



Meeting Agenda Regular Meeting

Wednesday, August 6, 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 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. 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

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:
June 4, 2025 | <i>Action</i> | Page 3 |
| 6. | Airport Director's Report: <ul style="list-style-type: none">• May 2025• June 2025 | <i>Action</i> | Page 8 |
| 7. | HMMH FAA IFP Information Gateway: <ul style="list-style-type: none">• June 2025• July 2025 | <i>Information</i> | Page 23 |

REGULAR AGENDA

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

- | | | | |
|-----|---|--------------------|---------|
| 8. | SFO International Airport Update <ul style="list-style-type: none">• Aircraft Noise Office Update | <i>Information</i> | Page 27 |
| 9. | Review and Approval of SFORT 2025-2026 Work Plan | <i>Approval</i> | Page 33 |
| 10. | SFO Flow Presentation
<i>Jason Stoddard, Managing Consultant, HMMH</i> | <i>Information</i> | Page 39 |

UPDATES

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

SFO Airport/Community Roundtable

Meeting No 356 -- Minutes

Wednesday, June 4, 2025

Call to Order / Roll Call / Declaration of a Quorum Present (00:03:53)

Roundtable Vice-chair O'Connell called to order the Regular Meeting of the SFO Airport/Community Roundtable on Wednesday, June 4, 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; San Mateo County Board of Supervisors; C/CAG; City of Belmont, City of Burlingame, City of East Palo Alto, City of Menlo Park, City of San Bruno, City of San Carlos, City of San Mateo.

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

ROUNDTABLE STAFF

Vanessa Lee – Roundtable Coordinator

Diane Estipona – Roundtable Administrative Secretary

Eugene Reindel, HMMH – Roundtable Technical Consultant

SAN FRANCISCO INTERNATIONAL AIRPORT STAFF

Bert Ganoung, Noise Office Manager

Mike Nakornkhet, Airport Director

Doug Yakel, Chief Information Officer

Anthony Carpeneti, Noise Abatement Specialist

AGENDA

2. Public Comments for Items NOT on the Agenda (00:07:48)

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

- John Hamilton, a resident of Alameda, commented on the impact of flight departures on Bay Farm Island.
- Paul Jordan, a resident of South San Francisco, expressed concern about the increase in Runway 28 flights over the past three months, noting the impact on his neighborhood and quality of life.
- Darleen Yaplee, a resident of Palo Alto, commented that the draft EIR for SFO's Development Plan is insufficient and urged SFO to revise and reissue the draft EIR using updated data and a more comprehensive review aligned with SQA standards.
- Remy Tan, resident of Pacifica, commented on nighttime aircraft noise in Pacifica and encouraged incentives that encourage airlines to take off no later than 10:00PM.

Vice-chair O'Connell closed public comments.

3. Action to set Agenda and to Approve Consent Items (00:16:58)

Vice Chair O'Connell opened and closed public comment on the Consent Calendar. No comments were received.

Member Nagales moved to set and approve the consent calendar. Member Digiovanni seconded the motion. The motion passed with a roll call vote of all present members.

4. Chairman Update (0:19:40)

Vice Chair O'Connell provided the Chair's update in lieu of Chair Krolik, who was attending remotely. Vice Chair O'Connell noted that the Roundtable extended a formal meeting invitation to attend the Roundtables meetings to local and state elected officials. She also noted that the Ground-Based Noise Subcommittee will present the full results of the "up-the-hill" noise study from the May 5th meeting and expressed appreciation to HMMH consultants and the SFO Noise Office for their work on the study. Vice Chair O'Connell provided details on upcoming Roundtable initiatives including approval of the FY 2025-2026 workplan, the FY 2025–2026 budget, and updates to the Roundtable website in upcoming months.

Lastly, Vice Chair O'Connell warmly welcomed the FAA back to the Roundtable meetings. Carlette Young, Supervisory Senior Advisor for the FAA's Western Pacific Region overseeing community engagement, shared that Moifair Chin, the former Community Engagement Officer, is no longer with the agency, and that she will now serve as the primary point of contact.

CONSENT AGENDA

All Items on the Consent Calendar were approved in Item 3:

5. ACTION: Approval of SFO Community Roundtable Minutes: April 2, 2025

6. ACTION: Airport Director's Report: March 2025 and April 2025

7. INFORMATION: HMMH FAA IFP Information Gateway: April 2025 and May 2025

REGULAR AGENDA

8. INFORMATION: SFO International Airport Update (00:24:00)

Mr. Nakornkhet, SFO Airport Director, shared a summer season update, projecting 16.2 million travelers—a 4% increase from last year—with flight operations at 95% of pre-pandemic levels for the month of May. He announced new service from Azores Airlines to Portugal starting in June and United Airlines' new route to Adelaide beginning in December. Director Nakornkhet ended his report by invited Roundtable members to attend the industry forum hosted in partnership with SFO and UC Berkeley's Transportation Sustainability Research Center to explore Advanced Air Mobility (AAM) and eVTOL technologies.

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 Noise Office Updates and Update on SFO International Fly Quiet Program
(00:28:21)**

Mr. Ganoug informed members that he worked directly with United Airlines to ensure that NIITE departures are used. He also provided information on the Repair & Replacement Initiative (RRI), the Second Chance Initiative (SCI), and Expanded Eligibility Initiative (EEI).

Member Goeld asked about STIKK departures over the peninsula and why the FAA is not mandating this routing in flight procedures. Mr. Ganoug explained that airlines capable of using this method are being prioritized first, and once sufficient data is gathered, the FAA may consider broader implementation through a 107 document. He also noted that he will work with the FAA to enhance collaboration on this effort.

Supervisor Speier praised the positive outcomes achieved by United and recommended encouraging other airlines to follow their example. She also inquired about the total cost of homes rehabilitated through the initiative programs, to which Mr. Ganoug provided the budget figures. Gerardo Frias, Supervisor of the Noise Insulation Program, added a breakdown of average costs.

Member Nagales asked whether the program is limited to single-family homes. Mr. Ganoug confirmed this, noting that exceptions are made in special cases.

Member Jonsson inquired about the flight paths used during GAP departures, which Mr. Ganoug noted would be addressed in the upcoming Fly Quiet Program presentation.

Mr. Ganoug then presented a general overview of SFO's Fly Quiet Program covering topics such as fleet noise quality, noise exceedance ratings, nighttime preferential runway use, shoreline departure ratings, GAP departure ratings, and Foster City arrival ratings, awards and incentives. Roundtable Coordinator Vanessa Lee explained that a comprehensive review and update of review metrics and incentives is included in the annual work plan.

Member Boles asked if there was a map of flight paths for the GAP departures. Mr. Ganoug clarified that these flight paths can be identified based on the break release during departures from runway 28L.

Vice-chair O'Connell opened public comments. Public comments were heard by:

- Zoom participant "Jennifer", who asked if greater coordination could be established between the FAA and affected communities not officially represented on the Roundtable, and whether those communities could be informed about initiatives to foster regional dialogue and broaden participation.
- Remi Tan, a resident of Pacifica, asked why SFO cannot route the majority of its nighttime flights over the Bay, similar to the approach used by OAK, and whether the FAA or SFO can address this concern.

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Vice-chair O'Connell closed public comments.

9. INFORMATION: Ground-Based Noise Measurement Program Summary (01:09:28)

Gene Reindel, HMMH technical consultant, opened the presentation by sharing the results of the up-the-hill noise study, previously presented at the Ground-Based Noise Subcommittee meeting on May 5. He gave a brief project overview, which included A- and C-weighted single-event noise measurements, with 300 to 1,000 events recorded daily. The study ultimately concluded that the concerns regarding the impact of aircraft noise on CNEL contours within adjacent communities could not be substantiated, as the results indicated that low-frequency noise was not more prevalent in these areas.

Vice Chair O'Connell followed the presentation by announcing that the Ground-Based Noise initiatives will transition over to the Technical Working Group Subcommittee to advance ground-level noise mitigation strategies and expand public education on aircraft departure noise.

Member DiGiovanni asked about the noise study conducted in Daly City, and Mr. Reindel confirmed that the analysis involved a comparison of noise levels between aircraft departing through the gap and those measured behind the initial takeoff point. The objective was to assess whether low-frequency noise was more prominent from ground-level activity or from aircraft in flight.

Vice-chair O'Connell opened public comments. Public comments were heard by:

- Remi Tan, a resident of Pacifica, remarked that the study continues to indicate significant aircraft noise and inquired whether late-night gap departures could be reduced.

Vice-chair O'Connell closed public comments.

UPDATES

10. INFORMATION: Member Updates (01:22:23)

Member Rainaldi shared an update from the City of Millbrae's Airport Land Use Committee concerning the SFO expansion presented at their most recent meeting. He noted that he submitted comments on the draft Environmental Impact Report (EIR) requesting further clarification on the details of the proposed expansion and inquiring how SFO plans to address and mitigate potential future traffic impacts on neighboring communities.

Vice Chair O'Connell noted that scheduling for the next Technical Working Group meeting is currently in progress, but that securing member participation has been challenging. She encouraged members to join, particularly those with suggestions regarding the current Roundtable website.

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Member Neiderhofer commented that she was unaware the draft Environmental Impact Report (EIR) had been released and requested improved communication to ensure members are informed in a timely manner and able to provide input.

11. Adjournment

Chairman Krolik adjourned the meeting at 8:30 P.M.

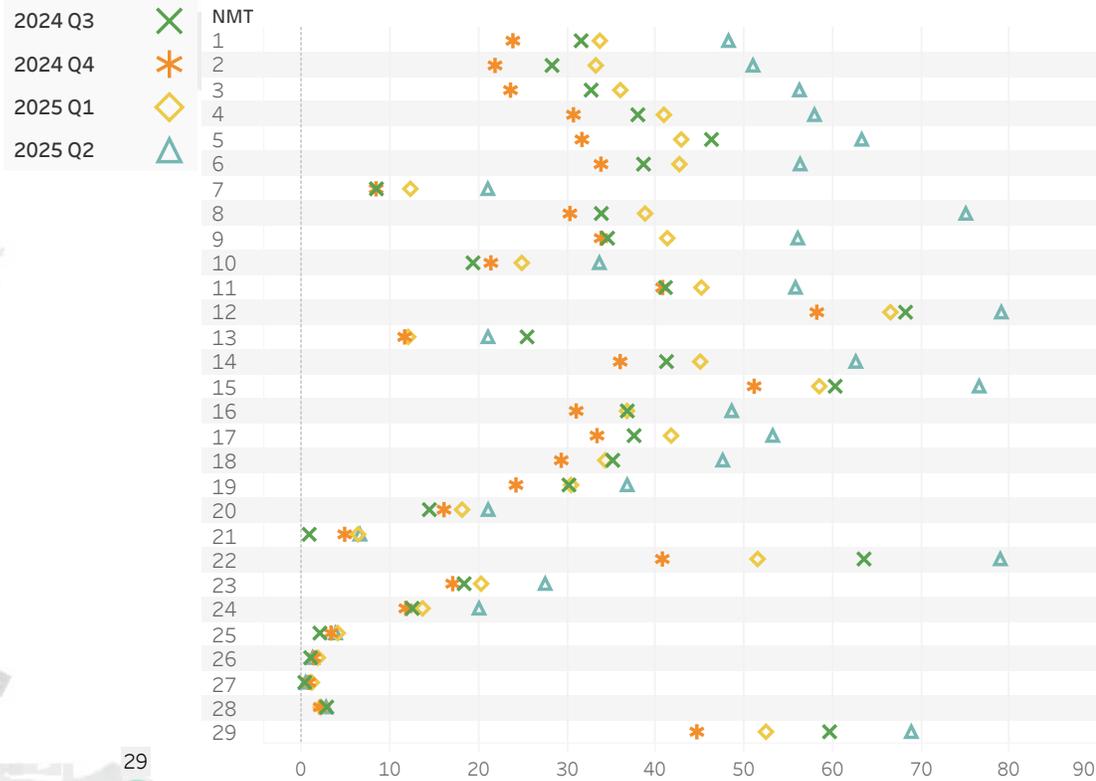
Harvey Milk Terminal Terminal 1

SFO

Airport Director's Report
Presented at the August 6, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
May 2025

Nighttime N-Above 55 dBA Daily Average

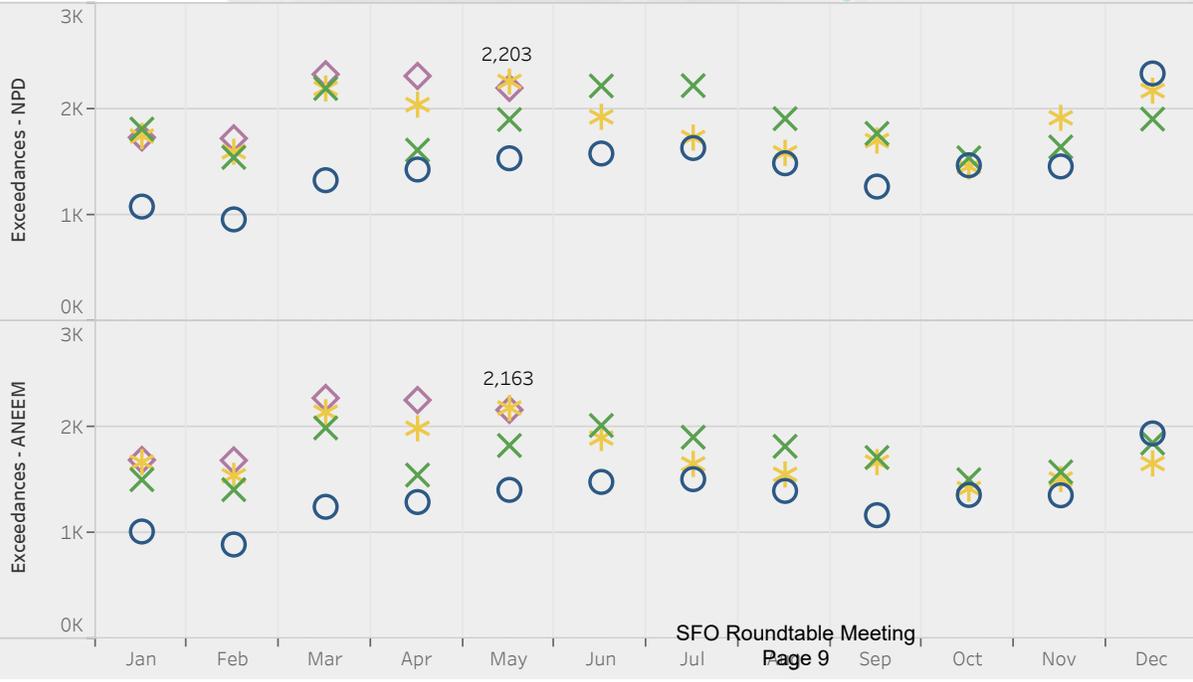


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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	227	73	93	81	67	56	256	73	92	79
2	San Bruno	100	57	80	69	64	51	248	58	78	66
3	SSF	91	56	80	69	61	45	358	57	76	63
4	SSF	182	68	89	76	59	46	327	68	86	70
5	San Bruno	207	67	88	76	61	47	320	67	86	71
6	SSF	164	65	86	75	58	45	306	65	84	68
7	Brisbane	32	50	79	68	58	45	206	52	75	61
8	Millbrae	8	49	84	73	65	50	341	56	75	64
9	Millbrae	8	39	76	65	59	42	477	53	71	58
10	Burlingame	5	37	77	65	61	44	279	51	76	62
11	Burlingame	8	39	77	65	59	43	362	53	71	59
12	Foster City	389	63	82	71	58	42	507	63	81	69
13	Hillsborough	2	31	77	65	58	44	93	48	71	58
14	SSF	168	61	83	71	62	45	352	62	80	66
15	SSF	199	59	81	70	60	46	399	59	79	65
16	SSF	133	60	82	71	59	44	272	60	80	66
17	SSF	143	60	82	70	59	45	266	60	80	66
18	Daly City	144	64	86	75	61	47	247	64	84	69
19	Pacifica	123	61	84	73	58	42	191	61	82	69
20	Daly City	79	50	78	65	60	45	144	50	74	62
21	San Francisco	21	43	77	65	60	47	77	45	74	62
22	San Bruno	129	58	81	71	62	45	437	60	77	65
23	San Francisco	73	52	79	68	60	47	186	54	77	65
24	San Francisco	29	47	79	66	62	47	155	50	74	63
25	San Francisco	16	41	77	65	57	43	63	42	71	60
26	San Francisco	3	34	77	65	59	46	39	40	72	59
27	San Francisco	7	37	77	65	58	44	37	40	72	61
28	Redwood City	7	37	77	65	52	35	44	40	70	57
29	San Mateo	120	51	76	64	58	42	463	54	72	60

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

SFO N-Above NPD

SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:102	6,980	6,980	6,980	6,611	5,490	3,678	53:102	7,692	7,652	7,442	6,793	5,529	3,670
2	61:86	3,076	3,076	2,772	1,023	44	6	50:82	7,224	6,933	3,964	1,065	35	1
3	62:88	2,691	2,691	2,433	842	181	34	49:88	9,323	7,231	3,649	967	161	30
4	62:97	5,616	5,616	5,500	4,748	3,425	1,663	49:97	9,140	8,099	6,199	4,954	3,503	1,679
5	62:90	6,378	6,378	6,356	5,488	3,482	1,355	50:90	9,444	8,600	7,177	5,554	3,473	1,346
6	61:89	5,082	5,082	4,969	4,263	2,440	553	50:89	8,612	7,261	5,425	4,330	2,443	555
7	61:81	885	885	705	241	36	4	49:81	3,920	2,212	985	280	33	2
8	68:86	215	215	215	174	48	10	46:86	10,202	8,761	3,861	671	102	14
9	60:79	108	105	45	8	3	0	48:80	9,743	3,073	786	175	14	1
10	60:73	66	66	32	8	0	0	39:80	4,385	1,999	675	178	13	1
11	60:74	69	68	36	7	0	0	39:79	8,332	4,101	1,261	230	26	0
12	63:87	12,194	12,194	12,135	8,483	881	24	50:83	15,502	13,957	12,207	8,451	846	10
13	60:71	20	20	8	1	0	0	48:75	2,140	877	195	10	1	0
14	61:86	5,216	5,216	5,040	2,950	776	27	43:82	9,455	7,961	5,597	2,974	748	18
15	61:84	6,219	6,219	5,778	2,591	425	17	49:84	11,382	9,255	6,345	2,612	413	11
16	61:81	4,122	4,122	3,968	2,305	555	4	50:81	7,512	6,214	4,588	2,474	574	5
17	61:84	4,460	4,460	4,247	2,134	328	10	50:84	7,645	6,673	4,760	2,218	355	8
18	64:88	4,454	4,454	4,446	3,693	2,075	500	49:88	7,101	6,214	4,970	3,782	2,104	503
19	65:86	3,797	3,797	3,795	2,783	1,040	55	49:84	5,731	5,196	4,349	2,795	1,033	52
20	59:92	2,233	2,194	1,062	286	84	12	49:79	3,455	2,517	950	157	26	0
21	59:79	291	284	126	24	1	0	51:74	1,099	564	182	32	0	0
22	64:85	3,928	3,928	3,917	2,176	302	17	49:83	12,858	10,317	6,759	2,561	340	11
23	63:82	2,175	2,175	2,006	593	21	2	51:80	4,271	3,833	2,469	649	21	0
24	59:81	759	744	403	128	41	1	51:78	3,053	2,279	800	131	8	0
25	58:78	327	312	146	35	11	0	49:78	1,073	560	149	12	2	0
26	59:69	50	49	20	0	0	0	50:78	403	187	43	4	1	0
27	61:75	30	30	13	4	1	0	50:75	173	100	20	5	2	0
28	60:79	135	132	47	9	2	0	49:70	562	206	24	0	0	0
29	59:84	3,810	3,723	1,160	270	56	3	50:79	13,584	7,481	1,035	79	3	0

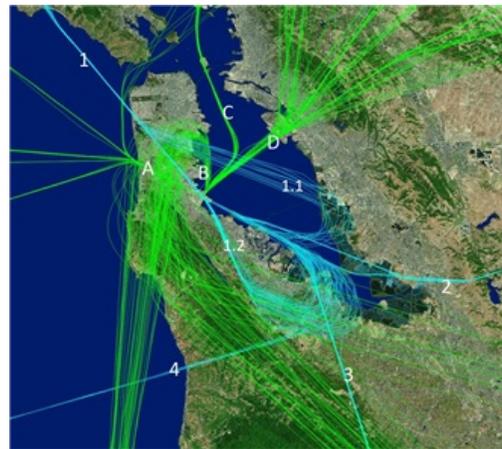
Noise Monitor N-Above values (above) are derived from actual measured events and assigned to aircraft overflights using both ANOMS NPD and ANEEM algorithms. N-Above represents the count of events where the peak noise (LMax) reached above the designated dBA value. Note, the charts on this page represent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

Operations

May 2025

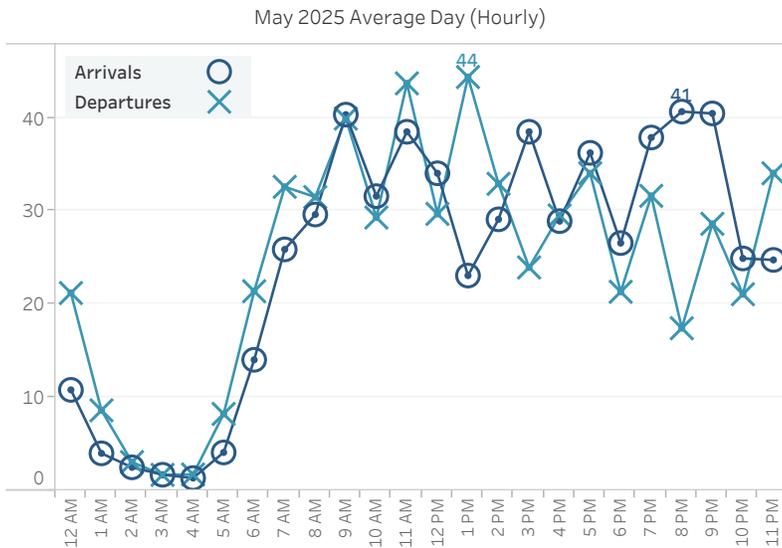
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,571	1,180	33,257	14%

Major Arrival and Departure Routes (West Flow)



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

West Flow
100%



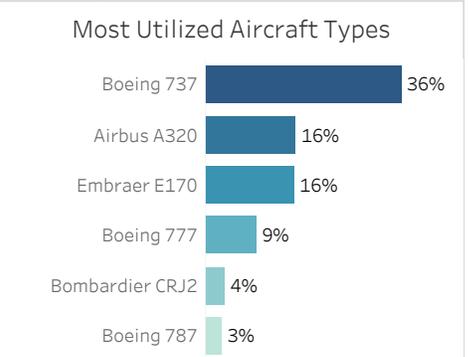
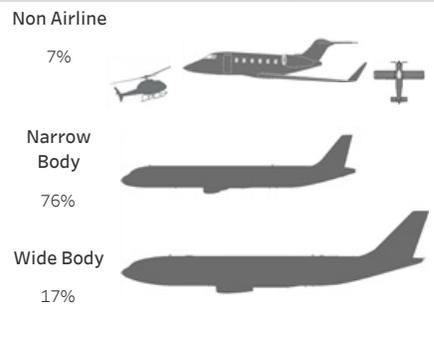
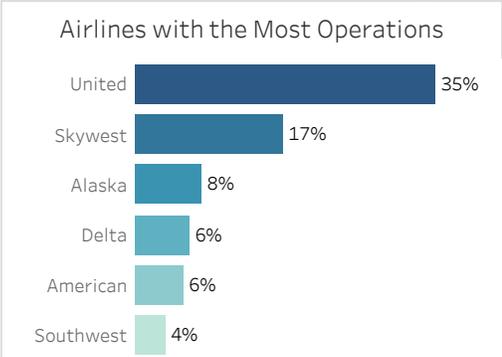
Top Destinations

Los Angeles	Seattle	San Diego
6%	4%	3%

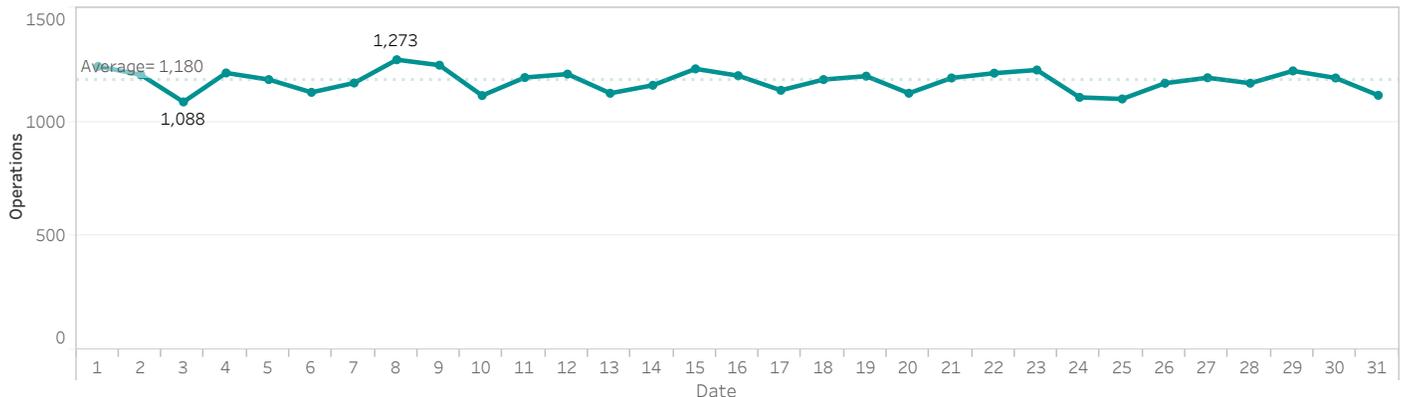
Down the Bay vs Peninsula

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

Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	31%	A. GAP	28%
2. DYAMD	37%	B. SSTIK	25%
3. SERFR	26%	C. NIITE	7%
4. PIRAT	6%	D. TRUKN RWY 01	28%
		D. TRUKN RWY 28	12%



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		 61% 10,405
28 L/R	 100% 16,945	 39% 6,562

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

	Departures
01 L/R	 43% 282
28 L/R	 57% 380

Runway Utilization Arrivals

28L	28R
 42%	 58%
Night (10pm-7am)	
 28%	 72%

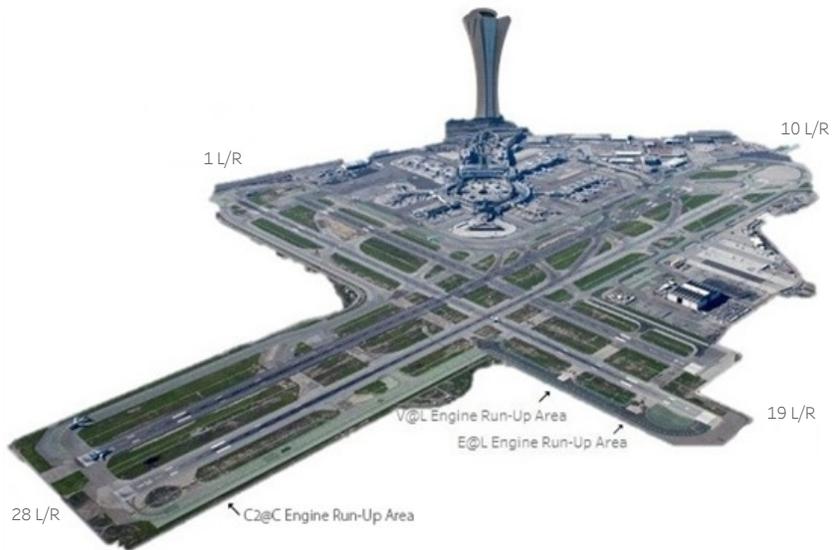
Nighttime Power Run-Ups

10pm-7am

American Airlines 8
United Airlines 14

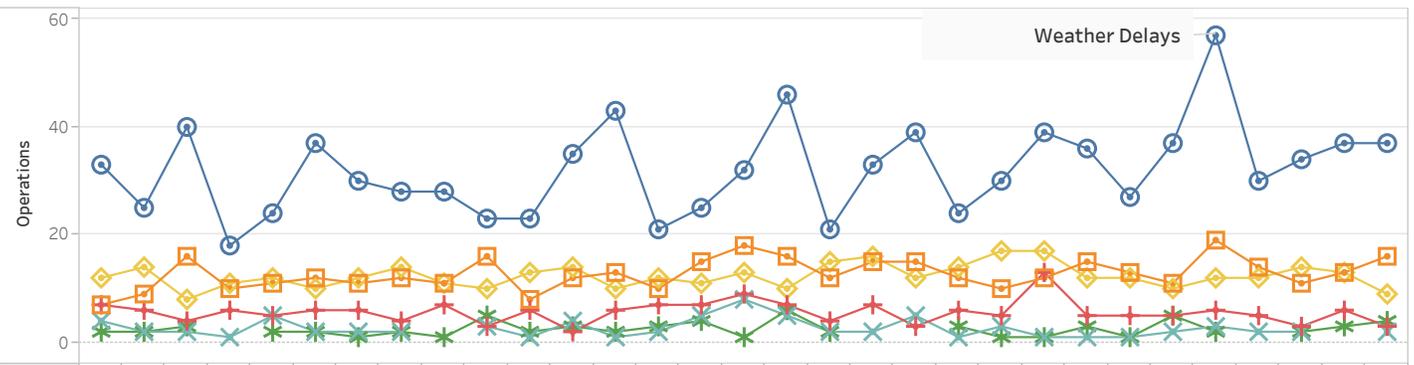
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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



Hourly Nighttime Operations

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



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
12 AM	33	25	40	18	24	37	30	28	28	23	23	35	43	21	25	32	46	21	33	39	24	30	39	36	27	37	57	30	34	37	37
1 AM	7	9	16	10	11	12	11	12	11	16	8	12	13	10	15	18	16	12	15	15	12	10	12	15	13	11	19	14	11	13	16
2 AM	7	6	4	6	5	6	6	4	7	3	6	2	6	7	7	9	7	4	7	3	6	5	13	5	5	5	6	5	3	6	3
3 AM	4	2	2	1	5	2	2	2		3	1	4	1	2	5	8	5	2	2	5	1	3	1	1	1	2	3	2	2	2	2
4 AM	2	2	3		2	2	1	2	1	5	2	3	2	3	4	1	6	2			3	1	1	3	1	5	2		2	3	4
5 AM	12	14	8	11	12	10	12	14	11	10	13	14	10	12	11	13	10	15	16	12	14	17	17	12	12	10	12	12	14	13	9

Noise Reports

Reporters Annual AVG

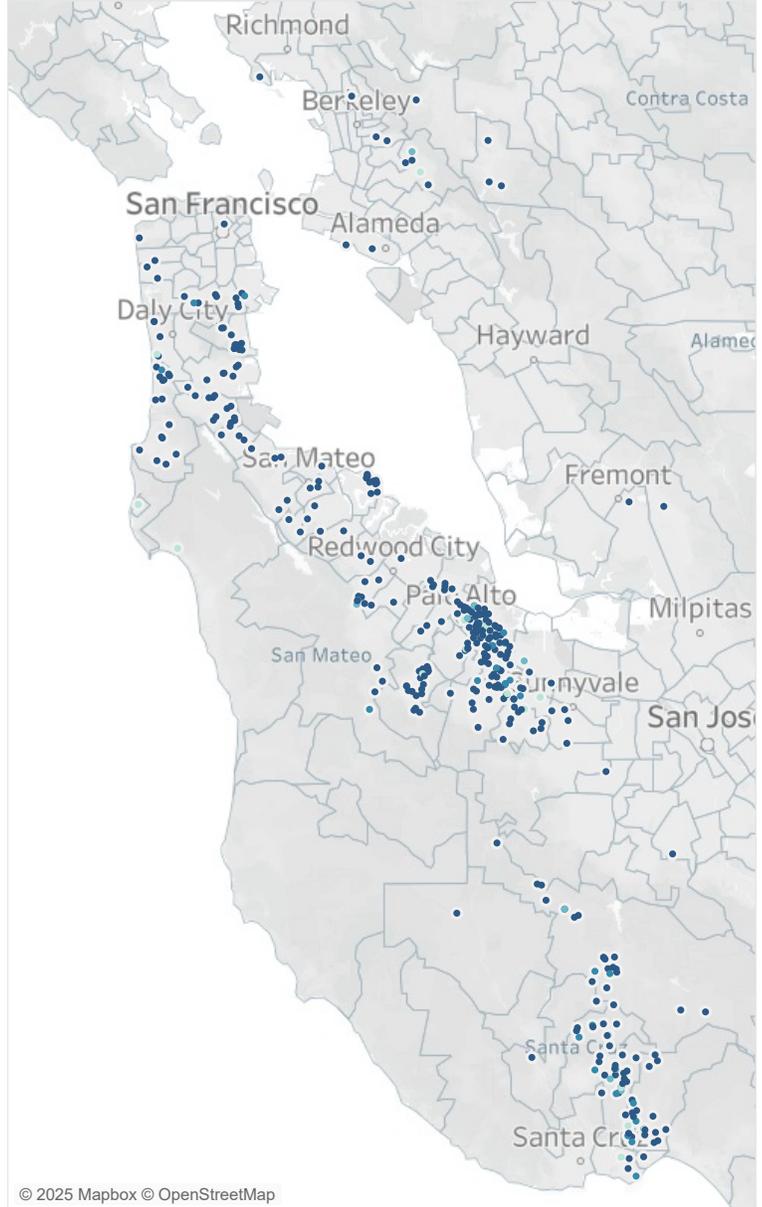
Noise Reporters Location Map

May 2025

Noise Reporters / Noise Reports

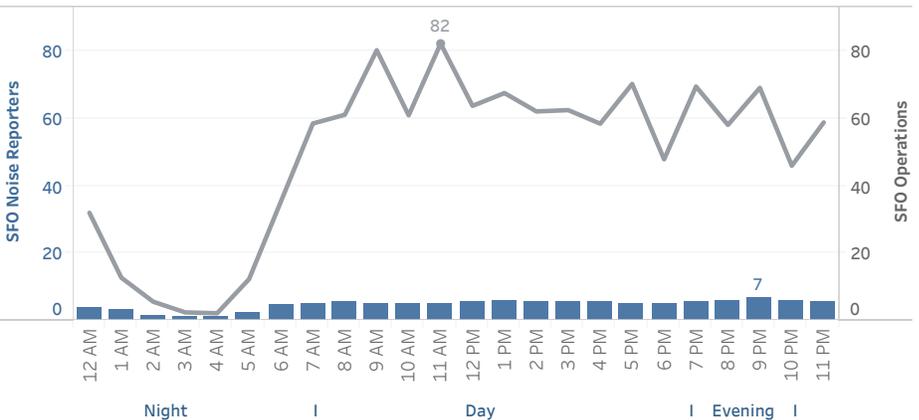
	Noise Reporters	Noise Reports
Atherton	3	71
Belmont	2	12
Brisbane	14	155
Burlingame	3	5
Daly City	6	1,393
El Granada	1	1,198
Emerald Hills	5	544
Foster City	13	123
Hillsborough	2	8
Menlo Park	11	258
Millbrae	4	5
Montara	1	1,429
Pacifica	15	648
Portola Valley	23	12,038
Redwood City	6	375
San Bruno	7	31
San Carlos	2	6
San Francisco	15	1,362
San Mateo	8	80
South San Francisco	11	283
Woodside	5	1,251
Alameda	2	195
Berkeley	3	10
Boulder Creek	1	2
Capitola	1	35
Cupertino	1	45
Felton	2	54
Fremont	2	30
Los Altos	32	4,270
Los Altos Hills	9	725
Los Gatos	24	2,439
Moraga	3	44
Mountain View	9	3,432
Oakland	5	2,707
Orinda	1	77
Palo Alto	80	14,641
Penngrove	1	19
Richmond	1	68
Santa Cruz	26	8,258
Scotts Valley	17	3,259
Soquel	19	3,848
Stanford	2	96
Sunnyvale	4	14
Watsonville	1	75
Grand Total	403	65,618

410
Reports Annual AVG
62,267
New Reporters
13
New Reporters Top City
South San Francisco
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737
A320
E75L
Top Flight Numbers
KAL214
UAL1272
UAL505



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.

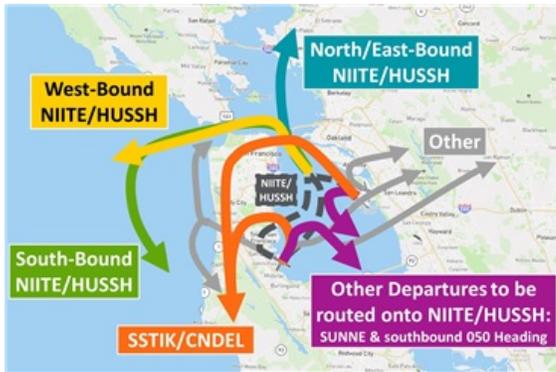
Noise Reports by Airport



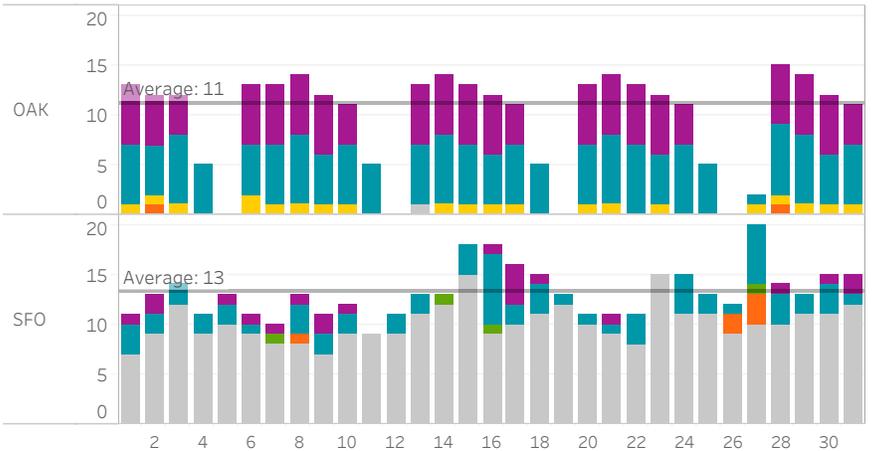
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

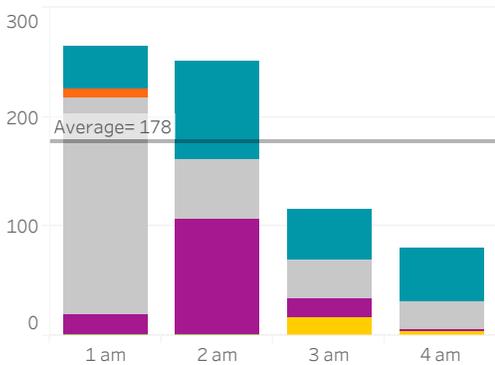
NIITE to GOBBS 1 am to 5 am (May 2025)



Count of Departures per Night



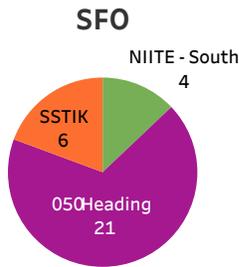
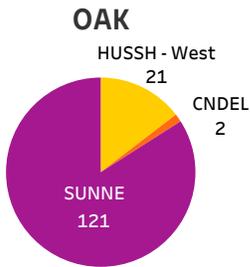
Average Total Departures per Hour



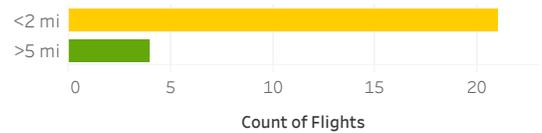
Departure Runway Usage

OAK	SFO			
30	01L	01R	28L	28R
100%	8%	12%	49%	31%

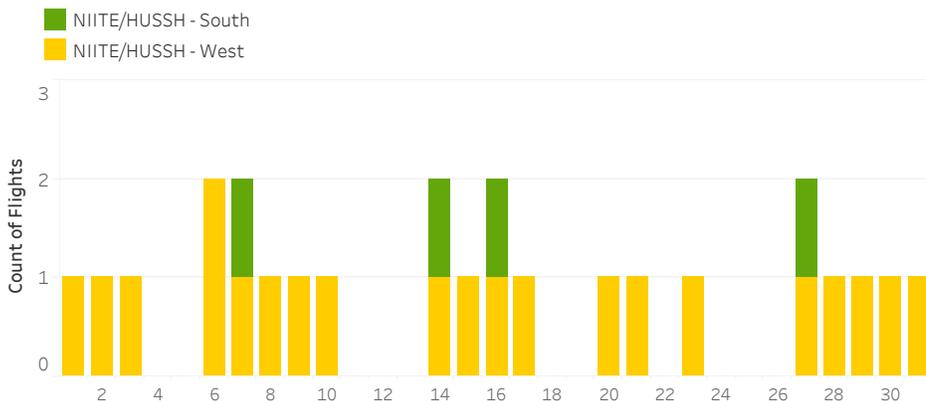
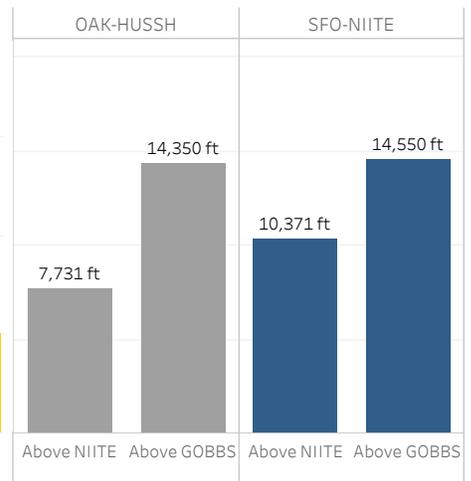
CNDEL and SSTIK Departures vs HUSSH and NIITE



How Close are Aircraft Flying to GOBBS?



Average Altitude at NIITE and GOBBS



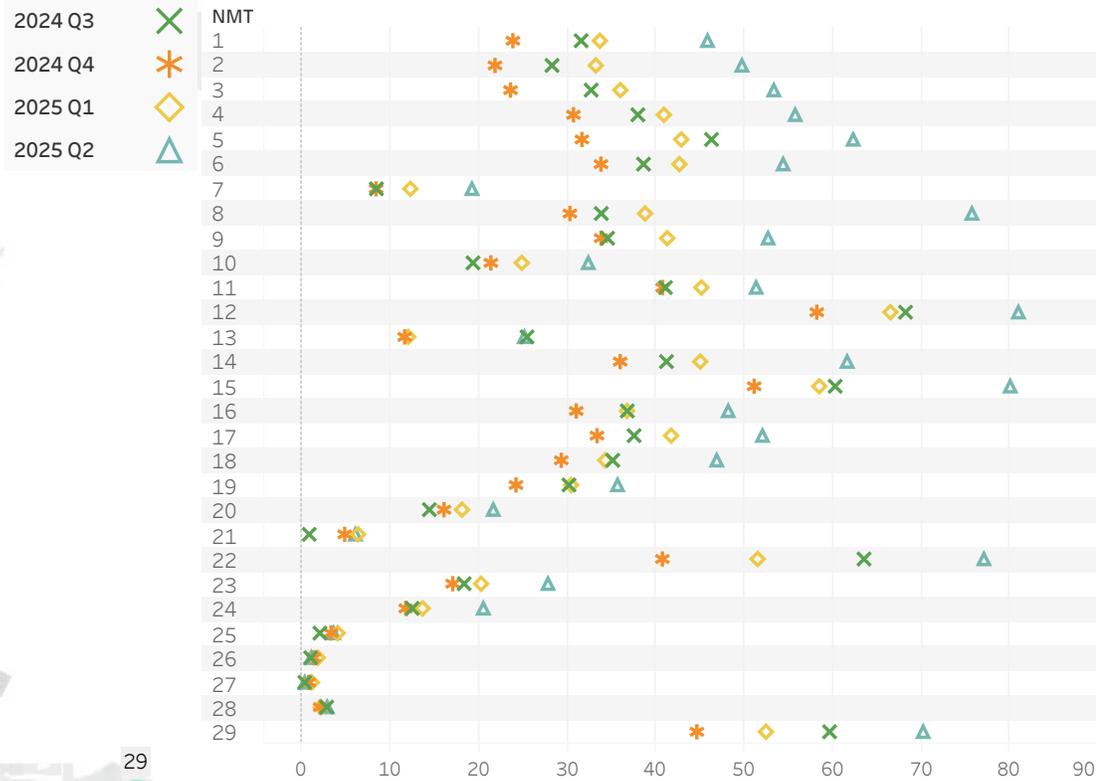
Harvey Milk Terminal Terminal 1

SFO

Airport Director's Report
Presented at the August 6, 2025
Airport/Community Roundtable Meeting

Aircraft Noise Office
June 2025

Nighttime N-Above 55 dBA Daily Average

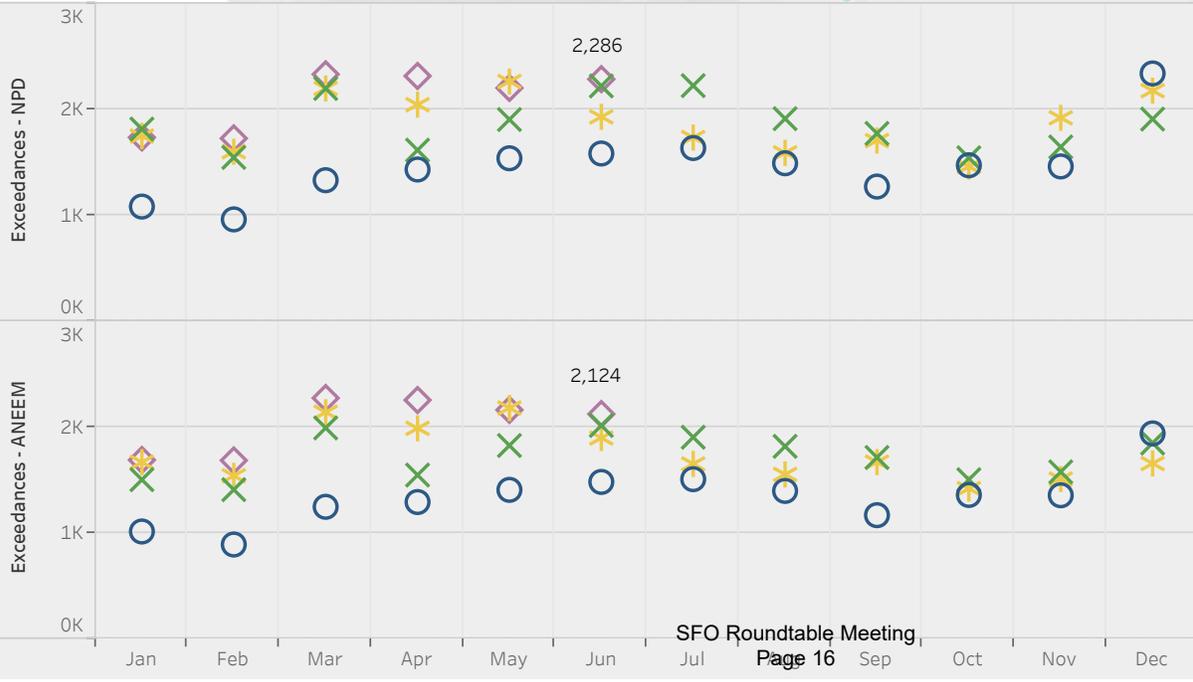


The chart above depicts the average daily N-Above 55dBA SFO aircraft noise events per NMT during nighttime hours (10pm-7am) compared to the previous 4 quarters. Values are derived from the ANEEM algorithm.



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	156	73	94	83	67	55	174	73	94	81
2	San Bruno	85	56	80	69	63	51	202	57	78	65
3	SSF	60	53	80	69	61	44	285	54	75	62
4	SSF	141	68	89	77	60	45	253	67	87	70
5	San Bruno	158	67	88	76	64	46	252	67	86	70
6	SSF	136	64	87	75	58	45	243	64	84	68
7	Brisbane	23	49	80	68	59	45	148	49	73	60
8	Millbrae	11	50	88	74	65	49	320	55	75	64
9	Millbrae	7	38	76	64	58	41	441	50	68	56
10	Burlingame	5	38	77	65	60	43	199	49	71	57
11	Burlingame	7	41	78	65	58	41	364	50	69	57
12	Foster City	388	63	82	72	58	42	486	63	81	69
13	Hillsborough	2	32	76	64	59	45	110	50	72	59
14	SSF	139	60	84	71	62	45	294	60	80	65
15	SSF	170	58	81	69	60	46	415	59	78	65
16	SSF	106	59	82	71	60	45	241	59	79	65
17	SSF	116	59	82	70	59	46	218	59	79	66
18	Daly City	117	63	86	75	61	48	221	63	83	68
19	Pacifica	99	60	83	72	58	42	157	60	81	68
20	Daly City	79	50	77	65	60	45	160	50	73	61
21	San Francisco	20	43	77	65	60	47	76	44	75	62
22	San Bruno	107	58	81	71	61	44	388	59	77	64
23	San Francisco	85	53	79	69	65	45	188	55	77	65
24	San Francisco	25	45	77	66	61	46	173	50	74	62
25	San Francisco	13	39	76	64	56	43	74	42	70	59
26	San Francisco	4	34	76	64	60	47	38	40	71	59
27	San Francisco	5	36	79	66	58	44	30	39	72	60
28	Redwood City	6	36	75	64	51	35	49	40	69	56
29	San Mateo	108	52	78	65	58	42	436	54	72	60

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

SFO N-Above NPD

SFO N-Above ANEEM

NMT	Min:Max							Min:Max						
	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA	LMax	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
1	66:102	4,601	4,601	4,601	4,421	3,969	3,095	55:102	5,063	5,003	4,808	4,400	3,862	2,989
2	61:80	2,536	2,536	2,290	769	37	1	51:80	5,582	5,324	2,913	778	33	1
3	62:93	1,700	1,700	1,527	477	82	17	49:88	6,733	4,578	2,174	515	63	9
4	61:96	4,218	4,218	4,126	3,644	2,920	1,595	50:96	6,719	5,752	4,323	3,591	2,833	1,563
5	62:91	4,682	4,682	4,660	4,141	2,812	1,346	49:89	7,105	6,249	4,836	3,804	2,607	1,286
6	61:90	4,060	4,060	3,960	3,401	2,150	479	49:90	6,563	5,443	3,985	3,200	2,036	466
7	61:84	631	631	516	177	51	13	49:81	2,720	1,408	556	136	20	1
8	68:84	299	299	299	265	86	16	44:87	9,197	7,646	3,216	680	126	21
9	60:79	104	99	36	11	2	0	49:80	7,511	1,744	327	70	6	1
10	59:80	60	58	15	7	1	0	41:80	3,083	1,062	276	63	8	1
11	60:80	71	69	34	11	2	0	39:80	6,805	3,104	968	164	22	0
12	64:84	11,775	11,775	11,722	8,698	1,050	26	50:84	14,369	12,925	11,323	8,281	974	18
13	60:76	26	24	7	2	1	0	49:76	2,740	1,296	303	8	1	0
14	61:87	3,339	3,339	3,214	2,053	689	70	44:86	7,304	5,935	4,025	2,240	649	33
15	62:84	5,084	5,084	4,781	1,959	185	10	49:82	11,425	9,207	5,685	1,994	161	3
16	61:81	3,168	3,168	3,020	1,840	339	3	49:80	6,228	5,182	3,674	1,947	342	2
17	61:85	3,476	3,476	3,269	1,702	232	6	50:81	6,067	5,205	3,435	1,634	220	4
18	65:88	3,499	3,499	3,496	2,968	1,783	350	49:90	5,911	4,988	3,806	2,881	1,701	337
19	65:84	2,957	2,957	2,955	2,193	682	40	49:84	4,442	3,854	3,097	2,052	631	38
20	59:89	2,201	2,158	970	240	75	11	49:81	3,694	2,531	852	138	27	3
21	59:77	307	301	137	21	3	0	49:78	1,015	569	201	22	2	0
22	64:87	3,114	3,114	3,100	1,869	244	21	49:84	10,737	7,838	4,835	2,039	259	13
23	63:94	2,412	2,412	2,291	689	33	4	49:83	4,371	3,930	2,672	728	29	1
24	59:82	627	618	324	69	9	2	49:78	3,396	2,432	947	155	7	0
25	58:83	316	298	114	26	4	1	49:83	1,178	564	141	18	3	1
26	59:72	53	52	17	2	0	0	50:72	373	188	26	2	0	0
27	62:85	17	17	13	4	4	2	52:68	121	59	11	0	0	0
28	59:77	117	110	25	7	3	0	49:73	569	170	15	1	0	0
29	59:84	3,348	3,301	1,181	353	82	15	49:85	12,326	6,260	781	90	12	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

June 2025

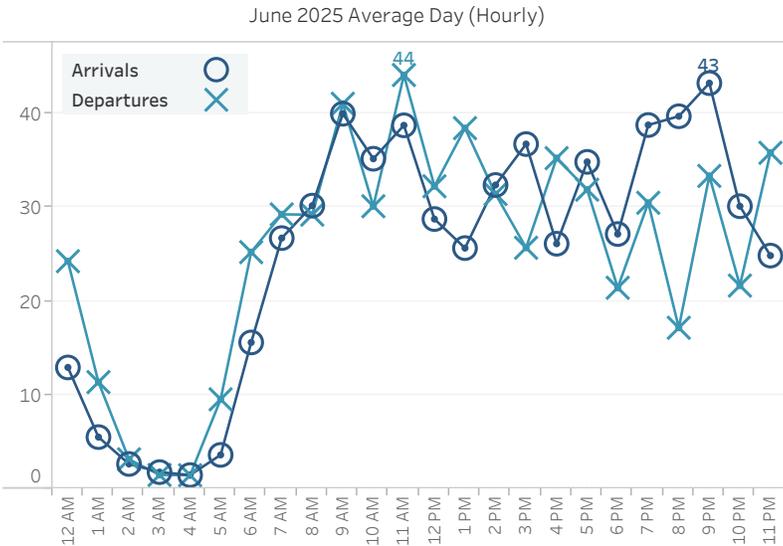
Monthly Ops	AVG Daily Ops	12 Month AVG	YOY Growth
36,243	1,208	33,763	17%

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%



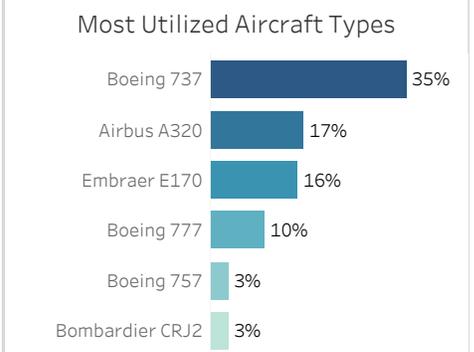
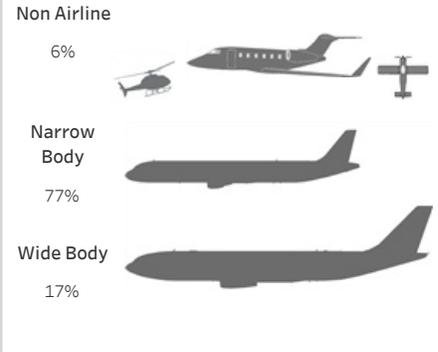
Arrival Route	Percentage	Departure Route	Percentage
1. BDEGA	32%	A. GAP	23%
2. DYAMD	37%	B. SSTIK	27%
3. SERFR	25%	C. NIITE	10%
4. PIRAT	6%	D. TRUKN RWY 01	35%
		D. TRUKN RWY 28	6%

Top Destinations

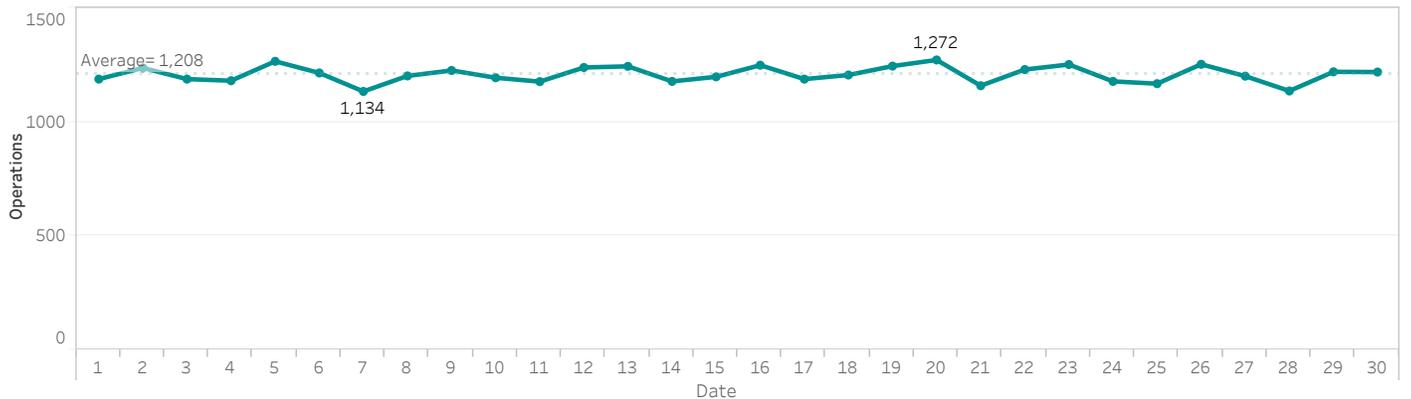
Los Angeles	Seattle	San Diego
6%	4%	3%

Down the Bay vs Peninsula

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



Daily Aircraft Operations



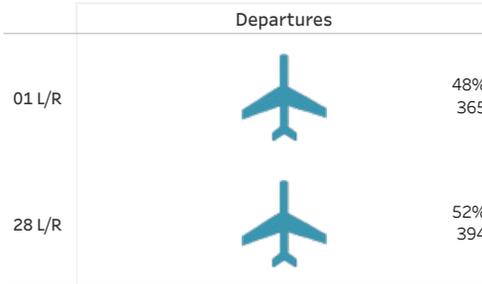
Runway Usage and Nighttime Operations

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.

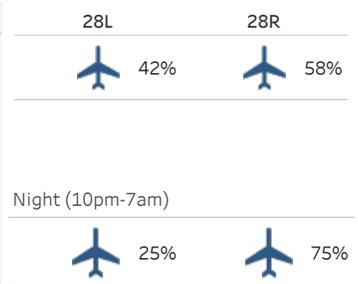
Runway Utilization



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



Runway Utilization Arrivals



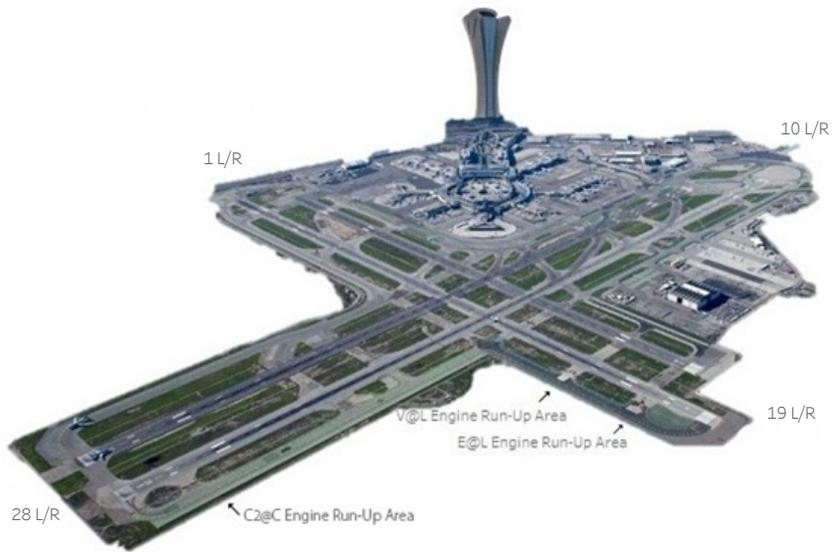
Nighttime Power Run-Ups

10pm-7am

Air Premia 2
 American Airlines 10
 United Airlines 15

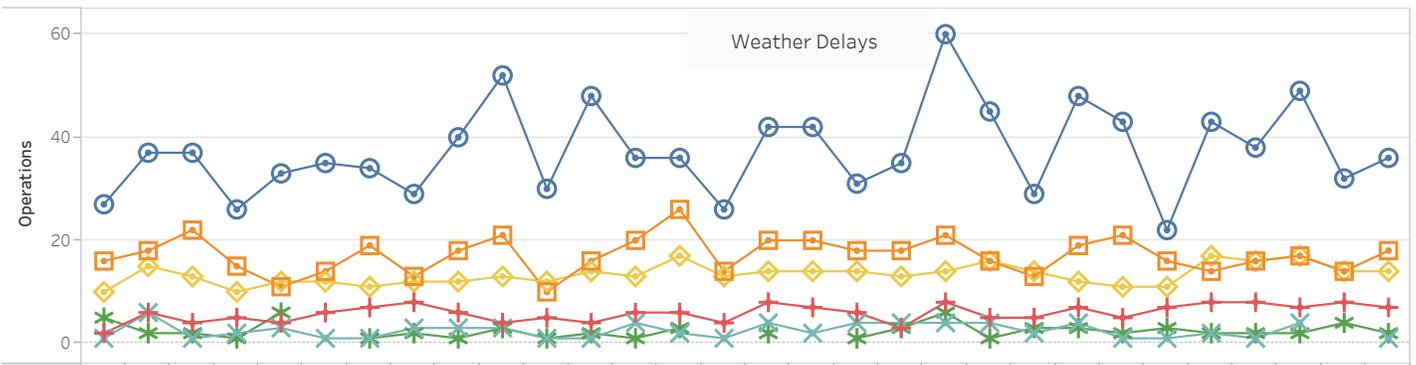
A power runup is a procedure used to test an aircraft engine after maintenance is completed. This is done to ensure safe operating standards prior to returning the aircraft to service. The Aircraft power settings range from idle to full power and may vary in duration.

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	27	37	37	26	33	35	34	29	40	52	30	48	36	36	26	42	42	31	35	60	45	29	48	43	22	43	38	49	32	36
1 AM	16	18	22	15	11	14	19	13	18	21	10	16	20	26	14	20	20	18	18	21	16	13	19	21	16	14	16	17	14	18
2 AM	2	6	4	5	4	6	7	8	6	4	5	4	6	6	4	8	7	6	3	8	5	5	7	5	7	8	8	7	8	7
3 AM	1	6	1	2	3	1	1	3	3	3	1	1	4	2	1	4	2	4	4	4	4	2	4	1	1	2	1	4	1	
4 AM	5	2	2	1	6		1	2	1	3	1	2	1	3		2		1	3	6	1	3	3	2	3	2	2	2	4	2
5 AM	10	15	13	10	12	12	11	12	12	13	12	14	13	17	13	14	14	14	13	14	16	14	12	11	11	17	16	17	14	14

Noise Reports

Reporters Annual AVG

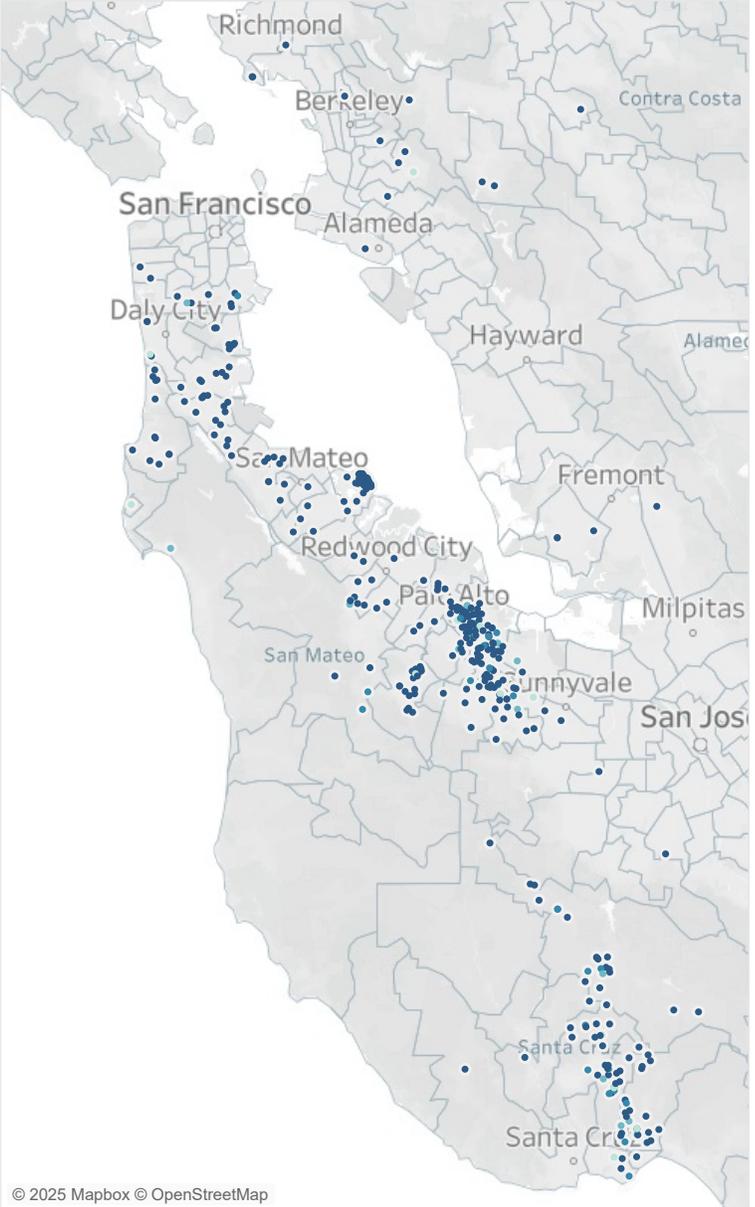
Noise Reporters Location Map

June 2025

Noise Reporters / Noise Reports

	Noise Reporters	Noise Reports
Atherton	3	79
Belmont	1	6
Brisbane	8	100
Burlingame	5	6
Daly City	5	1,090
East Palo Alto	1	1
El Granada	1	685
Emerald Hills	4	723
Foster City	93	4,308
Hillsborough	4	21
Menlo Park	9	163
Millbrae	4	4
Montara	1	2,156
Pacifica	12	480
Portola Valley	19	8,175
Redwood City	7	330
San Bruno	8	14
San Carlos	2	3
San Francisco	10	1,166
San Mateo	4	66
South San Francisco	11	77
Woodside	5	1,274
Alameda	1	178
Berkeley	2	16
Capitola	1	148
Cupertino	1	34
Felton	2	88
Fremont	1	17
Lafayette	1	4
Los Altos	31	4,086
Los Altos Hills	5	555
Los Gatos	23	2,699
Moraga	2	4
Mountain View	6	2,904
Newark	3	105
Oakland	4	2,047
Orinda	1	50
Palo Alto	75	12,992
Penngrove	1	23
Richmond	3	41
San Jose	1	3
Santa Cruz	23	7,519
Scotts Valley	16	2,785
Soquel	19	2,541
Stanford	2	65
Sunnyvale	2	7
Watsonville	1	77
Grand Total	444	59,915

411
Reports Annual AVG
62,179
New Reporters
80
New Reporters Top City
Foster City
Furthest Report
64 miles
Reports per SFO Operation
2
Top Aircraft Types
B737
A320
E75L
Top Flight Numbers
KAL214
UAL214
CPA872

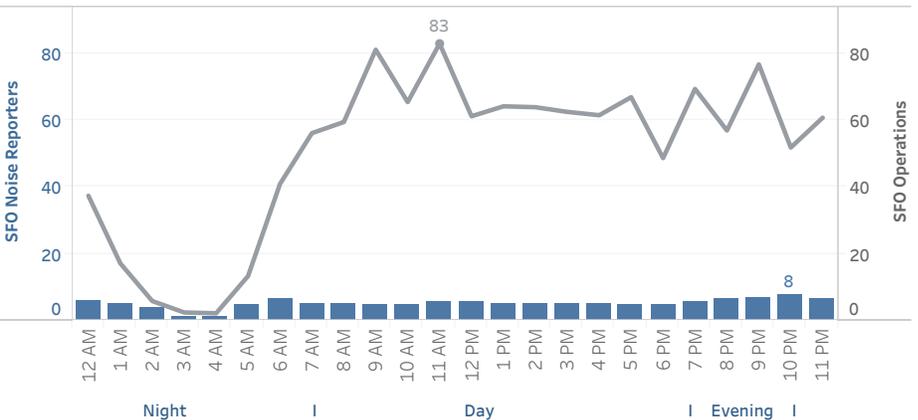


Roundtable

Other

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.

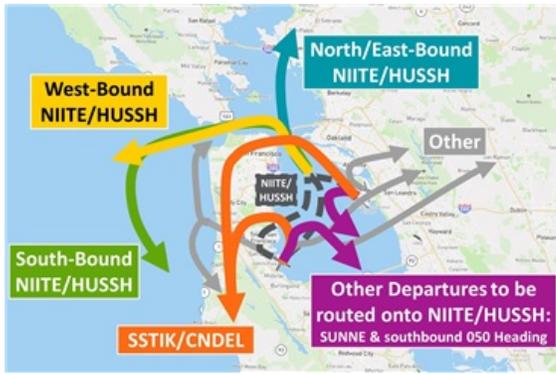
Noise Reports by Airport



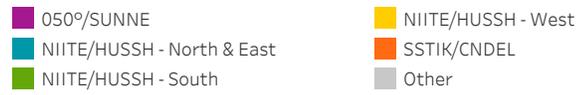
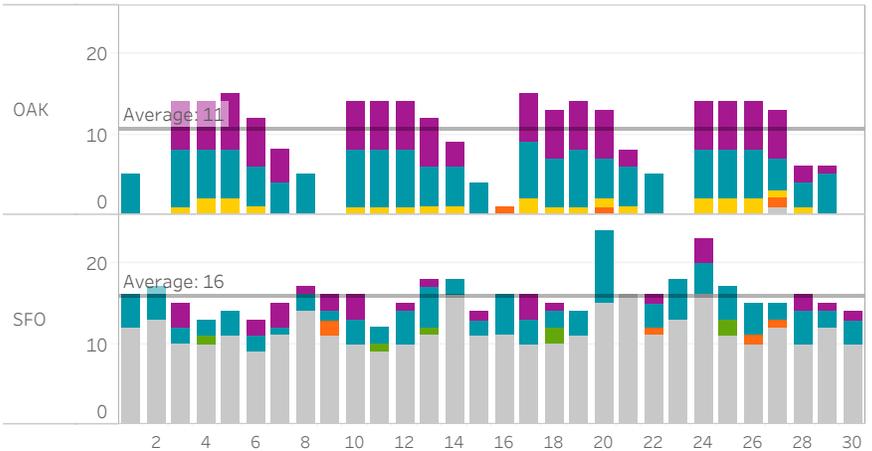
99% of noise reports correlate to a flight origin/destination airport.

Source: SFO Intl Airport Noise Monitoring System

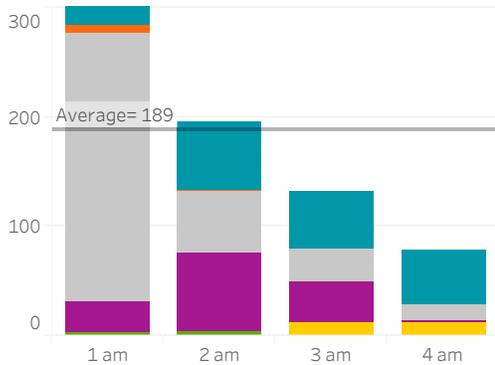
NIITE to GOBBS 1 am to 5 am (June 2025)



Count of Departures per Night



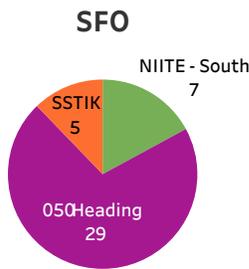
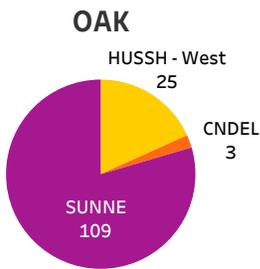
Average Total Departures per Hour



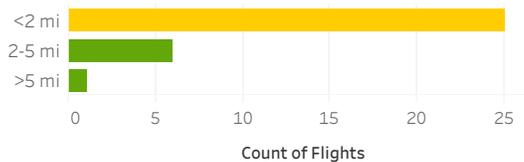
Departure Runway Usage

OAK	SFO			
30	01L	01R	28L	28R
100%	5%	21%	53%	20%

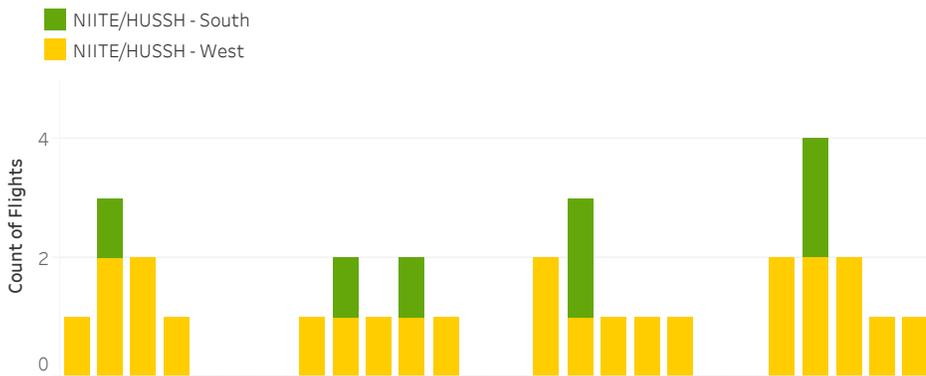
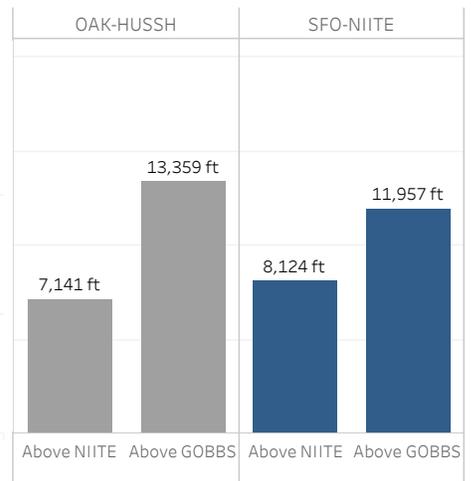
CNDEL and SSTIK Departures vs HUSSH and NIITE



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: June 23, 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 14 updates for OAK. There is currently one open comment period. The next publication is expected on July 10, 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

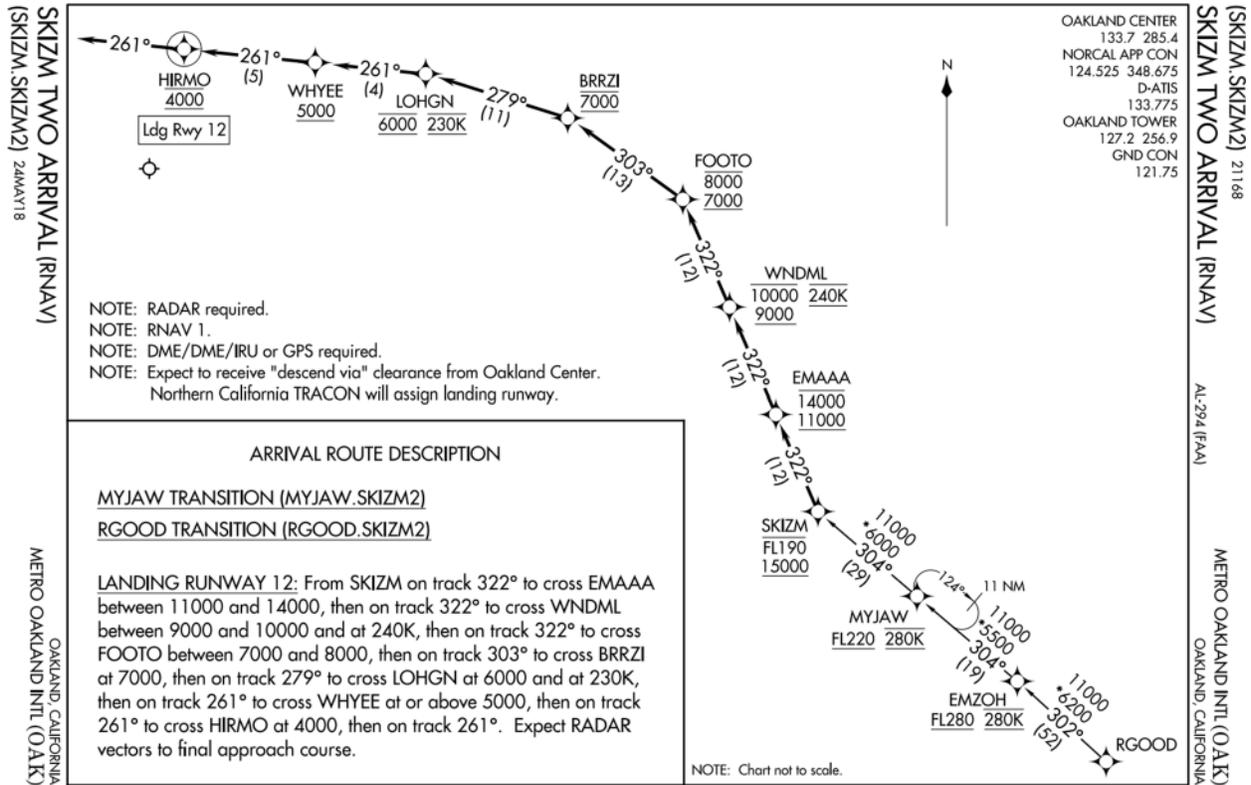
Updates:

- OAK BANND (RNAV) TWO ARRIVAL
 - Status changed to Cancelled
 - Cancellation date of June 12, 2025
- OAK ILS OR LOC RWY 28R, AMDT 38
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK OAKES (RNAV) THREE ARRIVAL
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK RNAV (GPS) Y RWY 28R, AMDT 4
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK RNAV (RNP) Z RWY 28L, AMDT 3
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK RNAV (RNP) Z RWY 30, AMDT 4
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK (RNAV) SKIZM TWO ARRIVAL
 - Status changed to Cancelled
 - Cancellation date of June 12, 2025
- OAK EMZOH (RNAV) FOUR ARRIVAL
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK ILS OR LOC RWY 30, AMDT 32
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK RNAV (GPS) Y RWY 28L, AMDT 5
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK RNAV (GPS) Y RWY 30, AMDT 6
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK RNAV (RNP) Z RWY 28R, AMDT 3
 - Status changed to Published
 - Publication date of June 12, 2025
- OAK (RNAV) SHARR ONE ARRIVAL
 - Status changed to Cancelled
 - Cancellation date of June 12, 2025
- OAK SID NIMITZ SIX
 - Status changed to Pending
 - Publication date of May 14, 2026

Open Comment Periods:

- **OAK SKIZM (RNAV) TWO ARRIVAL**
 - Comment period ends June 25, 2025
 - The following changes are expected:
 - Procedure is set to be cancelled
 - Chart depiction can be seen on following page

Figure 1: SKIZM TWO Arrival





MEMORANDUM

To: SFO Community Roundtable Members and Interested Parties
From: Jason R. Stoddard, Senior Airspace Analyst
Eugene M. Reindel, Vice President
Date: July 25, 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 any updates for SFO, OAK or SJC. There are no open comment periods. The next publication is expected on August 7, 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)
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 - 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

Open Comment Periods:

- None

Noise Office Update

Airport/Community Roundtable Meeting

Bert Ganoung, Aircraft Noise Office Manager
August 6, 2025



Noise Office Items

Noise Monitoring System Software Upgrade

- The Noise Office has completed a major upgrade to the software used in the daily operations of the Noise Office.
- ANOMS 9.10.8 has been installed and run through Q & A measures to ensure that it is operating as expected.
- Many of the features of this upgrade are not readily visible. However, it will allow for new component features that we will be easily adding to do more for our customers.
 - ANEEM in ANOMS
 - More ANN enhancements

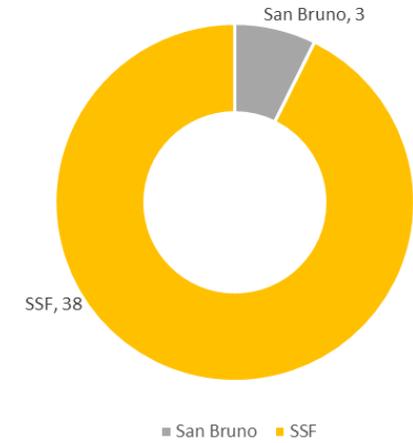
Repair & Replacement Initiative (RRI)

Report Date	3/12/2025	5/15/2025	7/15/2025
Repair or Replacement Initiative (RRI)			
Total Potentially Eligible Properties	3575	3575	3575
Total Applications Received	990	1015	1020
Units in Design	24	22	22
Units Out for Bid	8	0	0
Units in Construction	19	19	19
Total Units Constructed (2019 - Present)	81	89	89
Homeowner Satisfaction Rate	86.67%	88.46%	88.46%

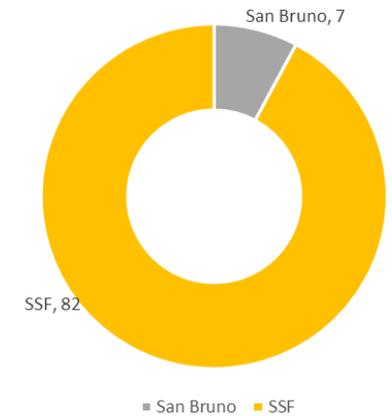
RRI – RECENT AND CURRENT WORK (2018 – Present):

- Total budget: \$7 million
- Total homes completed: 89
- Total homes being treated (under design and/or construction): 41

RRI - 41 Properties Being Treated
(Under Design and/or Construction)



RRI - 89 Completed Properties
(2019 - Present)



Second Chance Initiative (SCI)

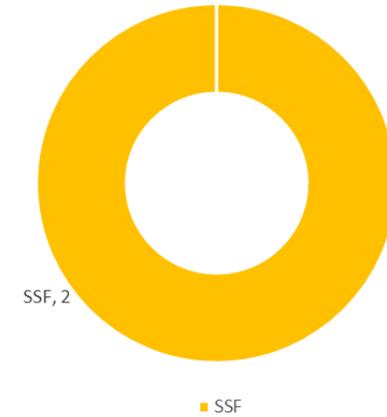
Report Date	3/12/2025	5/15/2025	7/15/2025
Second Chance Initiative (SCI)			
Total Potentially Eligible Properties	284	284	284
Total Applications Received	716	716	714*
Units Currently in Design	0	0	0
Units Out for Contractor Selection and/or NTP	2	0	0
Units In Construction	0	2	2
Total Units Constructed (2016, 2019, 2020 & 2022 SCI Phases to date)	106	106	106
Homeowner Satisfaction Rate (2019 SCI Phase)	97.14%	97.14%	97.14%

* Removed 2 duplicates in updated database.

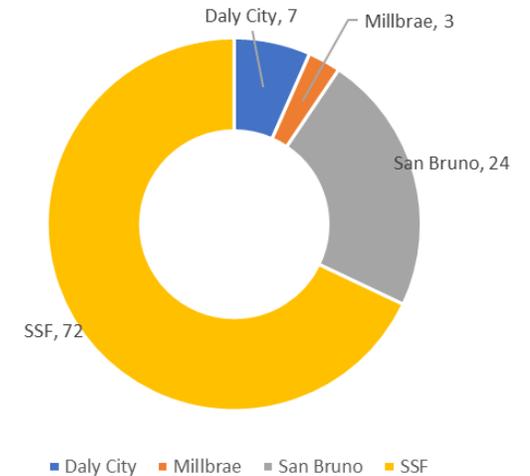
SCI – RECENT AND CURRENT WORK (2016 to 2022 Phases):

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

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



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



Expanded Eligibility Initiative (EEI)

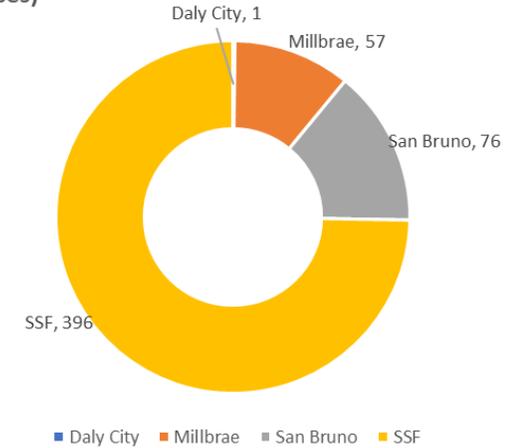
Report Date	3/12/2025	5/15/2025	7/15/2025
Expanded Eligibility Initiative (EEI)			
Total Potentially Eligible Properties	530	530	530
Potentially Eligible Properties (2022 EEI Phase)	121	121	121
Total Responses Received (2022 EEI Phase)	113	113	113
Total Declined Participation (2022 EEI Phase)	26	27	29
No. of Acoustical Tests for Eligibility (2022 EEI Phase)	101	109	109
No. of Properties w/ Eligibility Confirmed (2022 EEI Phase)	95	103	103
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 + Group 3)	47	55*	55
Units In Construction (2022 EEI Phase, Group 1)	20	0	0
Total Units Constructed (2022 EEI Phase)	13	33	33

* Created new group (Group 3) in 2022 Phase, involving insulation of 8 additional homes. Therefore, total number of properties to be insulated in Groups 2 and 3 is 55.

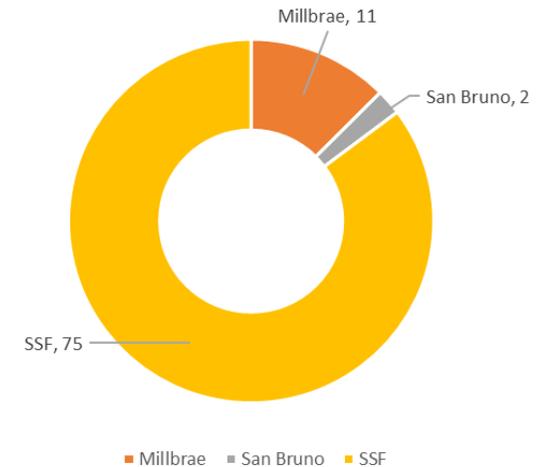
EEI (Re-insulation of residential properties insulated before 1993) – CURRENT WORK:

- 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 88 homes

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



EEI - 88 Properties Treated and/or Being Treated (2022 Phase)



Thank you





July 28, 2025

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

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 contains six strategic goals for the Roundtable to accomplish over the next fiscal year. The workplan is intended to serve as a 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) Expand the role of the Technical Working Group to focus on noise mitigation, ground-based noise and flight operations oversight, (3) Coordinate closely with SFO's Noise Abatement Office to address airport operations, (4) Review and advance SFO's Fly Quiet Program, (5) Enhance public education on noise mitigation and, (6) Increase Roundtable effectiveness with inward focused Member education and support. 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 Technical Working Group (TWG) reviewed and provided comprehensive comments and edits on the draft workplan at the June 25, 2025, meeting. The draft is shown is tracked changes for discussion and final adoption by the full Roundtable.



ROUNDTABLE ANNUAL WORK PLAN

July 1, 2025, through June 30, 2026

Introduction

The 2024-2026 Work Plan establishes the strategic direction for the SFO Airport/Community Roundtable over the next year, outlining key initiatives and priorities aimed at mitigating aircraft noise, engaging with stakeholders, and advocating for policies that minimize the impact of aviation operations on surrounding communities. This document serves as a roadmap for action, ensuring that the Roundtable remains proactive, data-driven, and responsive to the evolving needs of affected residents.

The Work Plan aligns with the Roundtable's Strategic Plan, which provides a long-term vision for addressing noise concerns and fostering constructive dialogue between community representatives, SFO, airline partners, and policymakers. While the Strategic Plan sets multi-year objectives, the annual Work Plan is structured around an annual planning cycle, allowing for adaptability in response to emerging challenges, technological advancements, and shifts in regulatory oversight.

As part of this structured approach, the Work Plan defines six strategic goals that serve as focal points for the Roundtable's efforts. Each goal is supported by targeted initiatives designed to achieve measurable outcomes in noise mitigation, policy development, and community engagement. By prioritizing these initiatives, the Roundtable will continue to serve as an effective forum for advocacy, collaboration, and public participation in shaping solutions to airport noise issues.

The following sections outline the six strategic goals and the initiatives that will guide the Roundtable's work throughout the 2025-2026 cycle.

Strategic Plan Goal 1: Strengthen Engagement with Federal, State, Regional and Local Delegations on Airport Noise Reduction Initiatives

1. Increase the Legislative Committee's workplan within the Roundtable to drive policy advocacy efforts. This includes ensuring the committee actively track legislative developments, engage with policymakers, and propose initiatives that align with the Roundtable's noise mitigation objectives.
2. The Roundtable will, on an ongoing basis, invite to meetings and brief the three Members of Congress who currently represent the Roundtable geographic area and their staffs as well as other elected officials on aviation issues, including the various factors that affect aircraft noise and health impacts to residents. ~~ts. ts—especially health impacts.~~ These briefings will ensure that legislators remain informed about community concerns and have the necessary data to advocate for meaningful policy changes at all levels of government.
3. ~~Identify and sponsor specific noise reduction legislation at the state or federal level to create enforceable policies on aircraft noise mitigation. The Roundtable will work with lawmakers to draft, introduce, and support legislation that prioritizes noise reductions policies that best represent the communities' concerns and Roundtables initiatives. ~~quieter flight procedures, operational restrictions, and technological advancements to reduce noise pollution.~~~~

3.

4. Review and explore partnerships with advocacy organizations to support noise reduction initiatives and ensure community concerns are reflected in policy discussions. By collaborating with established advocacy groups, the Roundtable can amplify its voice, build coalitions, and strengthen efforts to push for regulatory and industry changes that benefit impacted communities.

Strategic Plan Goal 2: Develop Enhance Coordination Plan for the Technical Working Group focused on Noise Mitigation, Ground Based Noise and Flight Operations Oversight

1. The Roundtable Technical Working Group will monitor and evaluate the implementation of the FAA NIITE and HUSSH Departures/Southbound Transitions nighttime noise abatement procedures for compliance, including location, altitudes, and nighttime usage. The Roundtable will continue to advocate for increasing the nighttime hours these procedures can be used and will recommend necessary adjustments to the full Roundtable to minimize community noise impact. The group will also evaluate all nighttime operations and advocate strategies that reduce nighttime aircraft noise in all affected areas.
2. The Technical Working Group will engage with SFO and the airlines to address non-safety vectoring practices, such as aircraft shortcuts over residential areas, particularly at night. The Roundtable will work directly with SFO and airline partners to discourage shortcutting practices and promote flight paths that minimize noise impacts on communities. Additionally, the Roundtable will advocate for the exclusive use of Runway 28R for nighttime arrivals to reduce noise exposure for local communities.
3. The Ground-Based Noise (GBN) Subcommittee will hold meetings to discuss the findings of the "Up the Hill" Study. The results of this study will be presented to the full Roundtable for review and discussion. Following the conclusion of these meetings, all future work related to ground-based noise impacts on cities near the airport will be absorbed by the Technical Working Group. The Technical Working Group will oversee any ongoing or new initiatives aimed at mitigating ground-based noise issues.
4. The Roundtable will expand the subcommittee oversight to address both departure, and arrival, and ground-based noise ~~noise~~ issues affecting all Roundtable communities. The group will continuously evaluate PIRAT STAR Airspace arrivals and southern arrival procedures such as SERFR and BDEGA to identify potential noise mitigation strategies. The Technical Working Group will strengthen monitoring of all SFO departure, ~~and~~ arrival and ground-based noise procedures, ensuring proactive recommendations to regulatory bodies.
5. The Roundtable Technical Working Group will monitor the development and implementation of Advanced Air Mobility aircrafts such as air taxi, eVTOL, and drones. As appropriate, the TWG will make recommendations to the

4. Roundtable for advocacy about AAM.

Strategic Plan Goal 3: Coordinate closely with SFO's Noise Abatement Office to Address Airport Operation Noise

1. The Roundtable will identify noise impacts and provide recommendations to SFO Airport Noise Abatement Office for outreach to airlines and FAA as well as to the Airport Director to address in the Airport Development and Noise Action Plans.
2. The Roundtable will review and provide feedback on the SFO Strategic Plan, the Recommended Airport Development Plan (RADP), the and Noise Action Plan, and GBAS procedures with a particular focus on Environmental Justice, e-and noise, and health-related ~~environmental~~ impacts.
3. The Roundtable will explore conducting comprehensive technical studies within its jurisdiction to analyze nighttime noise events. These studies will assess whether the noise results from adherence to or deviations from published flight procedures. Additionally, the studies will identify the root causes of these disturbances, determine the responsible agencies or entities, and provide recommendations for appropriate remediation efforts.

Strategic Goal 4: Provide comprehensive review of ~~Strengthen compliance tracking and accountability within SFO's Fly Quiet Program, with recommendations and implementation support, mto ensure efficacy and strengthen compliance tracking and accountability~~

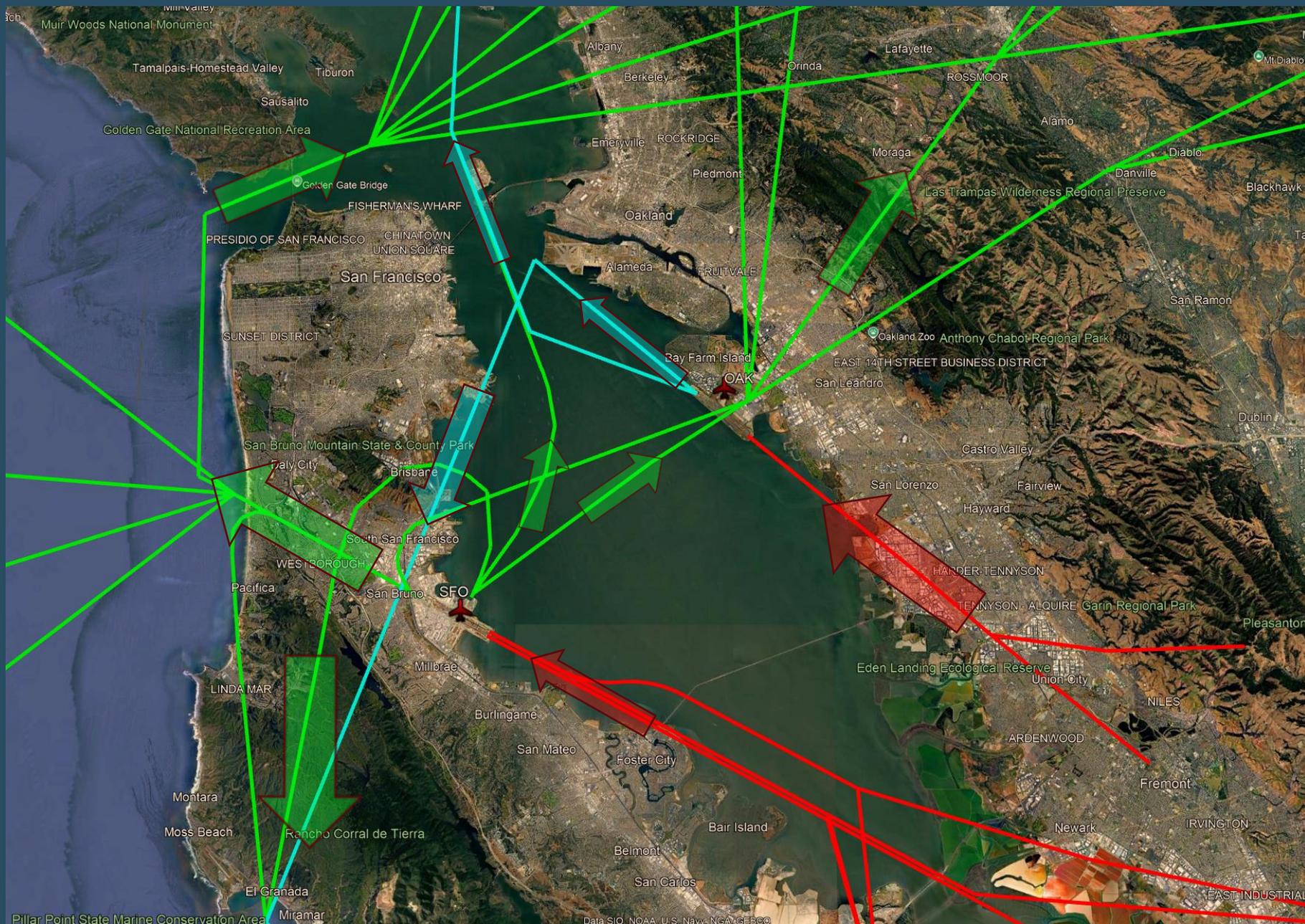
- ~~1. The Roundtable will partner with SFO on incentivizing and modifying the Fly Quiet Program to promote the program, ensure compliance and measurable improvement year over year.~~
- 2.1. The Roundtable, in collaboration with their technical consultant, will work with the San Francisco International Airport to review efficacy of the program as well as sStrengthen compliance tracking and accountability within the Fly Quiet Program.
2. The Roundtable will engage with SFO and airline partners to reinstate this recognition program, which incentivizes airlines to adopt quieter operational practices. By reintroducing the awards, the Roundtable aims to encourage measurable improvements in noise reduction, foster industry accountability, and highlight carriers that demonstrate leadership in responsible flight operation.
3. The Roundtable will engage with SFO to advocate and provide feedback on the aircraft noise reduction efficacy of the current Fly Quiet criteria and to make suggestions, as needed, to improve these criteria and to augment with additional criteria to reflect community aircraft noise reduction goals.

Strategic Goal 5: Enhance Public Education on Noise Mitigation Efforts and Address Community Concerns

1. Improve website usability by working with technical consultants and web developers to ensure the SFO Roundtable website can be used as an education tool and information hub for the community, including the inclusion of interactive community feedback.
2. The Roundtable will continue to hold regular meetings as a forum for the public to speak, listen, and learn about noise mitigation efforts and Roundtable initiatives. These meetings will provide updates on Roundtable actions, facilitate community engagement, and serve as a platform for discussions on ongoing and future noise reduction strategies.
3. Develop and distribute educational materials, including presentations, reports, and online resources, to inform the public about noise mitigation initiatives, flight operations, and the Roundtable's role in advocating for community interests.
4. Expand Outreach to Underrepresented Communities Affected by Noise – Conduct targeted outreach to historically underrepresented or disproportionately impacted communities near the airport to ensure their concerns are heard and addressed. Develop partnerships with local organizations to facilitate community participation in Roundtable initiatives.

Strategic Goal 6: ~~Improve Roundtable Effectiveness:~~ Increase Roundtable effectiveness with inward focused Member education and support

1. Continue to provide an annual-Noise 101 training and/ or similar educational resource to the SFO Roundtable members ~~by~~ posting on the website for availability to ~~R~~Roundtable members and the public.
2. Compile a user-friendly glossary of aviation terms to be provided as part of the meeting packets as well as posted on the Roundtable website.
3. Using a satellite-based map, create a graphical compilation of SFO published flight procedures, along with some actual flight tracks (including non-safety vectoring for efficiency) to assist members in understanding the flight noise impacting their residents.



West Plan

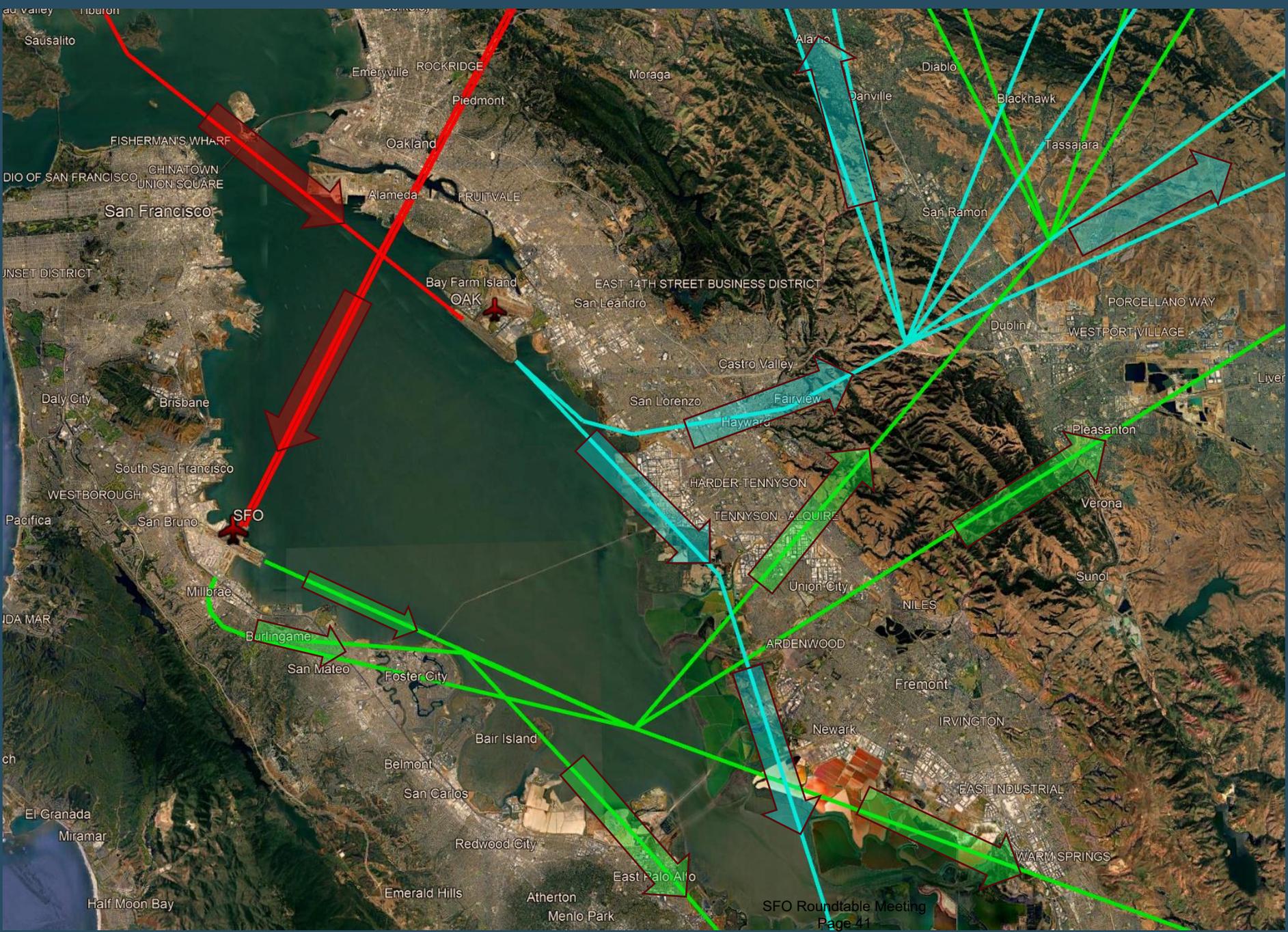
Used 95-98% of the time due to prevailing westerly winds

Primary departure runways are 01L/R facing north

Primary arrival runways are 28/R facing west

SFO Departures in **Green**
 OAK Departures in **Blue**
 All Arrivals in **Red**





Southeast Plan

Used 2-5% of the time
 Dependent on winds

Primary departure runways
 are 10L/R facing east

Primary arrival runways are
 19L/R facing south

Also known as “reverse
 flow”

Reduced capacity

Coordinated Traffic
 Management required
 between major airports in
 the area (SFO, OAK, SJC)

SFO Departures in **Green**
 OAK Departures in **Blue**
 All Arrivals in **Red**



Nighttime Plan

Based on SFO's Nighttime preferential runway use program

Goal is to maximize flights over water and minimize flights over land

Used to the maximum extent possible, but cannot be used 100% of the time

SFO Departures in **Green**
OAK Departures in **Blue**
All Arrivals in **Red**

