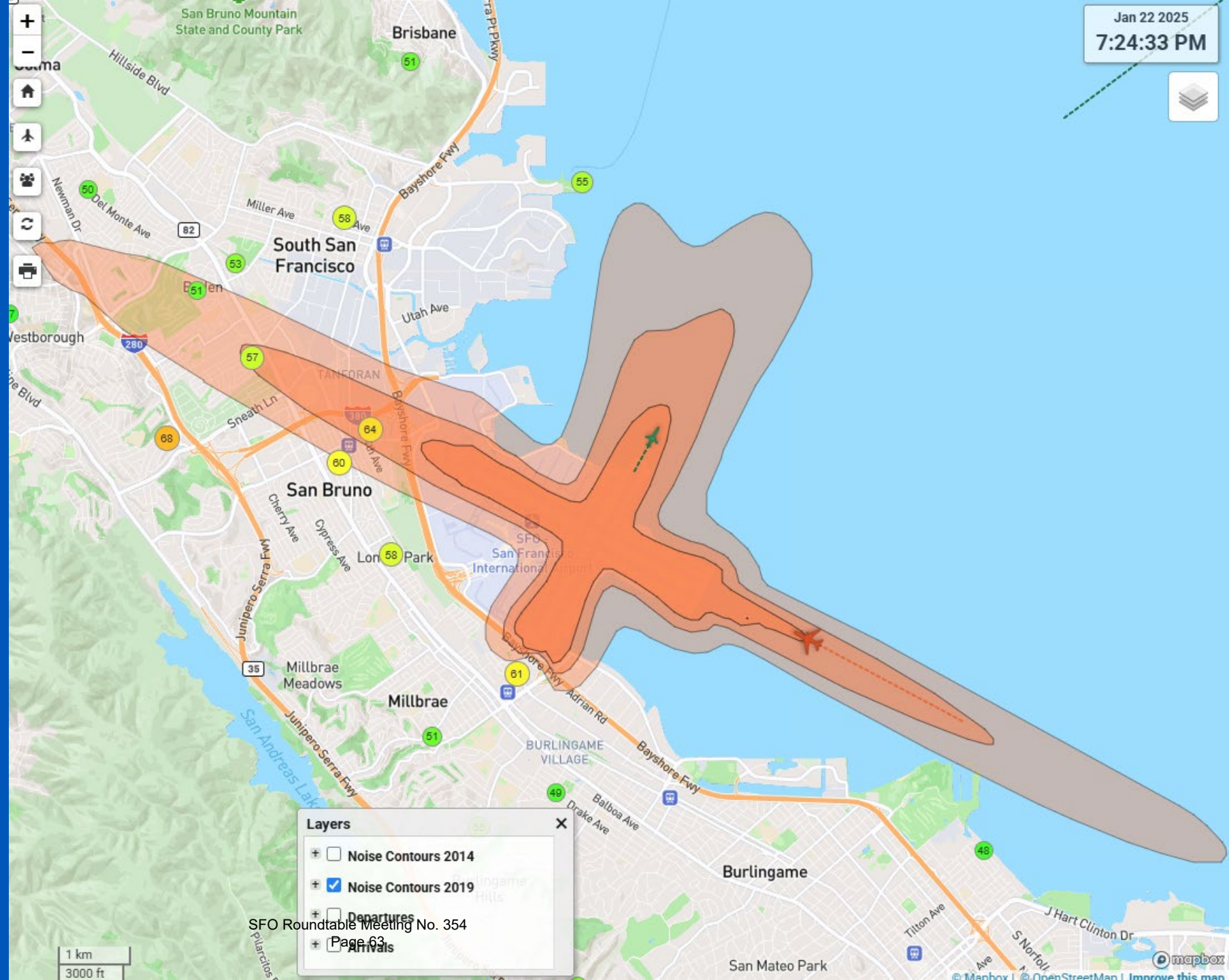
The screenshot displays the SFO WebTrak interface. At the top left, the SFO logo and "SAN FRANCISCO INTERNATIONAL AIRPORT" are visible. Below this is a navigation bar with "Start Guide", "Investigate", "Legend", and "Help". The "Quick Start Guide" section explains that WebTrak tracks flight activity and provides aircraft information. It includes tabs for "Aircraft", "Map", "Controls", "Noise", "Tags", and "Panels". The "Aircraft" tab is active, showing a color-coded legend for arrivals (red) and departures (green), and a "Line trailing" feature that shows the path of aircraft in the last 30 seconds. Below the legend is a "Flights" section with "View" and "Prefs" tabs. The "View" tab is active, showing a "Mode" selector for "Show current flights" and "Historical", and a "Date to load" field set to "01/22/2025". A bar chart titled "Flights by hour for Jan 22 2025" is displayed. At the bottom of the "Flights" section, there is a "Time to start replay" field set to "07:12 PM" and a "Set" button. The main map area shows the San Francisco Bay Area with various cities and airports labeled. A "Layers" box is open, showing options for "Noise Contours 2014", "Noise Contours 2019", "Departures", and "Arrivals". The map includes a scale bar (5 km / 3 mi) and a "Layers" box. The top right corner shows the date "Jan 22 2025" and time "7:12:20 PM".

# Layers

## Noise Contours 2019

Hover over the contours to see the decibel level in that Community Noise Equivalent Level (CNEL) ring.

- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

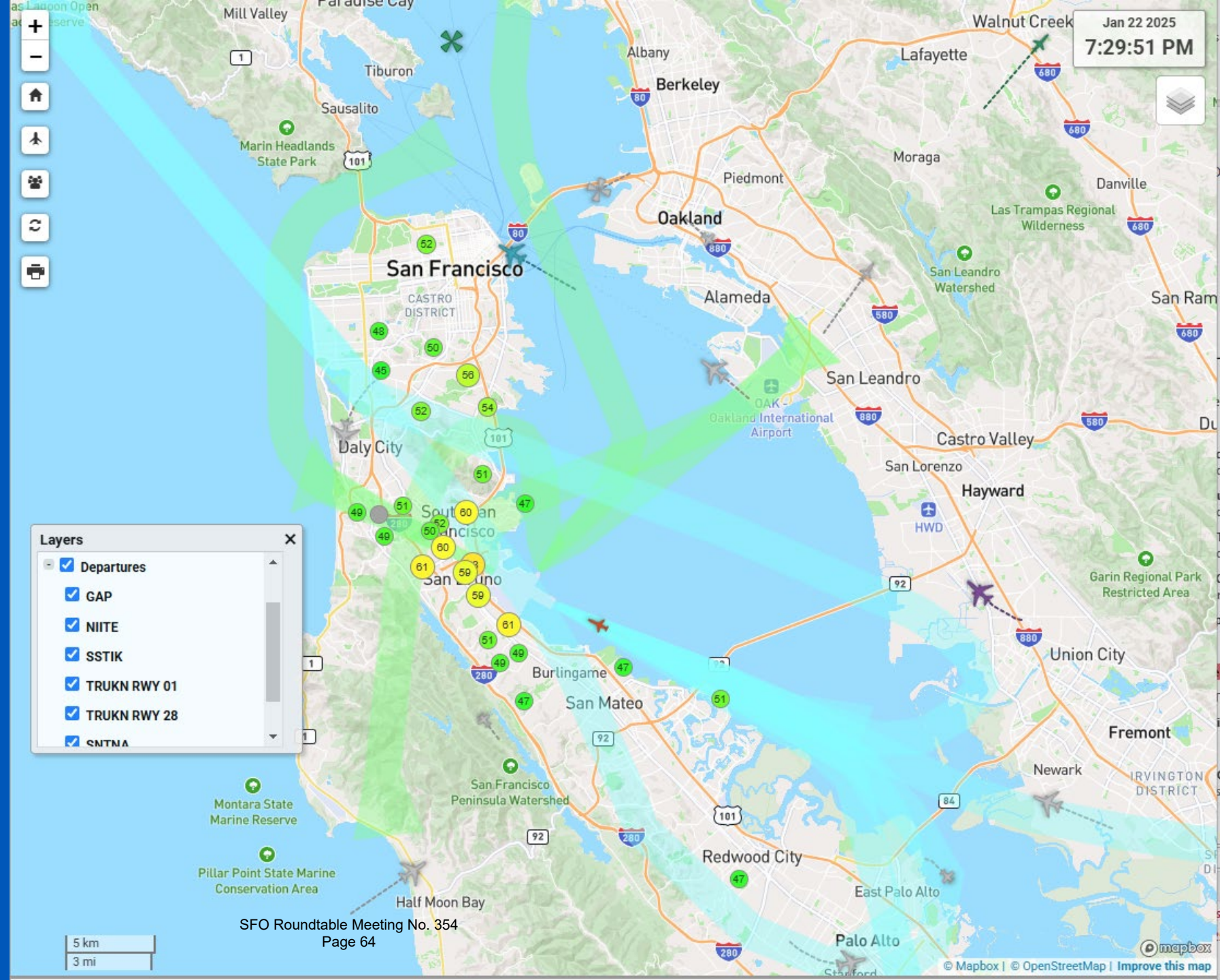




# Layers

## Departures and Arrivals

Select the option(s) you want to see  
Such as Departures and Arrivals. The  
option to choose individual common  
procedures is available below each.





# Selecting Flights

## Click on a Flight

- Flight details are displayed:
  - Flight Id
  - Tail Number
  - Aircraft Type
  - Altitude
  - Speed
- Additional controls are at the bottom of this window:
  - Report an Aircraft
  - Show Static Track
  - Show Point of Closest Approach (PCA)

The screenshot shows a map of the San Francisco Bay Area with a flight path. A flight path is shown starting from the south and heading north towards the San Francisco International Airport (SFO). A specific flight, HAL12, is highlighted. A detailed information window is open for this flight, displaying the following details:

<b>Flight Id:</b>	HAL12
<b>Tail Number:</b>	N381HA
<b>Aircraft Type:</b>	A332
<b>Altitude:</b>	5,600 ft
<b>Speed:</b>	233 kt

Below the flight details is a photograph of the aircraft, a Boeing 747-400, with a purple and white livery. The photo is credited to Chris Pitchacaren. At the bottom of the information window are three icons: a speech bubble, an airplane, and a house.

The map background shows the San Francisco Bay Area, including Palo Alto, Stanford, Sunnyvale, Cupertino, and Saratoga. Major highways like I-280, I-580, I-680, and I-880 are visible. The flight path is shown as a dashed line with a green circle at the end, indicating the current position of the aircraft.

Thank you



# Established Roles and Responsibilities (Aircraft Noise)

## FAA Noise Abatement Policy, November 1976

### Federal Government

Source emissions, air traffic control, funding, and safety oversight

### State & Local Gov't

Compatible land use planning and control

### Aircraft Operators

Noise-sensitive schedules, cockpit procedures, and fleet improvements

### Air Travelers and Shippers

Bear the costs

### Current and Prospective Residents

Seek to understand and act accordingly

### Airport Operators

Primarily responsible for planning and implementing all noise abatement and compatible land use measures

## FAA Roundtable Info Sheet

### Roundtables

Address community concerns over a sustained period of time regarding aircraft operations often associated with a nearby airport

