



Meeting Agenda Regular Meeting

Wednesday, April 2, 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

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 sfoundtable@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. 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.

TOWN OF ATHERTON| CITY OF BELMONT| CITY OF BRISBANE| CITY OF BURLINGAME| TOWN OF COLMA| CITY OF DALY CITY
CITY OF EAST PALO ALTO| CITY OF FOSTER CITY| CITY OF HALF MOON BAY| TOWN OF HILLSBOROUGH| CITY OF MENLO
PARK| CITY OF MILLBRAE| CITY OF PACIFICA| TOWN OF PORTOLA VALLEY| CITY OF REDWOOD CITY| CITY OF SAN BRUNO
CITY OF SAN CARLOS| CITY OF SAN MATEO| CITY OF SOUTH SAN FRANCISCO| TOWN OF WOODSIDE



SFO Roundtable Regular Meetings

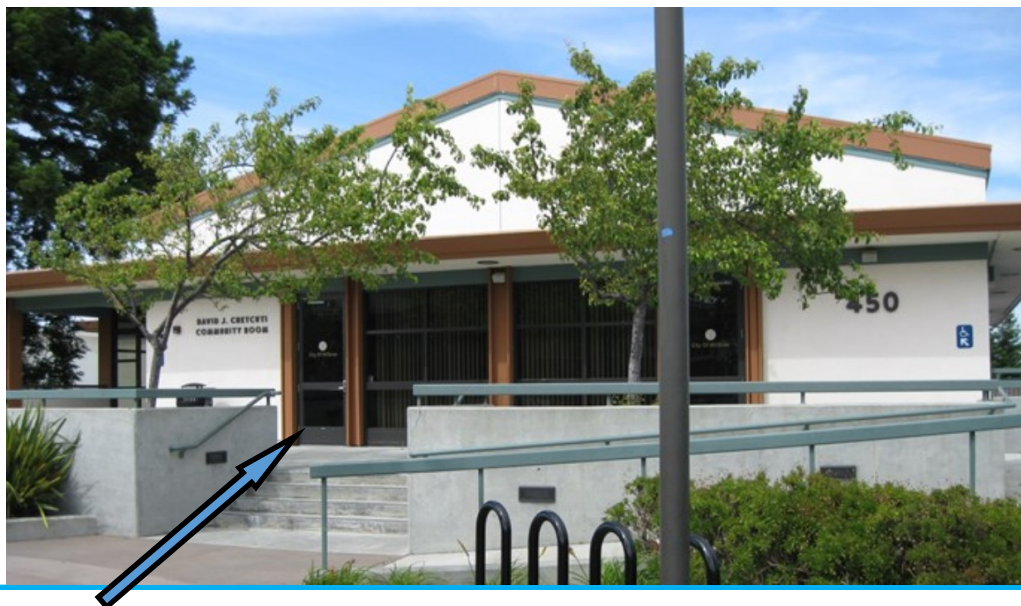
David J. Chetcuti Community Room

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.



Regular Meeting Agenda

February 5, 2025 / Meeting No. 355

Page 2 of 3

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

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.

- | | | | |
|----|--|--------------------|---------|
| 5. | Approval of SFO Community Roundtable Minutes: February 5, 2025 | <i>Action</i> | Page 1 |
| 6. | San Francisco Airport Community Roundtable FY 2025-26 Workplan Update | <i>Information</i> | Page 4 |
| 7. | Airport Director's Report:
7A. January 2025
7B. February 2025 | <i>Action</i> | Page 5 |
| 8. | HMMH FAA IFP Information Gateway:
January 2025
February 2025
March 2025 | <i>Information</i> | Page 19 |

REGULAR AGENDA

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

- | | | | |
|-----|---|--------------------|---------|
| 9. | SFO International Airport Update
8A. SFO International Airport Development Plan Update
8B. Aircraft Noise Office Update | <i>Information</i> | Page 28 |
| 10. | Noise 101 Training
<i>Bert Ganoung, Aircraft Noise Office Manager</i>
<i>Eugene Reindel, HMMH Consultant</i> | <i>Information</i> | Verbal |

UPDATES

- | | | | |
|-----|----------------|--------------------|--------|
| 11. | Member Updates | <i>Information</i> | Verbal |
| 12. | Adjourn | | |

SFO Airport/Community Roundtable

Meeting No 354 -- Minutes

Wednesday, February 5, 2025

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

Roundtable Vice-Chair Terry O'Connell called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, February 5, at 7:00 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; (C/CAG) Airport Land Use Committee, Town of Atherton, Town of Colma, City of East Palo Alto, City of Menlo Park

A quorum (at least 13 Regular Members) was present.

ROUNDTABLE STAFF

Vanessa Lee – Roundtable Coordinator

Diane Estipona – Roundtable Administrative Secretary

Maria Gonzalez – Planning Department Administrative Secretary

Eugene Reindel, HMMH – Roundtable Technical Consultant

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Office Manager

Doug Yakel, Chief Information Officer

Anthony Carpeneti, Noise Abatement Specialist

AGENDA

2. Public Comments for Items NOT on the Agenda (00:03:15)

Vice-chair O'Connell opened public comments for items not on the agenda. Public comments were heard by:

- Gerald Norton commented on inconvenient nighttime noise at SFO Airport.
- Ann Schneider made comments regarding new members participating on the SFO Roundtable, as well as a newly created non-profit.
- Darlene Yaplee commented on EVTOL at Oyster Point and the ANE Symposium.

Vice-chair O'Connell closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:11:53)

Member Nagales moved to approve to set and approve the consent calendar. Members Boles seconded the motion. The motion passed with all present members.

4. Chairman Update (0:26:06)

This item was deferred for after the election of the Chair and Vice Chair. After the elections of the Chair and Vice Chair, newly appointed Chair Krolik thanked members for electing her as Chair and announced that she would be making appointments to SFO Roundtable subcommittees and encouraged members to reach out to staff if they have a preferred committee they would like to be on.

ELECTION

5. Nomination and Election of San Francisco Airport Community Roundtable Chair and Vice Chair (00:23:12).

Prior to a nomination, Vice-chair O'Connell opened and closed public comments on this item. No comments were received.

A nomination was made by member Speier to elect Christine Krolik from the Town of Hillsborough as the Roundtable Chair and Terry O'Connell from the City of Brisbane as Vice-chair. The motion was seconded by member Boles. The motion passed unanimously by all members present.

CONSENT AGENDA

6. ACTION: Approval of SFO Community Roundtable Minutes: October 2, 2024 & December 4, 2024 (00:15:25)

7. ACTION: Approval of Resolution 25-01: Designating Roundtable Meeting Dates, Time, and Place for Calendar Year 2024

8. ACTION: Airport Director's Report: September 2024 through December 2024

9. INFORMATION: HMMH FAA IFP Information Gateway: November 2024 & December 2024

Both Item 6 and Item 7 were pulled for further consideration by the members. Member Nagales moved to approve to set and approve the consent calendar Item 7 and Item 8. Members Boles seconded the motion. The motion passed with all present members.

Regarding Item 6, member Boles requested to add time stamps and a summary of public comments made in the December 3, 2024, minutes. (00:15:45). Member Boles moved to approve the item with changes. Member Cwirko-Godycki seconded the motion. The motion passed with abstentions from the City of Daly City, Town of Portola Valley, City of Redwood City, and the City of San Bruno.

Regarding Item 7, Chair Krolik mentioned that Roundtable staff would be polling members for preferred meeting times. Member Nagales moved to approve the item. Member Speier seconded the motion. The motion passed unanimously.

REGULAR AGENDA

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](#).

10. INFORMATION: SFO International Airport Update (00:28:41)

Bert Ganoung, Aircraft Noise Office Manager provided an update from the SFO Aircraft Noise Office. The presentation covered updates on the SFO Fly Quiet Program, the Portable Noise Monitoring Program, Repair & Replacement Initiative (RRI), Second Chance Initiative (SCI), and Expanded Eligibility Initiative (EEI).

UPDATES

11. INFORMATION: FAA Powered Lift Rule Briefing (01:01:31)

This item was deferred to a future meeting.

12. INFORMATION: Aircraft Noise – Established Roles and Responsibilities (01:02:08)

Eugene Reindel, HMMH Consultant, provided an update on Established Roles and Responsibilities related to Aircraft Noise. The update included an overview of the FAA Noise Abatement Policy as well as roles and responsibilities at the Federal, State and local level.

The following public comments were heard by:

- Ann Schneider made a comment regarding noise shifting, air emissions, and the impacts of noise in the City of Millbrae.
- Darlene Yaplee made comments on the Noise Abatement Policy and advocating for change at the Federal level.

Member Speier noted that it would be critical to have Congressional representative attend the SFO Roundtable meetings and encouraged staff to send letters to local representatives to attend the Roundtable meetings.

13. INFORMATION: Member Updates (01:20:00)

14. Adjournment

Chairman Krolik adjourned the meeting at approximately 8:15 P.M.



March 25, 2025

TO: Members of the SFO Roundtable
FROM: Vanessa Lee, SFO Roundtable Coordinator
RE: SFORT 2025-2026 Work Plan Update

BACKGROUND

Each year, the San Francisco International Airport/Community Roundtable (SFORT) prepares an annual work plan to ensure focus, accountability, and alignment with the goals of its members and stakeholders. A draft version of the Fiscal Year 2025-2026 Work Plan has been developed to outline key priorities and activities for the SFO Airport/Community Roundtable. The work plan is organized into three primary sections and includes six strategic goals for the Roundtable to accomplish over the next fiscal year. The workplan is intended to serve as a strategic tool to guide staff efforts, support roundtable members, and advance the Roundtable's mission of addressing airport-related noise impacts on surrounding communities.

OVERVIEW

The draft FY 2025-2026 Work Plan reflects six strategic goals: (1) Strengthen Engagement with Elected Officials by coordinating regular updates and advocacy touchpoints; (2) Support Education and Training for Roundtable members and staff to ensure technical fluency in noise issues and governance best practices; (3) Advance the Fly Quiet Program as a data-driven tool for airline accountability and public transparency; (4) Enhance Communication Tools through improvements to the website and digital platforms; (5) Improve Regional Coordination by creating opportunities for site visits and shared learning and (6) Ensure Organizational Effectiveness through strong administrative processes and clear performance tracking. These goals provide the foundation for all activities outlined in the work plan and reinforce the Roundtable's commitment to responsiveness, advocacy, and informed leadership.

The draft work plan will be reviewed in full by the Technical Working Group (TWG), who will provide input and finalize recommendations. A formal presentation and recommendation for adoption will be brought to the full Roundtable for consideration at the June meeting.

Harvey Milk Terminal Terminal 1

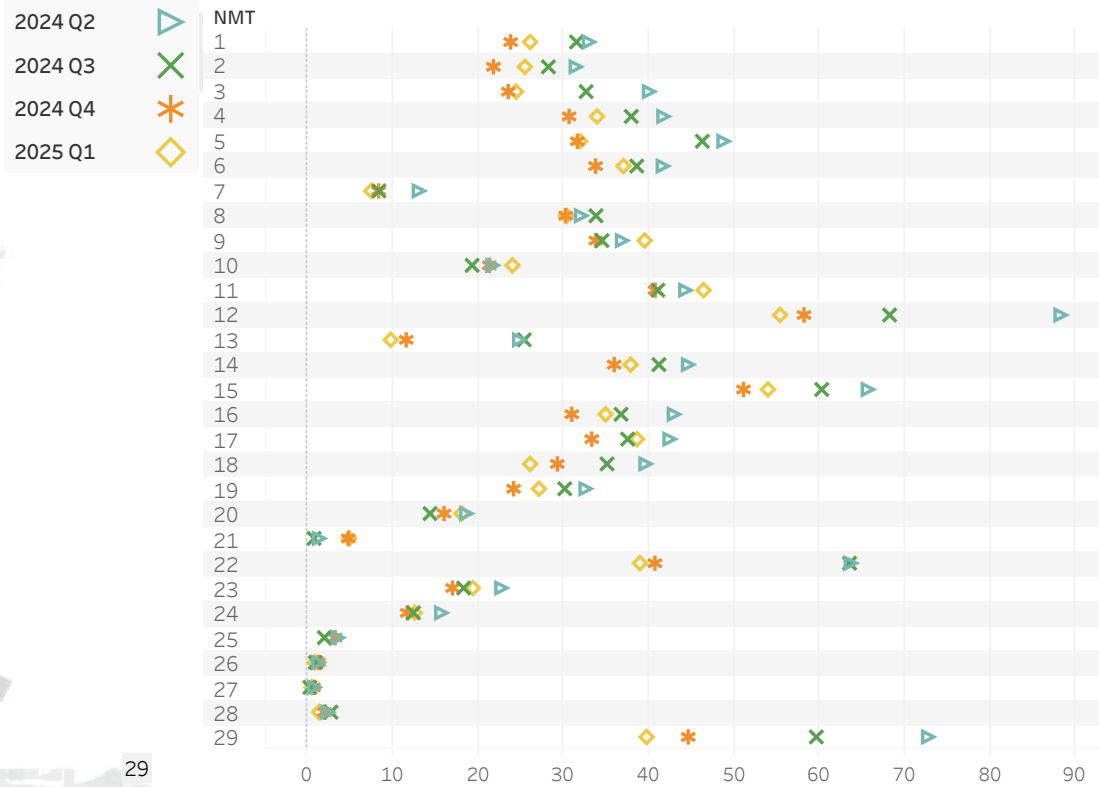
SFO

Airport Director's Report

Presented at the April 2, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
January 2025

Nighttime N-Above 55 dBA Daily Average

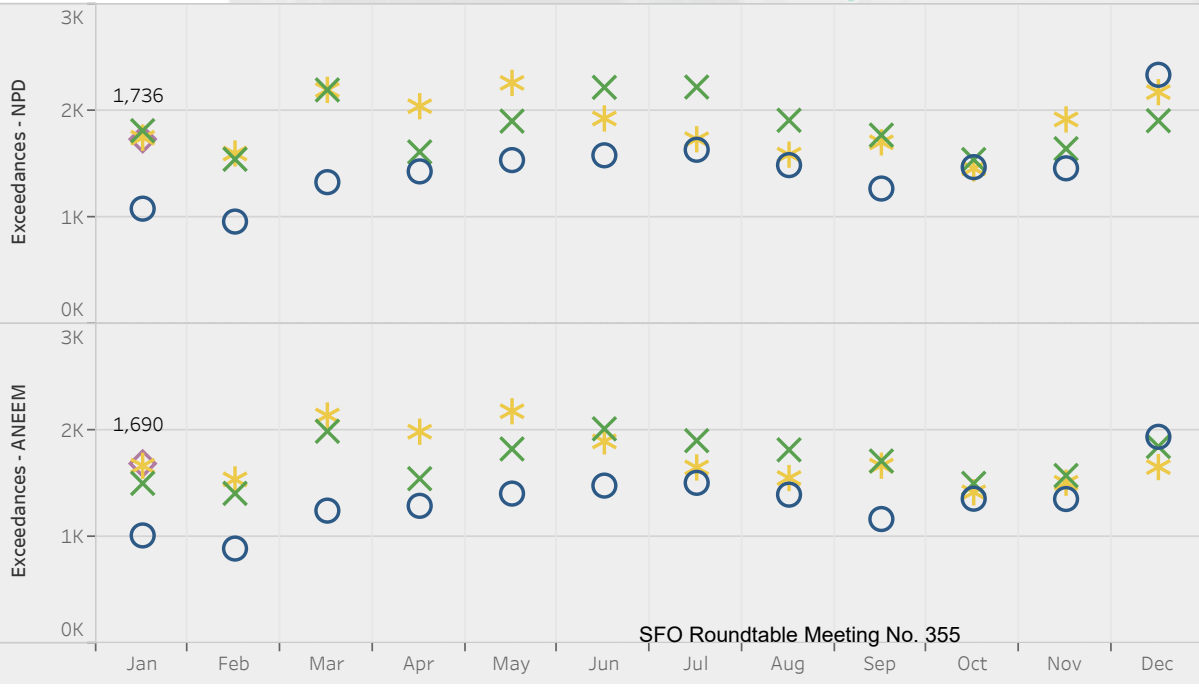


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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	97	73	95	85	67	56	91	73	95	86
2	San Bruno	91	57	81	68	65	52	59	56	81	69
3	SSF	47	52	79	67	64	48	116	53	76	63
4	SSF	96	67	90	78	59	46	141	67	88	72
5	San Bruno	91	67	90	78	62	48	131	67	88	73
6	SSF	92	64	87	75	56	41	183	64	84	67
7	Brisbane	19	45	78	67	56	45	67	47	74	61
8	Millbrae	29	56	84	73	67	51	105	57	80	69
9	Millbrae	9	39	76	64	58	42	174	52	73	61
10	Burlingame	5	37	78	65	57	41	86	48	72	59
11	Burlingame	9	40	76	65	58	43	207	53	73	61
12	Foster City	318	61	82	71	57	42	385	62	81	69
13	Hillsborough	2	32	79	65	55	38	80	44	70	58
14	SSF	85	60	83	71	70	43	191	60	80	65
15	SSF	167	58	81	68	58	43	294	58	79	65
16	SSF	79	59	83	71	58	40	172	59	80	65
17	SSF	83	58	82	70	57	42	180	59	79	65
18	Daly City	98	64	87	74	65	52	115	63	85	70
19	Pacifica	71	60	84	73	57	41	115	60	83	69
20	Daly City	82	50	77	65	60	42	145	50	74	62
21	San Francisco	15	41	76	64	58	46	47	43	73	61
22	San Bruno	59	57	82	71	64	49	197	58	79	66
23	San Francisco	84	53	79	68	60	47	149	54	78	65
24	San Francisco	48	48	76	65	62	47	111	49	74	63
25	San Francisco	13	40	77	65	56	40	58	41	71	60
26	San Francisco	3	34	76	65	56	42	22	39	72	59
27	San Francisco	6	37	77	66	56	43	23	40	73	61
28	Redwood City	8	37	75	64	53	38	28	40	72	59
29	San Mateo	79	49	76	64	59	41	294	52	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	66:98	2,897	2,897	2,897	2,809	2,649	2,315	59:98	2,801	2,800	2,796	2,768	2,610	2,287
2	61:94	2,740	2,740	2,275	696	32	4	54:82	1,797	1,783	1,604	659	23	2
3	62:82	1,285	1,285	1,002	178	30	3	53:80	3,017	2,368	1,199	154	11	0
4	61:94	2,934	2,934	2,848	2,530	2,194	1,337	53:94	4,099	3,754	2,930	2,512	2,184	1,331
5	62:91	2,722	2,722	2,693	2,449	1,931	1,162	53:91	3,827	3,612	2,999	2,478	1,926	1,158
6	61:88	2,840	2,840	2,737	2,357	1,599	370	53:88	5,104	3,979	2,848	2,357	1,583	364
7	61:78	479	479	332	78	6	0	53:78	1,520	897	347	78	6	0
8	68:87	854	854	854	708	183	28	52:86	3,190	3,137	2,644	1,180	230	30
9	59:72	96	88	23	1	0	0	53:78	4,835	2,765	735	109	9	0
10	60:79	57	56	17	9	2	0	45:82	2,100	1,090	237	43	6	1
11	60:74	48	45	21	2	0	0	43:86	5,724	3,582	1,235	235	15	1
12	63:86	9,935	9,935	9,818	5,931	469	22	53:83	11,844	10,956	9,808	5,879	444	17
13	60:70	14	14	2	0	0	0	53:71	1,834	578	108	7	0	0
14	61:88	2,621	2,621	2,476	1,549	399	23	48:88	5,334	4,209	2,691	1,559	390	17
15	61:90	5,181	5,181	4,361	1,159	79	21	53:84	8,797	7,515	4,643	1,145	57	9
16	61:87	2,444	2,444	2,349	1,537	370	5	53:87	4,846	3,637	2,479	1,529	366	3
17	61:80	2,545	2,545	2,302	1,198	122	2	53:80	5,224	4,251	2,587	1,186	115	2
18	64:88	2,886	2,886	2,748	2,154	1,342	326	53:87	3,084	2,696	2,126	1,810	1,232	302
19	65:83	2,206	2,206	2,205	1,806	818	37	53:83	3,424	2,958	2,408	1,807	813	37
20	59:88	2,399	2,336	1,014	279	92	20	53:82	3,823	2,827	895	150	15	1
21	59:74	252	233	76	11	0	0	54:75	899	455	95	9	0	0
22	64:91	1,671	1,671	1,654	1,018	105	12	53:92	5,823	5,331	3,543	1,343	111	6
23	63:82	2,498	2,498	2,133	509	31	1	54:82	4,047	3,887	2,319	501	18	1
24	59:81	1,280	1,243	471	84	8	2	54:76	2,792	2,142	646	141	5	0
25	59:76	293	278	136	34	2	0	53:75	1,171	628	200	22	0	0
26	60:73	45	45	19	1	0	0	53:73	305	126	24	2	0	0
27	62:74	14	14	5	3	0	0	53:74	87	49	5	3	0	0
28	59:76	142	129	27	6	1	0	53:71	391	162	17	2	0	0
29	59:84	2,469	2,274	623	158	17	4	53:76	8,793	3,836	586	103	4	0

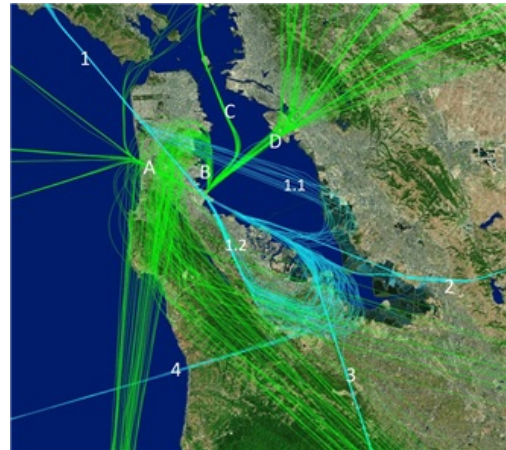
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

January 2025

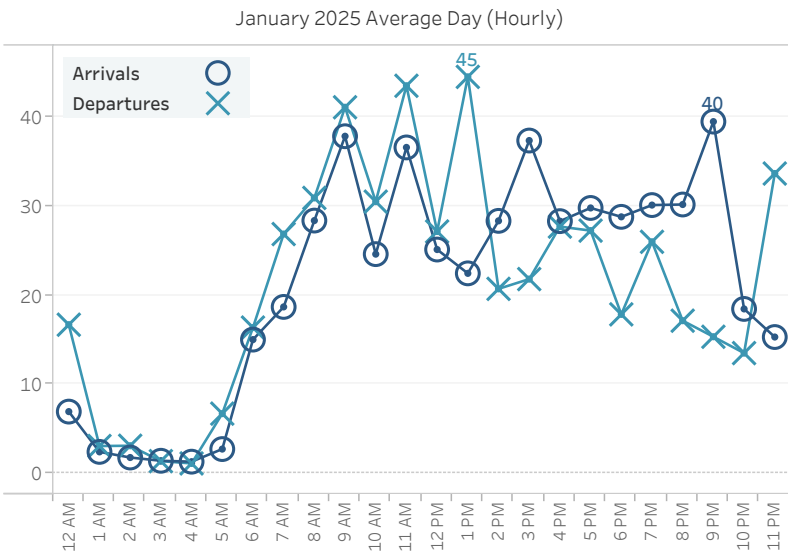
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
31,705	1,023	32,161	9%

Major Arrival and Departure Routes (West Flow)



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

West Flow
97%



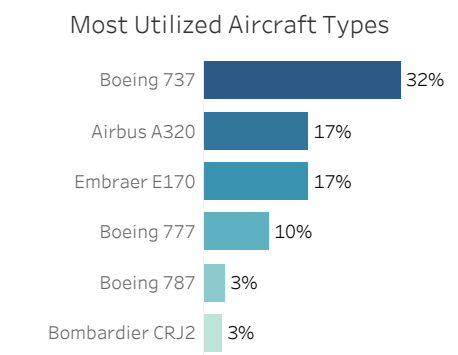
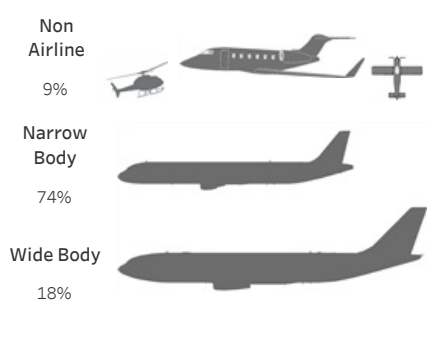
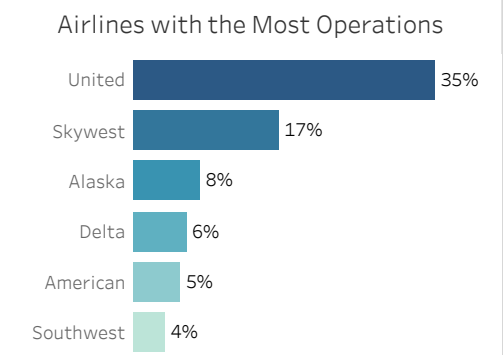
Top Destinations

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

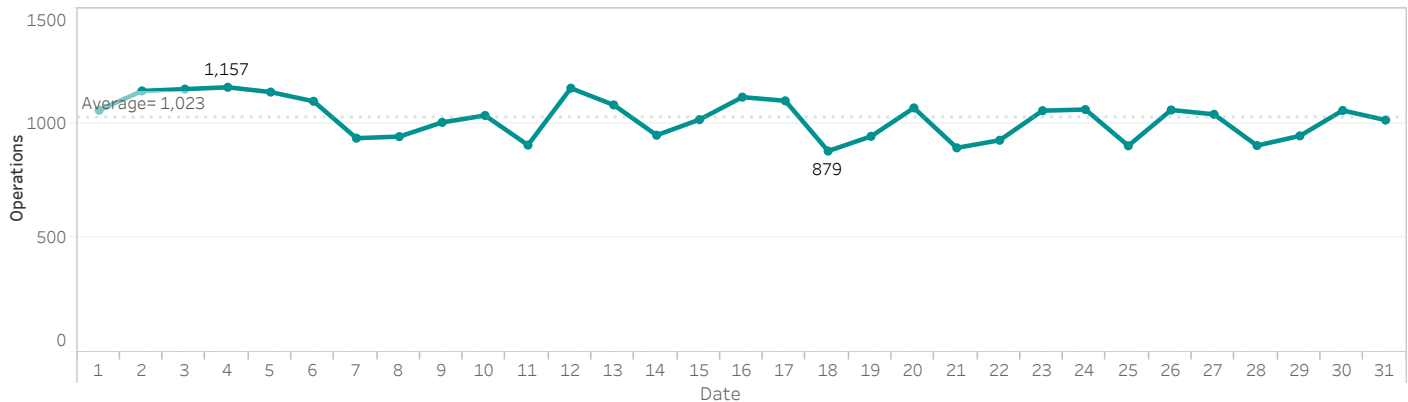
Down the Bay vs Peninsula

1.1 Down the Bay Visual	40%
1.2 BDEGA Arrival	60%

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	30%	A. GAP	18%
2. DYAMD	36%	B. SSTIK	36%
3. SERFR	27%	C. NIITE	8%
4. PIRAT	6%	D. TRUKN RWY 01	38%
		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		82% 11,802
10 L/R		3% 413
19 L/R	3% 435	
28 L/R	97% 14,027	16% 2,257

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

	Departures
10 L/R	0% 1
01 L/R	69% 271
28 L/R	30% 119

Runway Utilization Arrivals

28L	28R
40%	60%
Night (10pm-7am)	
18%	82%

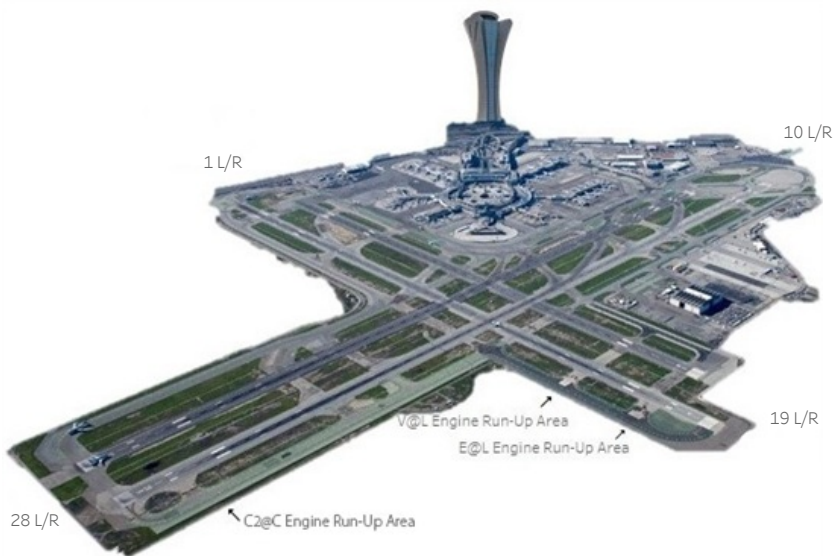
Nighttime Power Run-Ups

10pm-7am

Alaska Airlines	1
American Airlines	8
Delta Air Lines	1
United Airlines	10

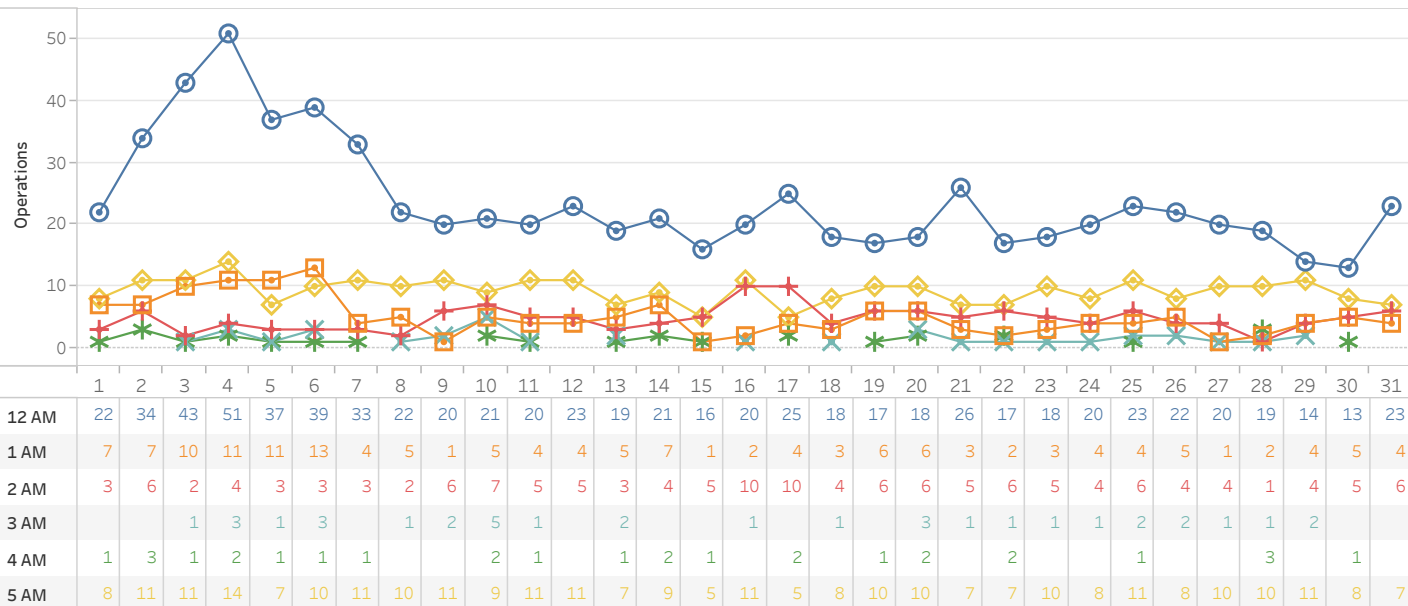
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



Noise Reports

Reporters Annual AVG

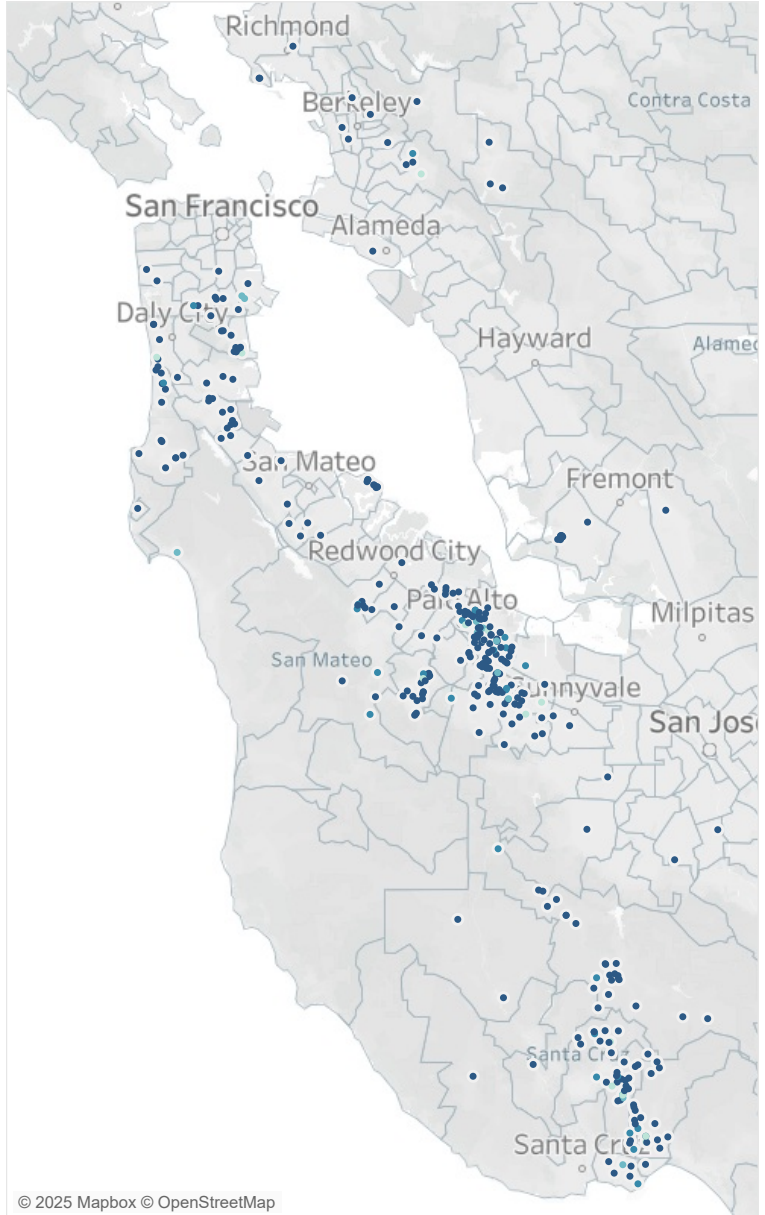
Noise Reporters Location Map

January 2025

Noise Reporters / Noise Reports

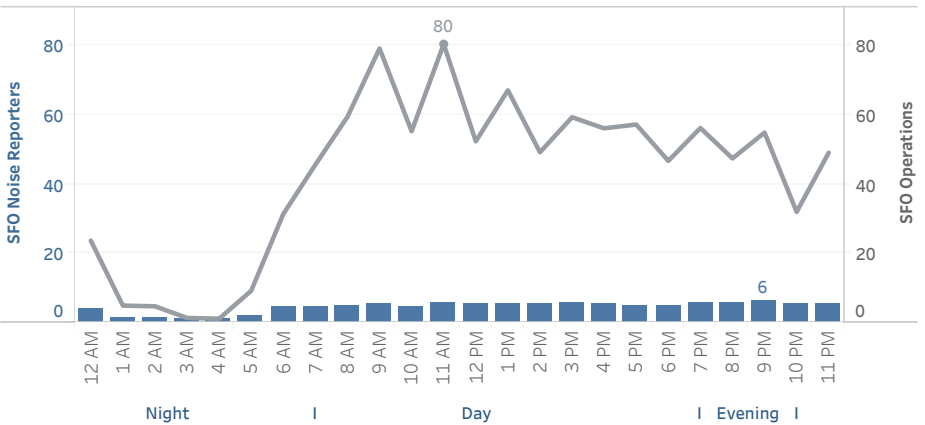
	Noise Reporters	Noise Reports
Roundtable		
Atherton	3	10
Belmont	1	1
Brisbane	10	1,367
Burlingame	1	2
Daly City	8	1,240
East Palo Alto	1	5
El Granada	1	668
Emerald Hills	5	368
Foster City	8	99
Hillsborough	2	5
Menlo Park	9	182
Millbrae	3	25
Montara	1	133
Pacifica	12	460
Portola Valley	21	12,616
Redwood City	5	255
San Bruno	6	36
San Francisco	13	1,907
San Mateo	3	168
South San Francisco	6	83
Woodside	6	1,156
Other		
Alameda	1	41
Berkeley	5	81
Boulder Creek	2	10
Capitola	1	4
Cupertino	1	27
Felton	2	64
Fremont	1	15
Los Altos	33	3,095
Los Altos Hills	8	813
Los Gatos	24	2,013
Moraga	3	33
Mountain View	7	2,611
Newark	13	13
Oakland	4	2,313
Orinda	1	20
Palo Alto	72	11,959
Penngrove	1	13
Richmond	3	135
San Jose	2	19
Santa Cruz	29	7,004
Saratoga	1	1
Scotts Valley	16	2,722
Sebastopol	1	1
Soquel	18	2,718
Stanford	1	146
Sunnyvale	2	47
Watsonville	1	84
Grand Total	378	56,788

441
Reports Annual AVG
66,909
New Reporters
27
New Reporters Top City
Newark
Furthest Report
68 miles
Reports per SFO Operation
2
Top Aircraft Types
B737
A320
E75L
Top Flight Numbers
KAL214
UAL505
TAI560



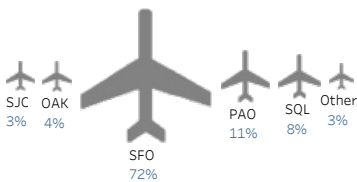
Hourly Noise Reporters (Average Day in a Month)

Noise Reports All Operations



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

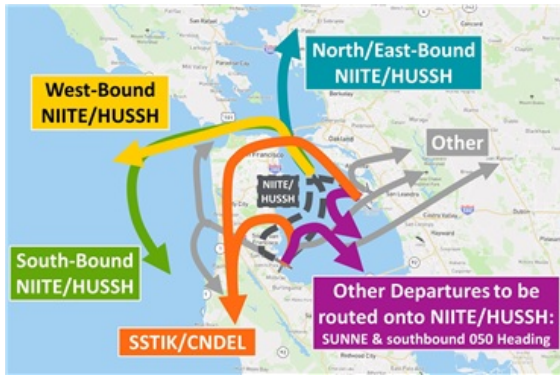
Noise Reports by Airport



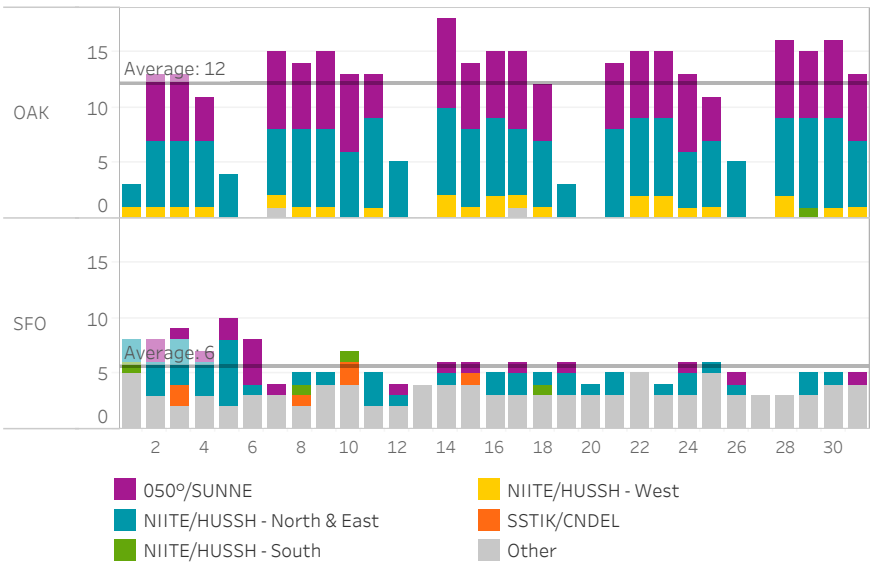
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

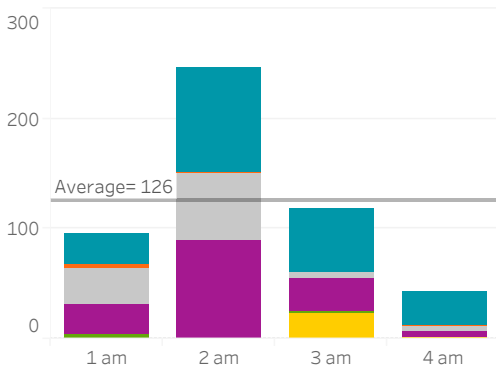
NIITE to GOBBS 1 am to 5 am (January 2025)



Count of Departures per Night



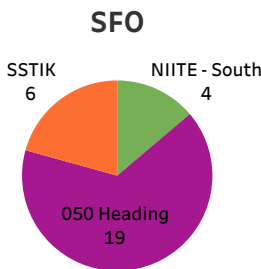
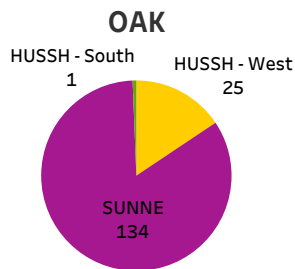
Average Total Departures per Hour



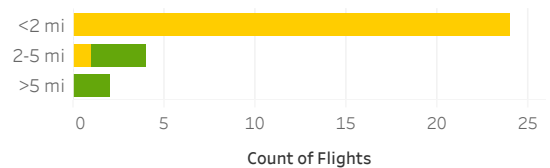
Departure Runway Usage

OAK	SFO				
30	01L	01R	10L	28L	28R
100%	13%	32%	1%	19%	36%

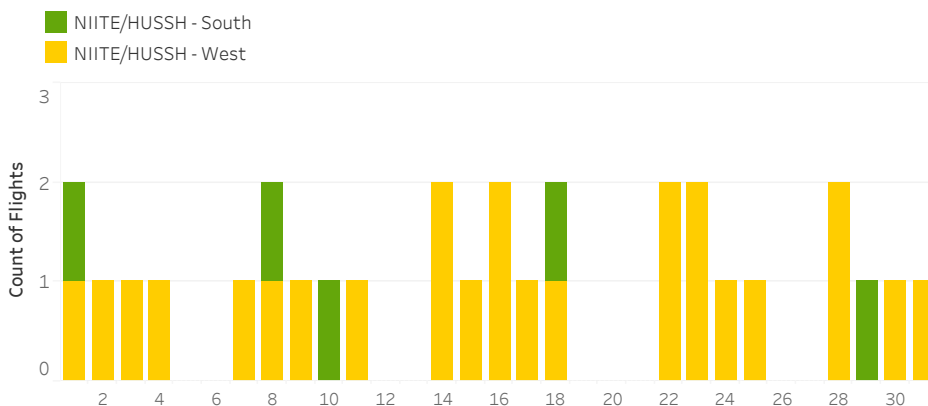
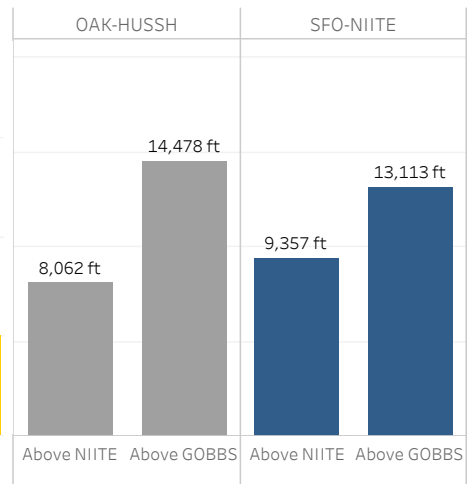
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



Harvey Milk Terminal Terminal 1

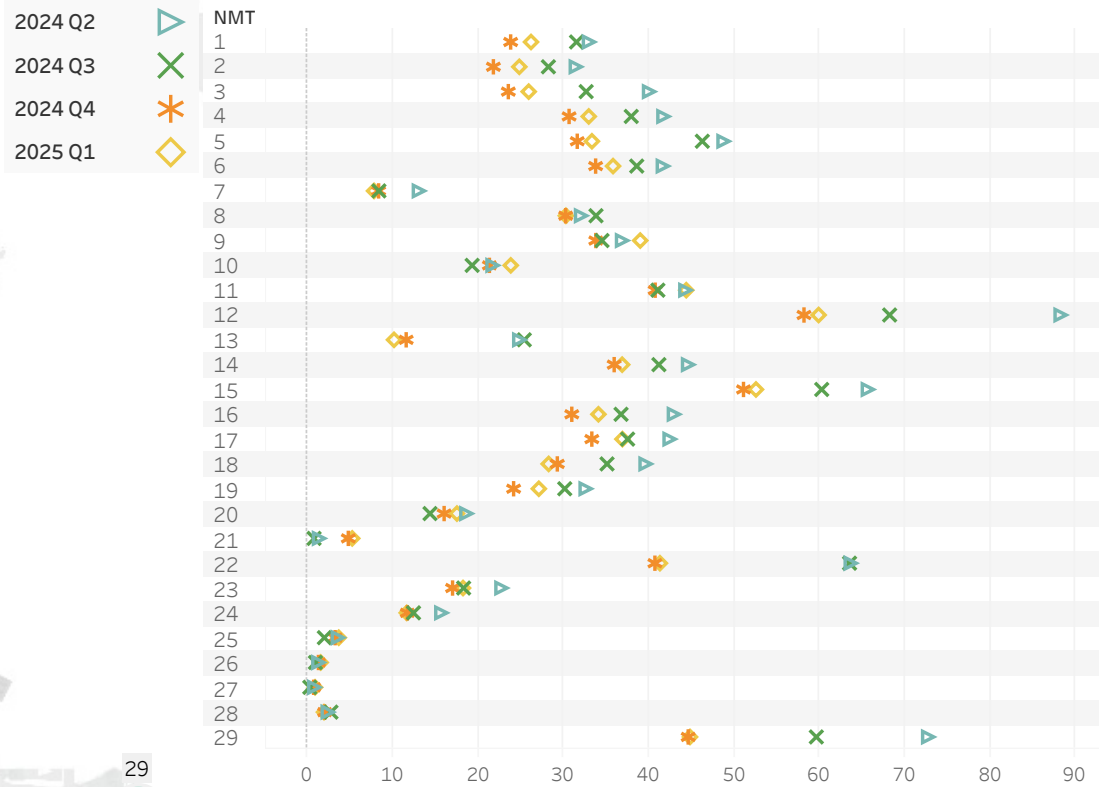
SFO

Airport Director's Report

Presented at the April 2, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
February 2025

Nighttime N-Above 55 dBA Daily Average

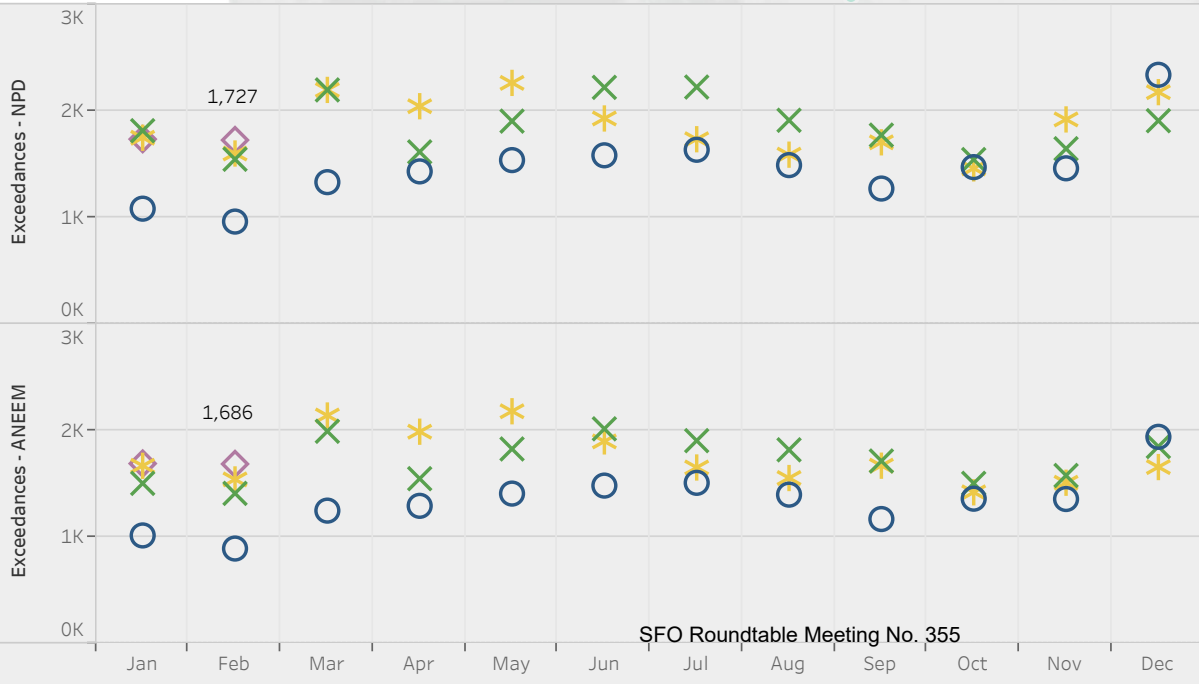


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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



○ 2022
 X 2023
 * 2024
 ◇ 2025

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	93	73	95	84	67	56	88	72	95	84
2	San Bruno	82	57	81	68	64	52	63	57	81	69
3	SSF	50	53	79	68	62	48	135	54	76	64
4	SSF	90	67	90	78	59	47	133	67	88	72
5	San Bruno	90	66	90	78	62	49	132	66	88	73
6	SSF	88	64	88	75	57	44	160	64	85	68
7	Brisbane	21	46	78	67	57	45	67	48	75	62
8	Millbrae	31	59	92	77	66	51	101	60	86	70
9	Millbrae	18	47	82	68	58	42	165	52	75	61
10	Burlingame	10	46	84	70	59	44	99	51	79	64
11	Burlingame	19	50	85	71	58	44	190	54	77	62
12	Foster City	320	62	82	71	58	42	397	62	81	69
13	Hillsborough	15	42	80	66	56	42	69	45	72	59
14	SSF	84	60	84	71	59	44	165	60	81	66
15	SSF	146	58	81	68	60	44	282	58	80	66
16	SSF	69	59	83	72	58	44	149	59	80	65
17	SSF	80	59	83	70	58	44	148	59	80	66
18	Daly City	80	63	88	76	60	46	113	63	86	70
19	Pacifica	67	60	85	74	58	44	100	61	83	69
20	Daly City	78	50	78	65	60	44	129	50	74	62
21	San Francisco	24	43	76	64	57	46	45	44	73	61
22	San Bruno	59	56	82	71	63	49	201	58	79	66
23	San Francisco	85	53	79	68	61	48	131	54	78	66
24	San Francisco	49	48	76	65	60	48	102	49	75	63
25	San Francisco	17	41	76	64	56	42	52	42	72	60
26	San Francisco	5	39	79	66	58	46	26	41	78	63
27	San Francisco	12	43	79	66	59	44	27	41	78	63
28	Redwood City	8	40	76	64	54	38	31	42	72	59
29	San Mateo	144	54	78	65	58	44	320	56	75	62

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	65:102	2,407	2,407	2,407	2,304	2,141	1,784	58:102	2,421	2,420	2,412	2,340	2,144	1,783
2	61:87	2,264	2,264	1,927	686	33	5	57:82	1,679	1,672	1,538	670	20	1
3	62:86	1,246	1,246	1,043	246	28	5	53:85	3,174	2,560	1,384	253	26	3
4	61:95	2,408	2,408	2,334	2,041	1,725	1,121	53:95	3,454	3,212	2,527	2,057	1,722	1,120
5	62:89	2,276	2,276	2,254	2,016	1,584	940	53:89	3,500	3,349	2,742	2,095	1,593	937
6	61:91	2,288	2,288	2,212	1,901	1,346	410	53:91	4,095	3,358	2,369	1,903	1,345	409
7	61:79	433	433	325	86	7	0	53:79	1,389	886	365	87	5	0
8	68:95	787	787	787	715	419	267	53:95	2,746	2,699	2,288	1,105	475	267
9	59:82	370	364	295	212	74	7	53:82	4,097	2,314	779	305	91	8
10	60:85	216	215	180	130	62	9	45:85	1,915	1,285	560	229	104	17
11	61:92	335	335	304	267	203	52	47:92	4,696	2,864	1,079	414	217	53
12	63:84	9,002	9,002	8,905	5,898	494	17	53:83	10,998	10,297	9,119	5,866	475	10
13	59:76	294	282	186	53	7	0	53:76	1,427	523	175	42	7	0
14	61:83	2,251	2,251	2,149	1,383	464	28	44:83	4,249	3,535	2,347	1,390	463	26
15	61:83	4,073	4,073	3,647	1,213	98	20	53:83	7,120	6,161	4,059	1,246	96	15
16	61:90	1,931	1,931	1,864	1,307	371	4	53:84	3,827	2,940	1,993	1,307	367	3
17	61:81	2,149	2,149	1,990	1,148	172	4	53:81	3,922	3,318	2,171	1,133	165	4
18	64:89	2,095	2,095	2,086	1,841	1,227	325	53:89	3,016	2,653	2,097	1,760	1,211	322
19	65:83	1,803	1,803	1,801	1,469	712	61	53:83	2,718	2,362	1,913	1,452	708	58
20	59:87	2,109	2,060	905	267	87	17	53:79	3,179	2,385	751	106	9	0
21	59:77	544	520	149	27	3	0	53:77	890	545	91	12	1	0
22	64:94	1,474	1,474	1,463	942	125	2	53:80	5,371	4,981	3,293	1,304	155	1
23	63:87	2,210	2,210	1,970	537	49	7	56:80	3,195	3,096	2,059	522	25	1
24	59:82	1,205	1,180	476	89	13	1	53:78	2,293	1,841	526	90	5	0
25	58:80	412	367	159	37	4	1	53:75	1,047	572	164	20	1	0
26	59:80	90	88	39	6	2	0	53:79	344	203	60	9	1	0
27	60:79	194	193	118	24	4	0	53:79	164	118	40	4	2	0
28	59:76	145	139	43	10	1	0	53:74	451	204	38	4	0	0
29	59:83	4,064	3,942	1,895	590	47	8	53:80	8,752	5,422	1,869	537	30	0

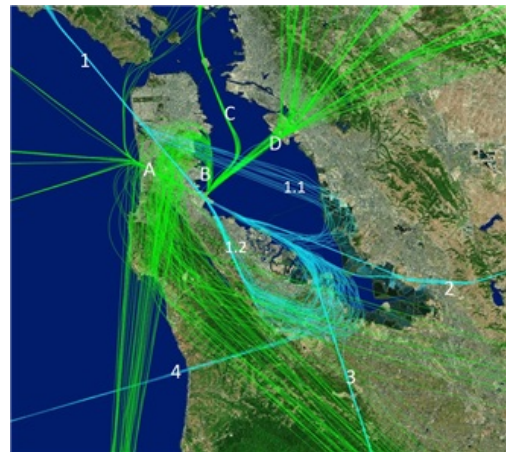
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

February 2025

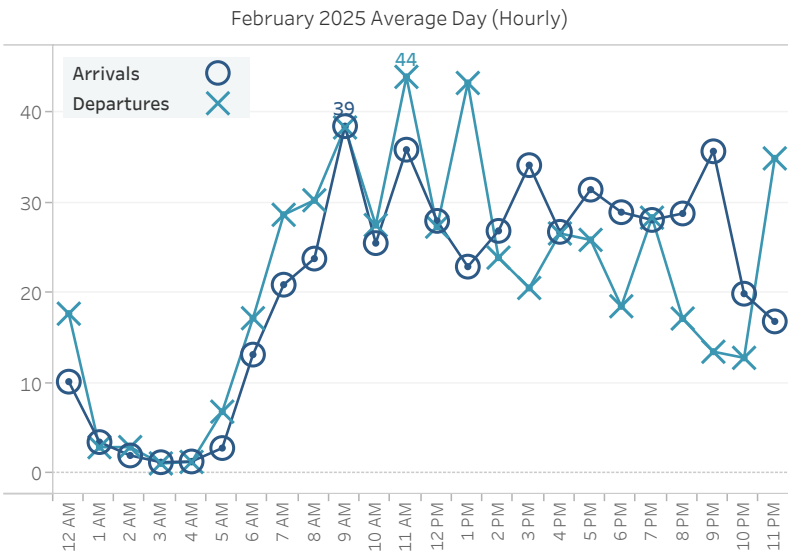
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
28,506	1,018	32,277	5%

Major Arrival and Departure Routes (West Flow)



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

West Flow
83%



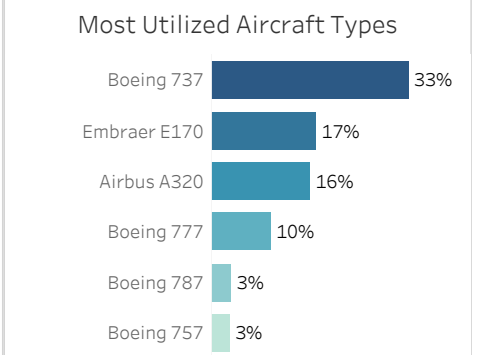
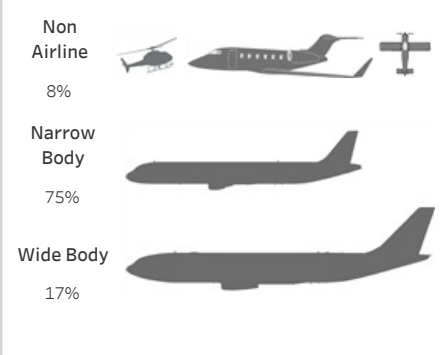
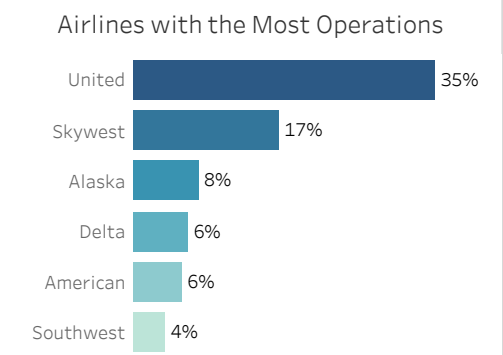
Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	29%	A. GAP	18%
2. DYAMD	35%	B. SSTIK	34%
3. SERFR	29%	C. NIITE	8%
4. PIRAT	7%	D. TRUKN RWY 01	38%
		D. TRUKN RWY 28	2%

Top Destinations

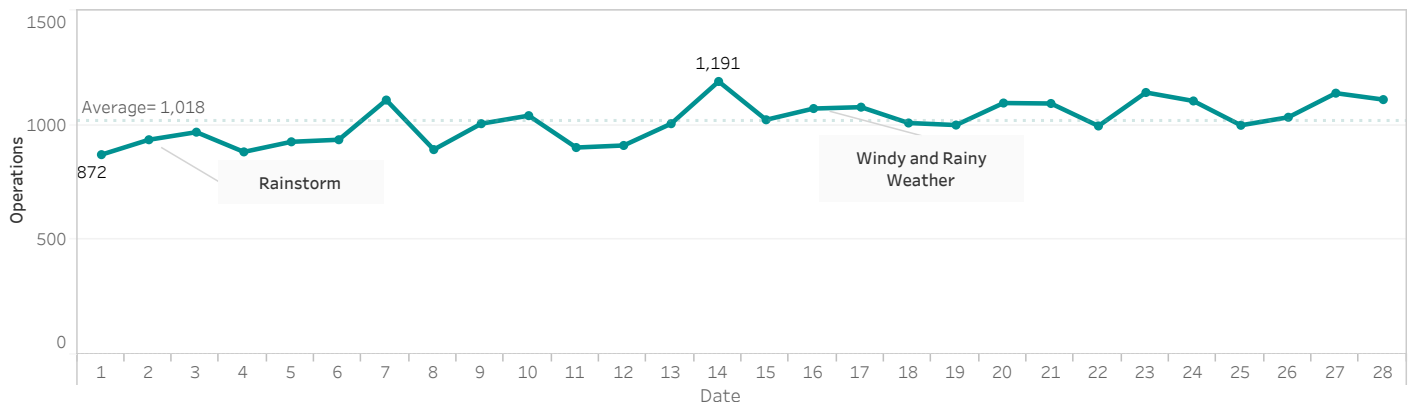
Los Angeles	San Diego	Las Vegas
7%	4%	4%

Down the Bay vs Peninsula

1.1 Down the Bay Visual	40%
1.2 BDEGA Arrival	60%



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		67% 8,870
10 L/R		16% 2,114
19 L/R	18% 2,305	2% 255
28 L/R	82% 10,838	15% 1,921

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

	Departures
10 L/R	16% 58
01 L/R	51% 184
28 L/R	32% 115
19 L/R	0% 1

Runway Utilization Arrivals

	28L	28R
	41%	59%
Night (10pm-7am)	21%	79%

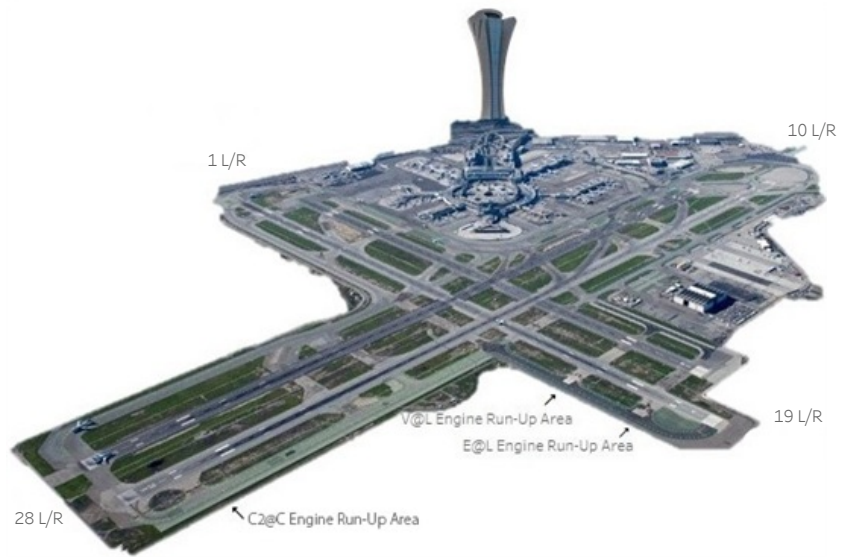
Nighttime Power Run-Ups

10pm-7am

American Airlines 10
Qatar Airways 1
United Airlines 9

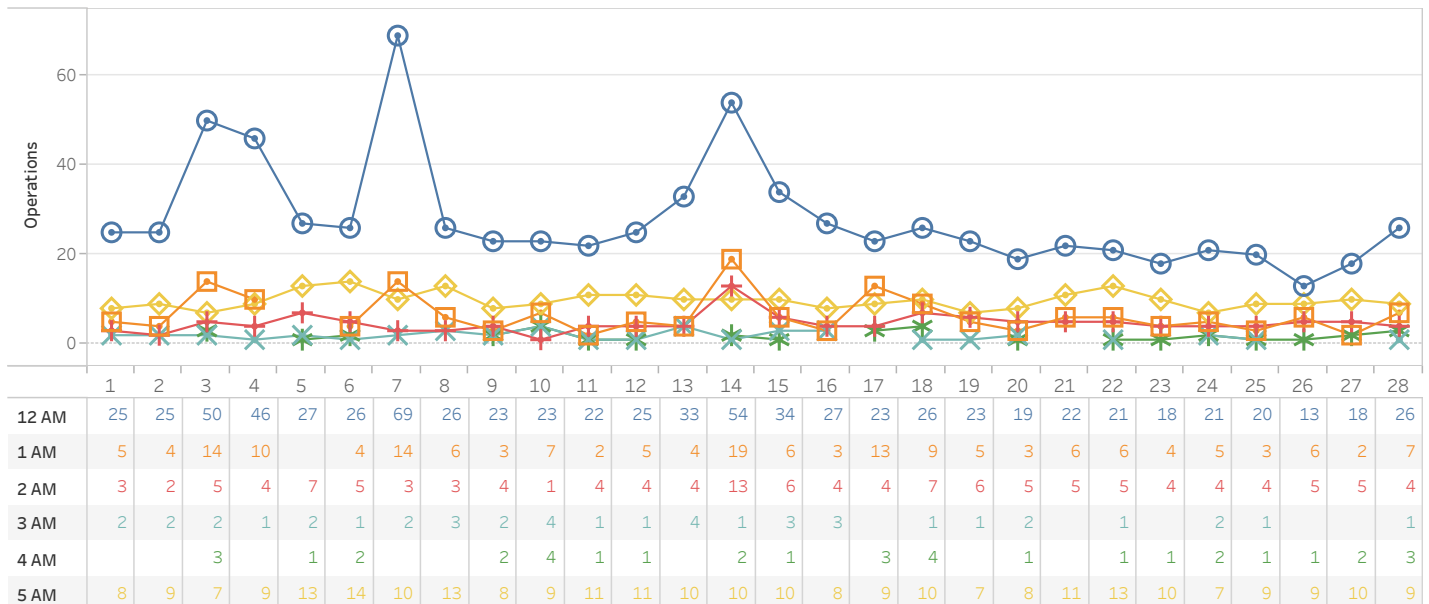
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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

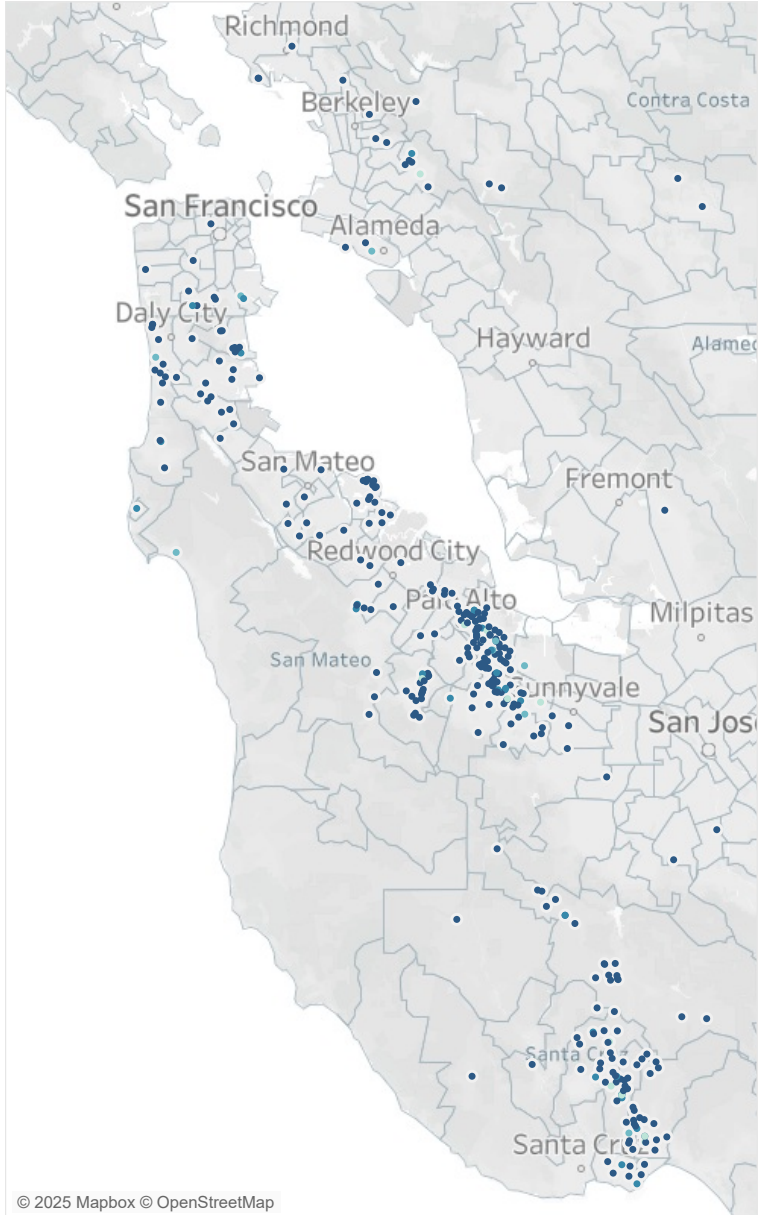
Reporters Annual AVG

Noise Reporters Location Map

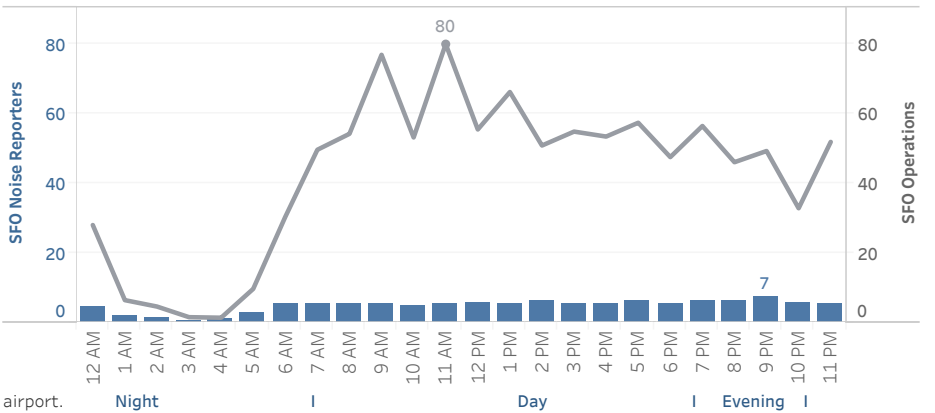
February 2025

	Noise Reporters / Noise Reports	
Roundtable		
Atherton	3	10
Belmont	2	4
Brisbane	8	453
Burlingame	1	1
Daly City	9	975
East Palo Alto	1	2
El Granada	1	646
Emerald Hills	3	326
Foster City	15	90
Hillsborough	1	5
Menlo Park	7	175
Millbrae	1	2
Montara	1	307
Pacifica	9	500
Portola Valley	22	7,918
Redwood City	9	384
San Bruno	3	24
San Carlos	2	2
San Francisco	10	1,729
San Mateo	5	157
South San Francisco	8	264
Woodside	4	740
Other		
Alameda	3	576
Berkeley	3	11
Boulder Creek	1	2
Capitola	2	15
Cupertino	1	73
Danville	2	6
Felton	2	43
Fremont	1	9
Kensington	1	7
Los Altos	32	3,695
Los Altos Hills	5	550
Los Gatos	21	1,828
Mariposa	1	1
Moraga	2	47
Mountain View	6	2,489
Oakland	6	2,369
Occidental	1	1
Orinda	1	137
Palo Alto	68	10,101
Penngrove	1	6
Richmond	3	125
San Jose	2	14
Santa Cruz	29	5,648
Scotts Valley	18	2,382
Soquel	19	2,794
Stanford	2	152
Sunnyvale	3	73
Watsonville	1	56
Grand Total	362	47,924

431
Reports Annual AVG
64,956
New Reporters
15
New Reporters Top City
Foster City
Furthest Report
135 miles
Reports per SFO Operation
2
Top Aircraft Types
B737
A320
E75L
Top Flight Numbers
UAL505
KAL214
UAL277

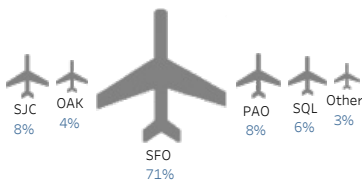


Hourly Noise Reporters (Average Day in a Month)



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

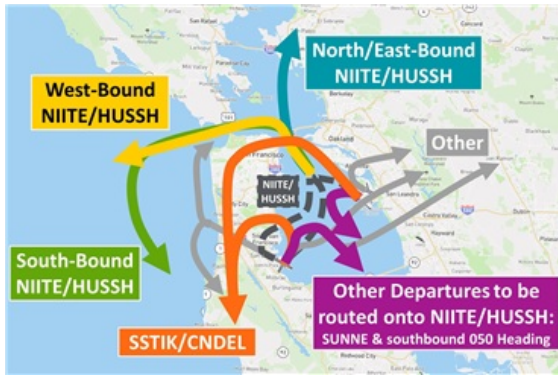
Noise Reports by Airport



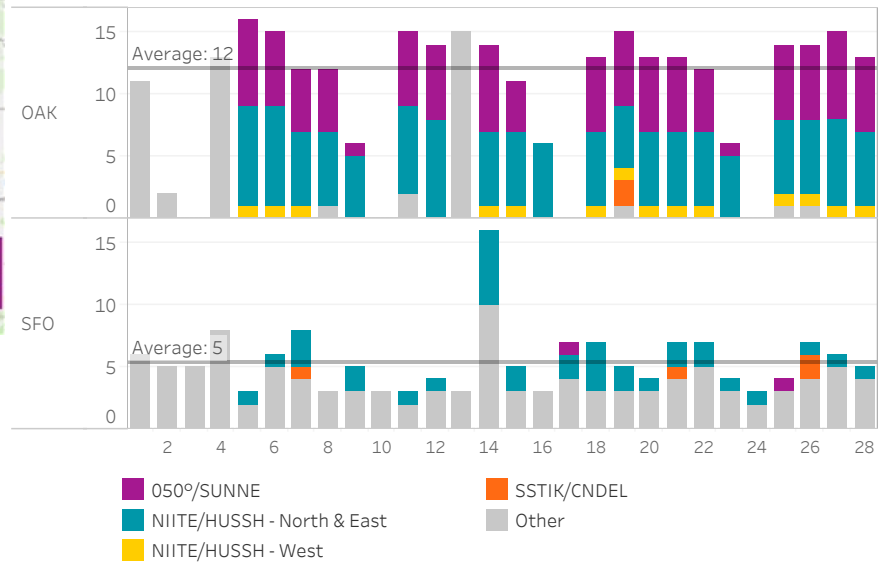
99% of noise reports correlate to a flight origin/destination airport.

Source: SF Intl Airport Noise Monitoring System

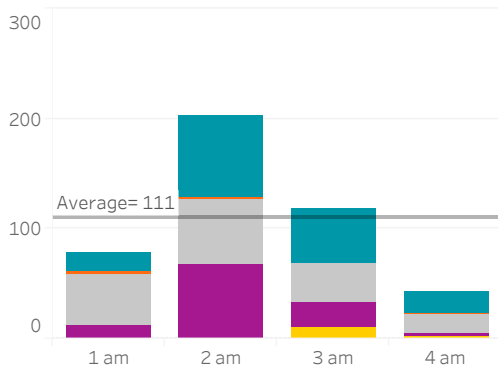
NIITE to GOBBS 1 am to 5 am (February 2025)



Count of Departures per Night



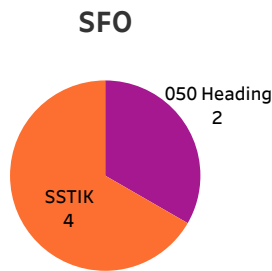
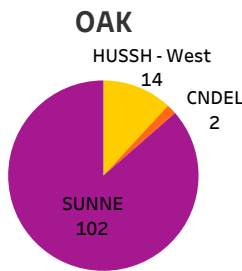
Average Total Departures per Hour



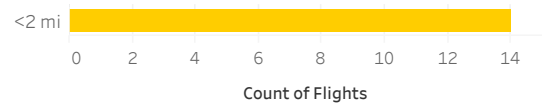
Departure Runway Usage

OAK		SFO					
12	30	01L	01R	10L	10R	28L	28R
14%	86%	2%	21%	13%	5%	28%	32%

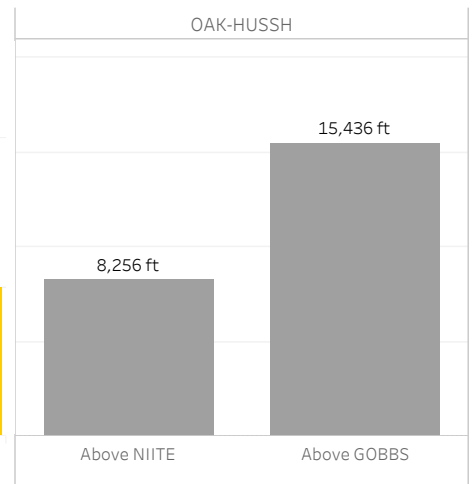
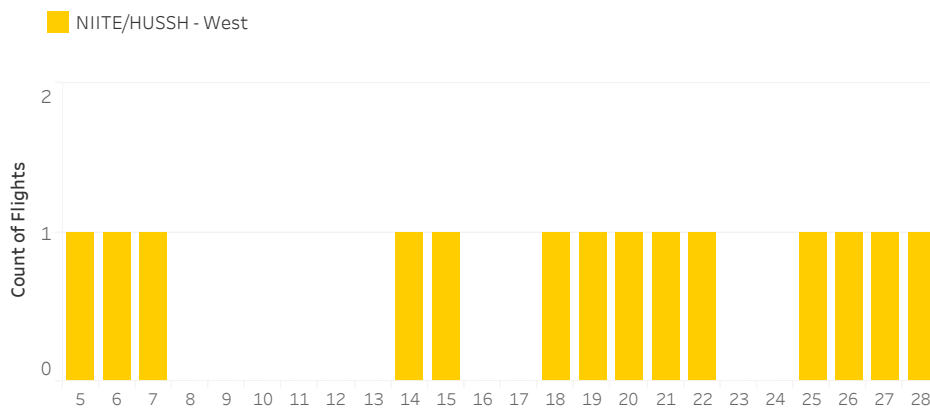
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS





MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: February 3, 2025

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

Reference: HMMH Project Number 312310

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway did not publish updates for SFO, OAK, or SJC. There is currently three comment periods. The next publication is expected on February 20, 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:** None
- **Next Publication:** We are not anticipating any updates in the February 20th publication.

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 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 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.



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties

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

Date: March 17, 2025

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

Reference: HMMH Project Number 312310

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published nine updates for OAK. There are currently five open comment periods. The next publication is expected on March 20, 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:

- OAK ILS OR LOC RWY 28R AMDT 38
 - At Flight Check
 - Publication date of June 12, 2025
- OAK RNAV (GPS) Y RWY 28L AMDT 5
 - At Flight Check
 - Publication date of June 12, 2025
- OAK RNAV (GPS) Y RWY 30 AMDT 6
 - At Flight Check
 - Publication date of June 12, 2025
- OAK SKIZM TWO (RNAV) ARRIVAL
 - Awaiting Cancellation
 - Cancellation date of June 12, 2025
- OAK RNAV (RNP) Z RWY 30, AMDT 4
 - Under Development
 - Publication date of June 12, 2025
- **Next Publication:** We are not anticipating any updates in the March 20th publication.
- OAK ILS OR LOC RWY 30 AMDT 32
 - At Flight Check
 - Publication date of June 12, 2025
- OAK RNAV (GPS) Y RWY 28R AMDT 4
 - At Flight Check
 - Publication date of June 12, 2025
- OAK SID CNDELL SIX (RNAV)
 - Pending
 - Publication date of May 14, 2026
- OAK SID COAST ONE
 - Pending
 - Publication date of May 14, 2026

Open Comment Periods:

- **OAK ILS or LOC RWY 28R AMDT 38**
 - Comment period ends April 1, 2025
 - The following changes are expected:
 - Added two initial route segments to the start of the approach. The addition of these route segments are not expected to effect member communities of the SFO Roundtable.
 - Various administrative amendments were made to the procedure and are not expected to effect community members.
- **OAK ILS or LOC RWY 30 AMDT 32**
 - Comment period ends March 31, 2025
 - The following changes are expected:
 - Added two initial route segments to the start of the approach. The addition of these route segments are not expected to effect member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various administrative amendments were made to the procedure and are not expected to effect community members.

- **OAK RNAV (GPS) Y RWY 28L AMDT 5**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added multiple initial route segments to the start of the approach. The addition of these route segments are not expected to effect members communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various Administrative amendments were made to the procedure and are not expected to effect community members.

- **OAK RNAV (GPS) Y RWY 28R AMDT 4**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added two initial route segments to the start of the approach. The addition of these route segments are not expected to effect member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various administrative amendments were made to the procedure and are not expected to effect community members.

- **OAK RNAV (GPS) Y RWY 30 AMDT 6**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added multiple initial route segments to the start of the approach. The addition of these route segments are not expected to effect member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various administrative amendments were made to the procedure and are not expected to effect member communities.



MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President
Date: March 26, 2025
Subject: Federal Aviation Administration (FAA) Instrument Flight Procedures (IFP)
Information Gateway Review
Reference: HMMH Project Number 312310

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

After analyzing the documents posted, HMMH determines proposed changes and the reason for the changes. The FAA IFP Information Gateway published one update for SFO, and 11 updates for OAK. There are currently nine open comment periods. The next publication is expected on April 17, 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 SID SAHEY FIVE (RNAV)
 - Pending
 - Publication date of May 14, 2026
 - OAK EMZOH (RNAV) FOUR ARRIVAL
 - Awaiting Publication
 - Publication date of June 12, 2025
 - OAK ILS OR LOC RWY 30 AMDT 32
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK RNAV (GPS) Y RWY 28L, AMDT 5
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK RNAV (GPS) Y RWY 30, AMDT 6
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK RNAV (RNP) Z RWY 28L, AMDT 3
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK BANND (RNAV) TWO ARRIVAL
 - Awaiting Cancellation
 - Cancellation date of June 12, 2025
 - OAK ILS OR LOC RWY 30 AMDT 38
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK OAKES (RNAV) THREE ARRIVAL
 - At Flight Check
 - Publication date of June 12, 2026
 - OAK RNAV (GPS) Y RWY 28R, AMDT 4
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK RNAV (RNP) Z RWY 28R, AMDT 3
 - At Flight Check
 - Publication date of June 12, 2025
 - OAK RNAV (RNP) Z RWY 30, AMDT 4
 - Under Development
 - Publication date of June 12, 2025
- **Next Publication:** We are not anticipating any updates in the April 17th publication.

Open Comment Periods:

- **SFO RNAV (GPS) Z RWY 19R, AMDT 0A**
 - Comment period ends April 16, 2025
The following changes are expected:
 - This is an administrative amendment and is not expected to change flight paths or altitudes for the approach.
- **OAK STAR EMZOH FOUR (RNAV)**
 - Comment period ends April 16, 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 ILS or LOC RWY 28R AMDT 38**
 - Comment period ends April 1, 2025
The following changes are expected:
 - Added two initial route segments to the start of the approach. The addition of these route segments are not expected to impact member communities of the SFO Roundtable.
 - Various administrative amendments were made to the procedure and are not expected to impact community members.

- **OAK ILS or LOC RWY 30 AMDT 32**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added two initial route segments to the start of the approach. The addition of these route segments are not expected to impact member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various administrative amendments were made to the procedure and are not expected to impact community members.

- **OAK RNAV (GPS) Y RWY 28L AMDT 5**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added multiple initial route segments to the start of the approach. The addition of these route segments are not expected to impact member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various Administrative amendments were made to the procedure and are not expected to impact community members.

- **OAK RNAV (GPS) Y RWY 28R AMDT 4**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added two initial route segments to the start of the approach. The addition of these route segments are not expected to impact member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).
 - Various administrative amendments were made to the procedure and are not expected to impact community members.

- **OAK RNAV (GPS) Y RWY 30 AMDT 6**
 - Comment period ends March 31, 2025
The following changes are expected:
 - Added multiple initial route segments to the start of the approach. The addition of these route segments are not expected to impact member communities of the SFO Roundtable. Route segments were added to connect to newly updated Standard Terminal Arrivals (STARs).

- **OAK RNAV (RNP) Z RWY 28L AMDT 3**

- Comment period ends April 1, 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 April 1, 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.



Recommended Airport Development Plan

SFO Airport/Community Roundtable

Doug Yakel | April 2, 2025





What is the Airport Development Plan (ADP)?

- Update to 1989 Master Plan
- Long-range planning study
- Guides future development at SFO

What's In the ADP?

- Forms basis for environmental review
- Includes proposed terminal, roadway, support facilities
- No plans for runway expansion

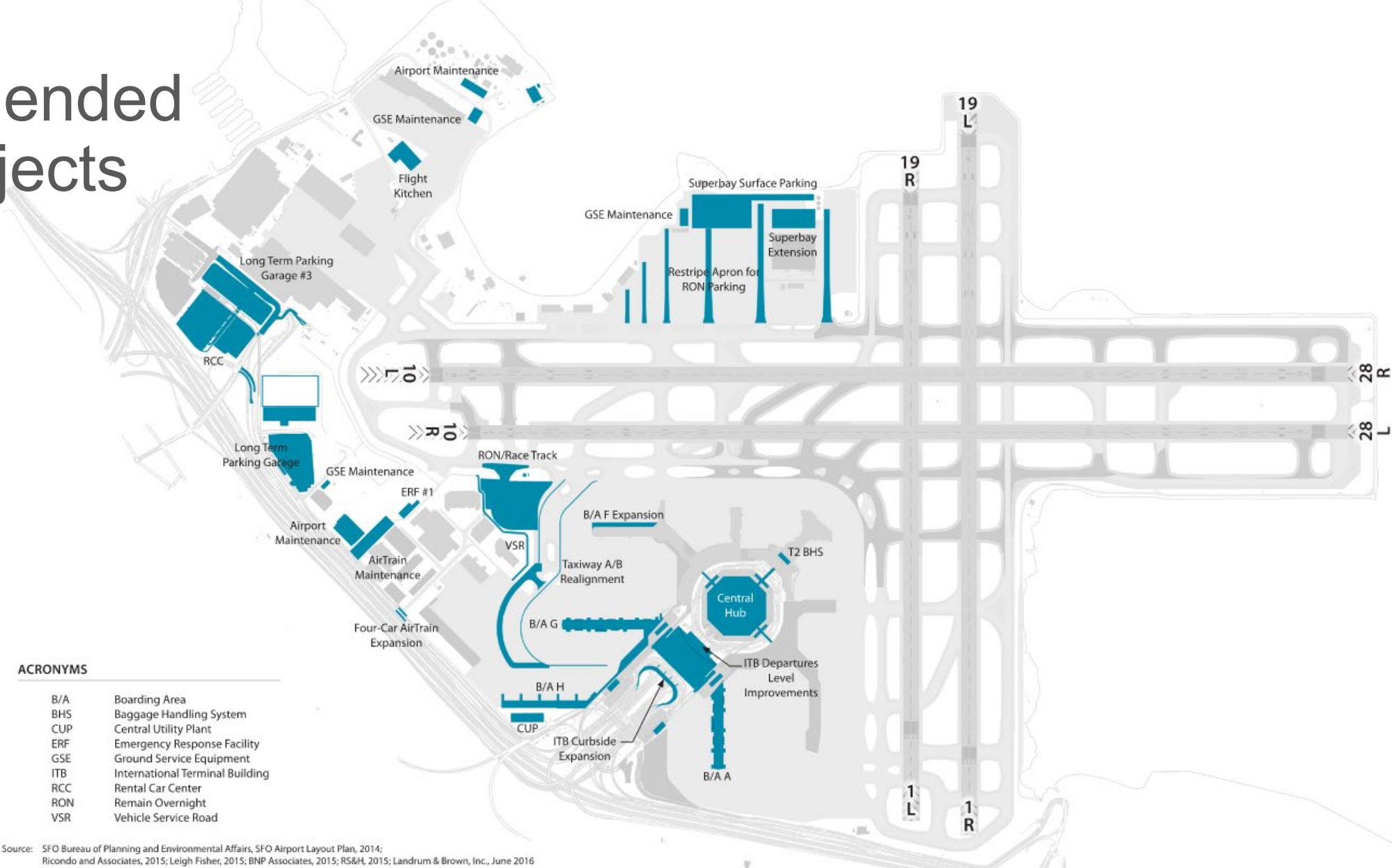
Goals of the ADP

- Continue to modernize SFO
- Enhance passenger experience
- Match facilities to the existing runway capacity

What the ADP Won't Do

- Won't change runway configurations or flight paths
- Won't expand airport property footprint
- Won't increase runway capacity

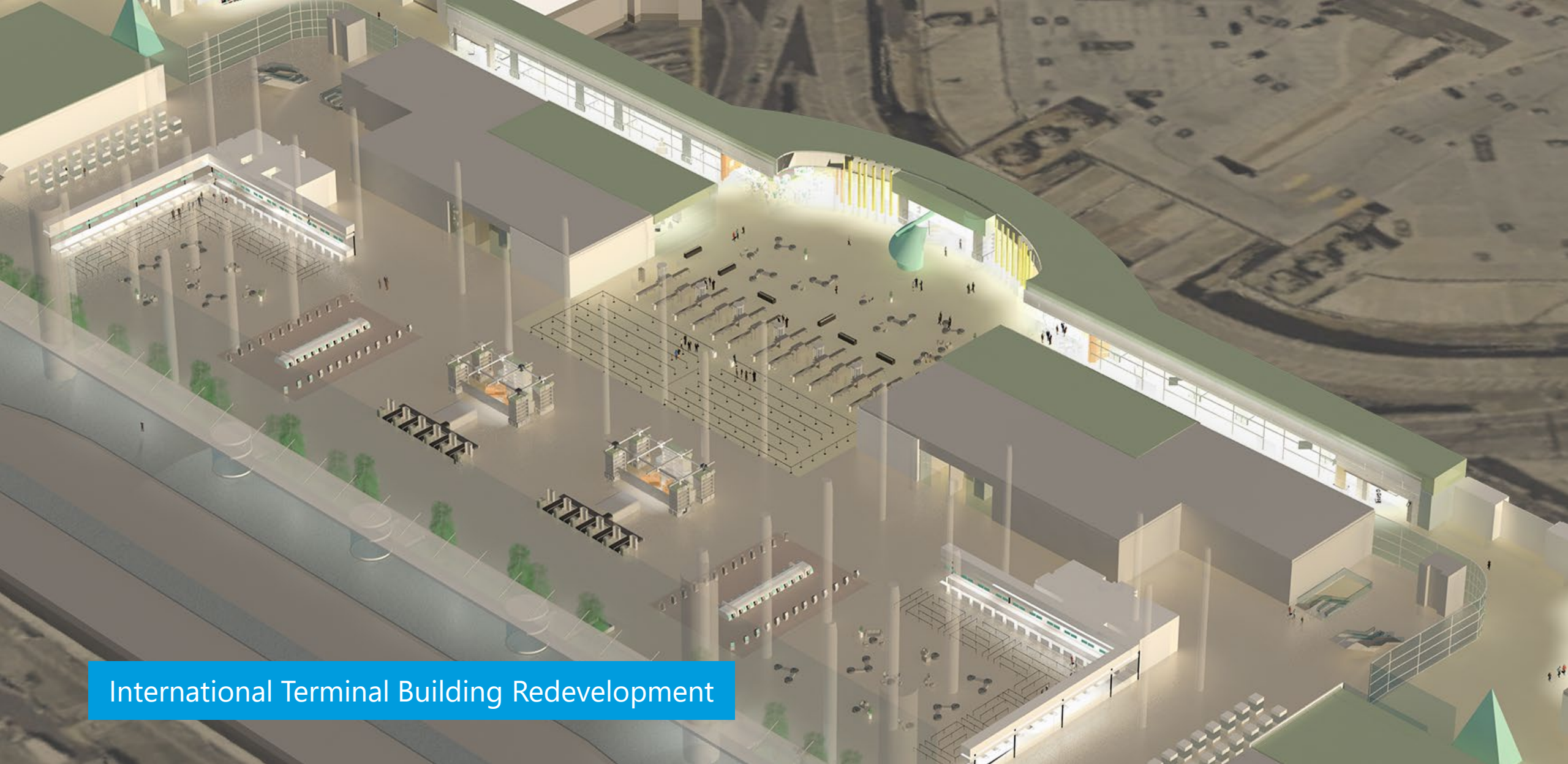
Recommended ADP Projects



ACRONYMS

B/A	Boarding Area
BHS	Baggage Handling System
CUP	Central Utility Plant
ERF	Emergency Response Facility
GSE	Ground Service Equipment
ITB	International Terminal Building
RCC	Rental Car Center
RON	Remain Overnight
VSR	Vehicle Service Road

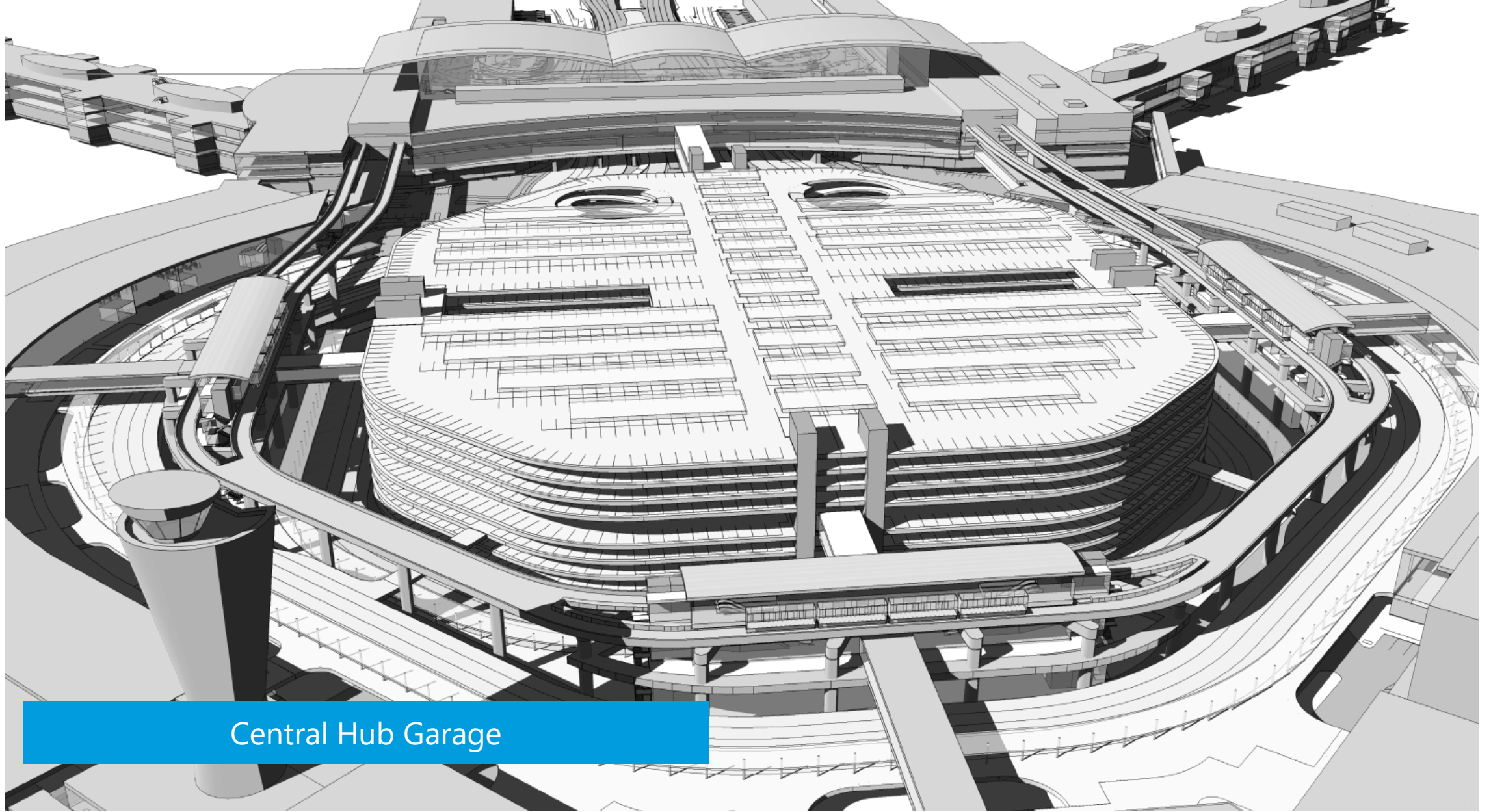
Source: SFO Bureau of Planning and Environmental Affairs, SFO Airport Layout Plan, 2014; Ricondo and Associates, 2015; Leigh Fisher, 2015; BNP Associates, 2015; RS&H, 2015; Landrum & Brown, Inc., June 2016



International Terminal Building Redevelopment



Boarding Area H



Central Hub Garage



Q3 2019

■ Notice of Preparation of an EIR (NOP)

■ Notice of Preparation of an EIR (NOP)

PANDEMIC & RECOVERY 2020-2023

Q2 2025

■ Notice of Public Hearing and Availability of Draft EIR

Q2 2025

■ Public Review Period and Public Hearing

Q4 2025

■ Final EIR / Notice of Availability

■ Certification and Adoption

IMPLEMENTATION

>2026-2045

■ Projects Constructed (when triggered by passenger demand)



Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
April 2, 2025



Noise Office Task Items

Fly Quiet Program

- The SFO Noise Office has updated our Fly Quiet Reports on our website.
- We will be working with the Roundtable towards reviving the Fly Quiet Awards program 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.

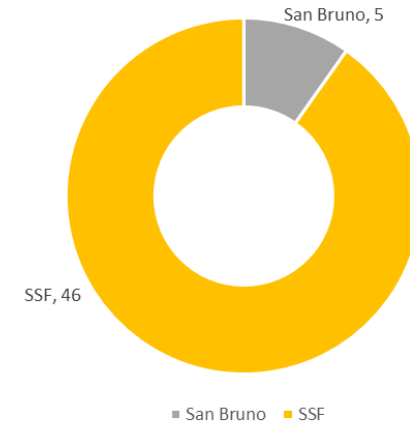
Repair & Replacement Initiative (RRI)

Report Date	11/12/2024	1/13/2025	3/12/2025
Repair or Replacement Initiative (RRI)			
Total Potentially Eligible Properties	3575	3575	3575
Total Applications Received	988	990	990
Units in Design	60	32	24
Units Out for Bid	11	0	8
Units in Construction	8	19	19
Total Units Constructed (2019 - Present)	81	81	81
Homeowner Satisfaction Rate	86.67%	86.67%	86.67%

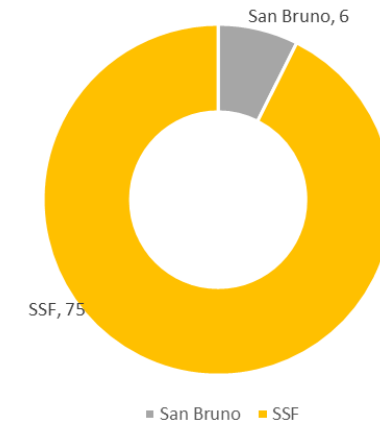
RRI – RECENT AND CURRENT WORK (2018 – Present):

- 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)



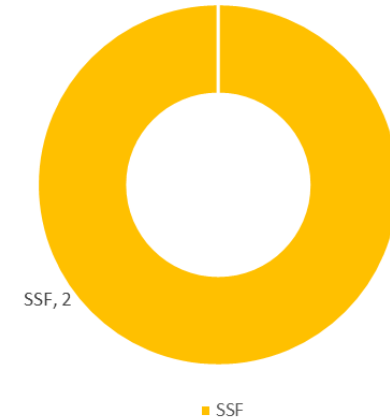
Second Chance Initiative (SCI)

Report Date	11/12/2024	1/13/2025	3/12/2025
Second Chance Initiative (SCI)			
Total Potentially Eligible Properties	284	284	284
Total Applications Received	716	716	716
Units Currently in Design	2	0	0
Units Out for Contractor Selection and/or NTP	0	2	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%

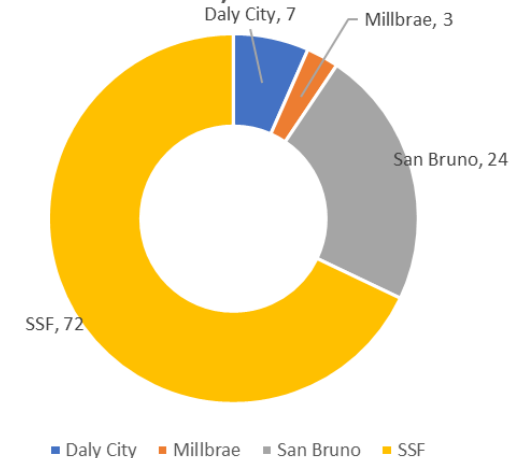
SCI – RECENT AND CURRENT WORK (2016 to 2024 Phases):

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

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



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



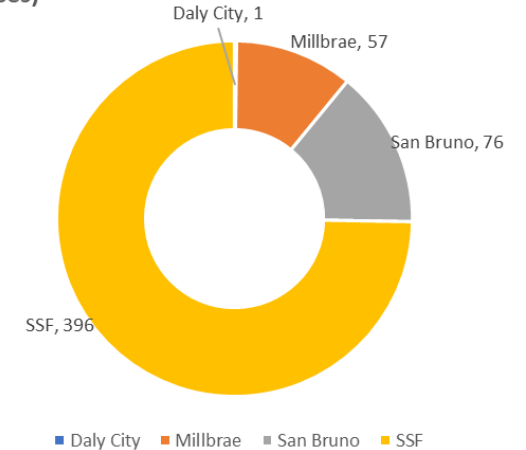
Expanded Eligibility Initiative (EEI)

Report Date	11/12/2024	1/13/2025	3/12/2025
Expanded Eligibility Initiative (EEI)			
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	20
Total Units Constructed (2022 EEI Phase)	0	0	13

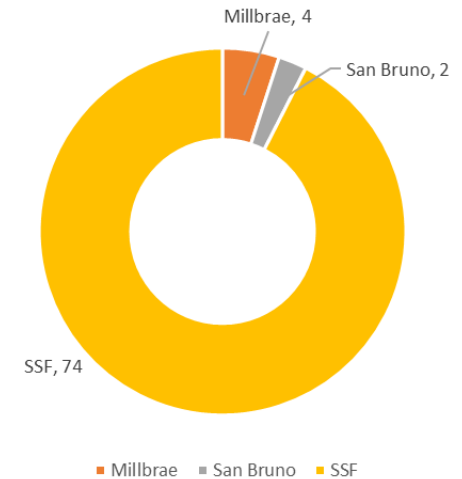
EEI (Re-insulation of residential properties insulated before 1993) – CURRENT WORK:

- 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 being Treated in 2024-2025 (2022 Phase)



Thank you

